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PREPARED BY: MHD/UYS



SPECIFICATIONS PACKAGE

FOR

FINANCIAL PROJECT ID(S): 425531-1-58-01

FEDERAL FUNDS

A DISTRICT ONE ON-SYSTEM LOCAL AGENCY PROGRAM PROJECT
MANATEE COUNTY

The applicable Sections, Articles and Subarticles of the General Requirements & Covenants division (Division I) and all of the Construction Details and Materials divisions (Division II & III) of the 2010 Edition of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction are added and/or revised as follows:

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

Signature
and Seal:



Date:

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SPECIAL PROVISIONS

DEFINITIONS AND TERMS

SECTION 1 language is added as follows:

1-3 Definitions.

The following terms, when used in the Contract Documents, have the meaning described:

Contractor's Engineer of Record.

A Professional Engineer registered in the State of Florida, other than the Engineer of Record or his subcontracted consultant, who undertakes the design and drawing of components of the permanent structure as part of a redesign or VECP, or for repair designs and details of the permanent work. The Contractor's Engineer of Record may also serve as the Specialty Engineer.

The Contractor's Engineer of Record must be an employee of a pre-qualified firm. The firm shall be pre-qualified in accordance with the Rules of the Department of Transportation, Chapter 14-75. Any Corporation or Partnership offering engineering services must hold a Certificate of Authorization from the Florida Department of Business and Professional Regulation.

As an alternate to being an employee of a pre-qualified firm, the Contractor's Engineer of Record may be a pre-qualified Specialty Engineer. For items of the permanent work declared by the State Construction Office to be "major" or "structural", the work performed by a pre-qualified Specialty Engineer must be checked by another pre-qualified Specialty Engineer. An individual Engineer may become pre-qualified in the work groups listed in the Rules of the Department of Transportation, Chapter 14-75, if the requirements for the Professional Engineer are met for the individual work groups. Pre-qualified Specialty Engineers are listed on the State Construction Website. Pre-qualified Specialty Engineers will not be authorized to perform redesigns or VECP designs of items fully detailed in the plans.

Department.

Manatee County.

Engineer.

The Professional Engineer, registered in the State of Florida, other than the Engineer of Record or his subcontracted consultant, acting as the project's Construction Engineering Inspection Manager. The Engineer may be County in-house staff or a consultant retained by the County.

Note: In order to avoid cumbersome and confusing repetition of expressions in these Specifications, it is provided that whenever anything is, or is to be done, if, as, or, when, or where "acceptable, accepted, approval, approved, authorized, condemned, considered necessary, contemplated, deemed necessary, designated, determined, directed, disapproved, established, given, indicated, insufficient, ordered, permitted, rejected, required, reserved, satisfactory, specified, sufficient, suitable, suspended, unacceptable, or unsatisfactory," it shall be understood as if the expression were followed by the words "by the Engineer," "to the Engineer," or "of the Engineer."

Specialty Engineer.

A Professional Engineer registered in the State of Florida, other than the Engineer of Record or his subcontracted consultant, who undertakes the design and drawing preparation of components, systems, or installation methods and equipment for specific temporary portions of the project work or for special items of the permanent works not fully detailed in the plans and required to be furnished by the Contractor such as but not limited to pot bearing designs, non-standard expansion joints, MSE wall designs and other specialty items. The Specialty Engineer may also provide designs and details for items of the permanent work declared by the State Construction Office to be “minor” or “non-structural”. The Specialty Engineer may be an employee or officer of the Contractor or a fabricator, an employee or officer of an entity providing components to a fabricator, or an independent consultant.

For items of work not specifically covered by the Rules of the Department of Transportation, a Specialty Engineer is qualified if he has the following qualifications:

- (1) Registration as a Professional Engineer in the State of Florida.
- (2) The education and experience necessary to perform the submitted design as required by the Florida Department of Business and Professional Regulation.

SCOPE OF THE WORK

SECTION 4 language is added as follows:

4-3.1 General: When the Department requires work that is not covered by a price in the Contract and such work does not constitute a “Significant Change” as defined in 4-3.1, and the Department finds that such work is essential to the satisfactory completion of the Contract within its intended scope, the Department will make an adjustment to the Contract. The Engineer will determine the basis of payment for such an adjustment in a fair and equitable amount.

The term “significant change” applies only when the Engineer determines that the character of the work, as altered, differs materially in kind or nature from that involved or included in the original proposed construction. The allowance due to the Contractor will be determined by the Department.

In the instance of an alleged “significant change”, the determination by the Engineer shall be conclusive and shall not be subject to challenge by the Contractor in any forum, except upon the Contractor establishing by clear and convincing proof that the determination by the Engineer was without any reasonable and good-faith basis.

CONTROL OF THE WORK

SECTION 5 language is added as follows:

5-11 Final Acceptance.

When, upon completion of the final construction inspection of the entire project, the Engineer determines that the Contractor has satisfactorily completed the work, the Engineer will give the Contractor written notice of final acceptance.

CONTROL OF MATERIALS

SECTION 6 language is added as follows:

6-1 Acceptance Criteria.

6-1.1 General: Acceptance of materials is based on the following criteria. All requirements may not apply to all materials. Use only materials in the work that meet the requirements of these Specifications. The Engineer may inspect and test any material, at points of production, distribution and use.

6-1.2 Sampling and Testing: Use the Department's current sample identification and tracking system to provide related information and attach the information to each sample. Restore immediately any site from which material has been removed for sampling purposes to the pre-sampled condition with materials and construction methods used in the initial construction, at no additional cost to the Department.

Ensure when a material is delivered to the location as described in the Contract Documents, there is enough material delivered to take samples, at no expense to the Department.

6-1.2.1 Pretest by Manufacturers: Submit certified manufacturer's test results to the Engineer for qualification and use on Department projects. Testing will be as specified in the Contract Documents. The Department may require that manufacturers submit samples of materials for independent verification purposes.

6-1.2.2 Point of Production Test: Test the material during production as specified in the Contract Documents.

6-1.2.3 Point of Distribution Test: Test the material at Distribution facilities as specified in the Contract Documents.

6-1.2.4 Point of Use Test: Test the material immediately following placement as specified in the Specifications. After delivery to the project, the Department may require the retesting of materials that have been tested and accepted at the source of supply, or may require the testing of materials that are to be accepted by Producer Certification. The Department may reject all materials that, when retested, do not meet the requirements of these Specifications.

6-1.3 Certification:

6-1.3.1 Producer Certification: Provide complete certifications for materials as required. Furnish to the Engineer for approval, Producer Certifications for all products listed on the Qualified Products List and when required by the applicable material Specification(s). Do not incorporate any manufactured products or materials into the project without approval from the Engineer. Materials will not be considered for payment when not accompanied by Producer Certification. Producers may obtain sample certification forms through the Department's website. Ensure that the certification is provided on the producer's letterhead and is signed by a legally responsible person from the producer and notarized.

6-1.3.1.1 Qualified Products List: The Product Evaluation Section in the State Specifications and Estimates Office publishes and maintains a Qualified Products List. This list provides assurance to Contractors, consultants, designers, and Department personnel that specific products and materials are approved for use on Department facilities. The Department will limit the Contractor's use of products and materials that require pre-approval to items listed on the Qualified Products List effective at the time of placement.

Manufacturers seeking evaluation in accordance with Departmental procedures of an item must submit a Product Evaluation Application, available on the Department's website

www2.dot.state.fl.us/specificationsestimates/productevaluation/qpl/submittalprocess.aspx , with supporting documentation as defined and detailed by the applicable Specifications and Standards. This may include certified test reports from an independent test laboratory, certification that the material meets all applicable specifications, signed and sealed drawings and calculations, quality control plans, samples, infrared scans, or other technical data.

Manufacturers successfully completing the Department's evaluation are eligible for inclusion on the Qualified Products List. The Department will consider any marked variations from original test values for a material or any evidence of inadequate field performance of a material as sufficient evidence that the properties of the material have changed, and the Department will remove the material from the Qualified Products List.

6-1.3.1.2 Approved Products List: The State Traffic Operations Office maintains the Approved Products List of Traffic Control Signal Devices. Traffic Monitoring Site Equipment and Materials are also included on the Approved Products List. This list provides assurance to Maintaining Agencies, Contractors, consultants, designers, and Department personnel that the specific items listed are approved for use on Department facilities. The Department will limit the Contractor's procurement and use of Traffic Control Signal Devices, and Traffic Monitoring Site equipment and materials to only those items listed on the Approved Products List that is effective at the time of procurement, except as provided in Section 603.

The approval process is described in detail on the State Traffic Operation website, www.dot.state.fl.us/trafficoperations/terl/apl2.htm . Manufacturers seeking evaluation of a specific device must submit an application which can be obtained from the State Traffic Operations Office.

6-1.3.2 Contractor Installation Certification: Provide installation certifications as required by the Contract Documents.

6-2 Applicable Documented Authorities other than Specifications.

6-2.1 General: Details on individual materials are identified in various material specific Sections of the Specifications that may refer to other documented authorities for requirements. When specified, meet the requirements as defined in such references.

6-2.2 Test Methods: Methods of sampling and testing materials are in accordance with the Florida Methods (FM). If a Florida Method does not exist for a particular test, perform the testing in accordance with the method specified in the Specification. When test methods or other standards are referenced in the Specifications without identification of the specific time of issuance, use the most current issuance, including interims or addendums thereto, at the time of bid opening.

6-2.3 Construction Aggregates: Aggregates used on Department projects must be in accordance with Rule 14-103, FAC.

6-3 Storage of Materials and Samples.

6-3.1 Method of Storage: Store materials in such a manner as to preserve their quality and fitness for the work, to facilitate prompt inspection, and to minimize noise impacts on sensitive receivers. More detailed specifications concerning the storage of specific materials are prescribed under the applicable Specifications. The Department may reject improperly stored materials.

6-3.2 Use of Right-of-Way for Storage: If the Engineer allows, the Contractor may use a portion of the right-of-way for storage purposes and for placing the Contractor's plant and equipment. Use only the portion of the right-of-way that is outside the clear zone, which is the

portion not required for public vehicular or pedestrian travel. When used, restore the right-of-way to pre-construction condition at no additional cost to the Department or as specified in the Contract Documents. Provide any additional space required at no expense to the Department.

6-3.3 Responsibility for Stored Materials: Accept responsibility for the protection of stored materials. The Department is not liable for any loss of materials, by theft or otherwise, or for any damage to the stored materials.

6-3.4 Storage Facilities For Samples: Provide facilities for storage of samples as described in the Contract Documents and warranted by the test methods and Specifications.

6-4 Defective Materials.

Materials not meeting the requirements of these Specifications will be considered defective. The Engineer will reject all such materials, whether in place or not. Remove all rejected material immediately from the site of the work and from storage areas, at no expense to the Department.

Do not use material that has been rejected and the defects corrected, until the Engineer has approved the material's use. Upon failure to comply promptly with any order of the Engineer made under the provisions of this Article, the Engineer will remove and replace defective material and deduct the cost of removal and replacement from any moneys due or to become due the Contractor.

As an exception to the above, the Contractor may submit, upon approval of the Engineer, an engineering and/or laboratory analysis to evaluate the effect of defective in place materials. A Specialty Engineer, who is an independent consultant or the Contractor's Engineer of Record as stated within each individual Section shall perform any such analysis. The Engineer will determine the final disposition of the material after review of the information submitted by the Contractor. No additional monetary compensation or time extension will be granted for the impact of any such analysis or review.

6-5 Products and Source of Supply.

6-5.3 Unfit, Hazardous, and Dangerous Materials: Do not use any material that, after approval and/or placement, has in any way become unfit for use. Do not use materials containing any substance that has been determined to be hazardous by the State of Florida Department of Environmental Protection or the U.S. Department of Environmental Protection. Provide workplaces free from serious recognized hazards and to comply with occupational safety and health standards, as determined by the U.S. Department of Labor Occupational Safety and Health Administration.

LEGAL REQUIREMENTS AND RESPONSIBILITIES TO THE PUBLIC

SECTION 7 language is added as follows:

7-1.3 Introduction or Release of Prohibited Aquatic Plants, Plant Pests, or Noxious Weeds: Do not introduce or release prohibited aquatic plants, plant pests, or noxious weeds into the project limits as a result of clearing and grubbing, earthwork, grassing and mulching, sodding, landscaping, or other such activities. Immediately notify the Engineer upon discovery of all prohibited aquatic plants, plant pests, or noxious weeds within the project limits. Do not move prohibited aquatic plants, plant pests, or noxious weeds within the project limits or to

locations outside of the project limits without the Engineer's permission. Maintain all borrow material brought onto the project site free of prohibited aquatic plants, plant pests, noxious weeds, and their reproductive parts. Refer to Rule 16C-52 and Rule 5B-57, of the Florida Administrative Code for the definition of prohibited aquatic plants, plant pests, and noxious weeds.

Furnish the Engineer, prior to incorporation into the project, with a certification from the Florida Department of Agriculture and Consumer Services, Division of Plant Industry, stating that the sod, hay, straw, and mulch materials are free of noxious weeds, including Tropical Soda Apple.

7-1.7 Insecticides and Herbicides. Use products found on the following website, www.flpesticide.us/, approved by the Florida Department of Agriculture for the State of Florida. The use of restricted products is prohibited. Do not use any products in the sulfonylurea family of chemicals. Herbicide application by broadcast spraying is not allowed.

Procure any necessary licenses, pay all charges and fees, and give all notices necessary for lawful performance of the work.

Ensure that all employees applying insecticides and herbicides possess a current Florida Department of Agriculture Commercial Applicator license with the categories of licensure in Right-of-Way Pest Control and Aquatic Pest Control. Provide a copy of current certificates upon request, to the Engineer.

Ensure that employees who work with herbicides comply with all applicable Federal, State, and local regulations.

Comply with all regulations and permits issued by any regulatory agency within whose jurisdiction work is being performed. Post all permit placards in a protected, conspicuous location at the work site.

Acquire any permits required for work performed on the rights-of-way within the jurisdiction of National Forests in Florida. Contact the Local National Forest Ranger District, or the United States Department of Agriculture (USDA) office for the proper permits and subsequent approval.

Acquire all permits required for aquatic plant control as outlined in Chapter 62C-20, Florida Administrative Code, Rules of the Florida Department of Environmental Protection. Contact the Regional Field Office of Bureau of Invasive Plant Management of the Florida Department of Environmental Protection for proper permits and subsequent approval. If application of synthetic organo-auxin herbicides is necessary, meet the requirements of Chapter 5E-2, Florida Administrative Code.

7-7.2 Overloaded Equipment. Do not operate on any road or street any hauling unit or equipment loaded in excess of (1) the maximum weights specified in the Florida Uniform Traffic Control Law, or (2) lower weights legally established for any section of road or bridge by the Department or local authorities. The governmental unit having jurisdiction over a particular road or bridge may provide exceptions by special permit under the provisions of 7.0. This restriction applies to all roads and bridges inside and outside the Contract limits as long as these roads and bridges are open for public use. The Contractor may overload roads and bridges which are to be demolished after they are permanently closed to the public. The Contractor is responsible for all loss or damages resulting from equipment operated on a structure permanently closed to the public.

7-7.5 Contractor's Equipment on Bridge Structures. The Specialty Engineer shall analyze the effect of imposed loads on bridge structures, within the limits of a construction

contract, resulting from the following operations:

- (1) Overloaded Equipment as defined 6.0:
 - (a) Operating on or crossing over completed bridge structures.
 - (b) Operating on or crossing over partially completed bridge structures.
- (2) Equipment within legal load limits:
 - (a) Operating on or crossing over partially completed bridge structures.
- (3) Construction cranes:
 - (a) Operating on completed bridge structures.
 - (b) Operating on partially completed bridge structures.

Any pipe culvert(s) or box culvert(s) qualifying as a bridge under 1-3 is excluded from the requirements above.

A completed bridge structure is a bridge structure in which all elemental components comprising the load carrying assembly have been completed, assembled, and connected in their final position. The components to be considered shall also include any related members transferring load to any bridge structure.

The Specialty Engineer shall determine the effect that equipment loads have on the bridge structure and develop the procedures for using the loaded equipment without exceeding the structure's design load capacity.

Submit to the Department for approval eight copies of design calculations, layout drawings, and erection drawings showing how the equipment is to be used so that the bridge structure will not be overstressed. The Specialty Engineer shall sign and seal one set of the eight copies of the drawings and the cover sheet of one of the eight copies of the calculations for the Department's Record Set.

MEASUREMENT AND PAYMENT

SECTION 9 language is added as follows:

9-1.3 Determination of Pay Areas:

9-1.3.1 Final Calculation: When measuring items paid for on the basis of area of finished work, where the pay quantity is designated to be determined by calculation, the Engineer will use lengths and widths in the calculations based on the station to station dimensions shown on the plans; the station to station dimensions actually constructed within the limits designated by the Engineer; or the final dimensions measured along the surface of the completed work within the neat lines shown on the plans or designated by the Engineer. The Engineer will use the method or combination of methods of measurement that reflect, with reasonable accuracy, the actual surface area of the finished work as the Engineer determines.

9-1.3.2 Plan Quantity: When measuring items paid for on the basis of area of finished work, where the pay quantity is designated to be the plan quantity, the Engineer will determine the final pay quantity based on the plan quantity subject to the provisions of 9-3.2. Generally, the Engineer will calculate the plan quantity using lengths based on station to station dimensions and widths based on neat lines shown in the plans.

9-3 Compensation for Altered Quantities.

9-3.1 General: When alteration in plans or quantities of work not requiring a supplemental agreement as hereinbefore provided for are offered and performed, the Contractor

shall accept payment in full at Contract unit bid prices for the actual quantities of work done, and no allowance will be made for increased expense, loss of expected reimbursement, or loss of anticipated profits suffered or claimed by the Contractor, resulting either directly from such alterations, or indirectly from unbalanced allocation among the Contract items of overhead expense on the part of the bidder and subsequent loss of expected reimbursement therefore, or from any other cause.

Compensation for alterations in plans or quantities of work requiring supplemental agreements shall be stipulated in such agreement, except when the Contractor proceeds with the work without change of price being agreed upon, the Contractor shall be paid for such increased or decreased quantities at the Contract unit prices bid in the Proposal for the items of work. If no Contract unit price is provided in the Contract, and the parties cannot agree as to a price for the work, the Contractor agrees to do the work in accordance with 4-3.2.

9-3.2 Payment Based on Plan Quantity:

9-3.2.1 Error in Plan Quantity: As used in this Article, the term “substantial error” is defined as the smaller of (a) or (b) below:

(a) a difference between the original plan quantity and final quantity of more than 5%,

(b) a change in quantity which causes a change in the amount payable of more than \$5,000.

On multiple job Contracts, changes made to an individual pay item due to substantial errors will be based on the entire Contract quantity for that pay item.

Where the pay quantity for any item is designated to be the original plan quantity, the Department will revise such quantity only in the event that the Department determines it is in substantial error. In general, the Department will determine such revisions by final measurement, plan calculations, or both, as additions to or deductions from plan quantities.

In the event that either the Department or the Contractor contends that the plan quantity for any item is in error and additional or less compensation is thereby due, the claimant shall submit, at their own expense, evidence of such in the form of acceptable and verifiable measurements or calculations. The Department will not revise the plan quantity solely on the basis of a particular method of construction that the Contractor selects. For earthwork items, the claimant must note any differences in the original ground surfaces from that shown in the original plan cross-sections that would result in a substantial error to the plan quantity, and must be properly documented by appropriate verifiable level notes, acceptable to both the Contractor and the Department, prior to disturbance of the original ground surface by construction operations. The claimant shall support any claim based upon a substantial error for differences in the original ground surface by documentation as provided above.

9-3.2.2 Authorized Changes in Limits of Work: Where the Department designates the pay quantity for any item to be the original plan quantity and authorizes a plan change which results in an increase or decrease in the quantity of that item, the Department will revise the plan quantity accordingly. In general, the Department will determine such revisions by final measurement, plan calculations or both.

9-3.2.3 Specified Adjustments to Pay Quantities: Do not apply the limitations specified in 9-3.2.1 and 9-3.2.2 to the following:

(1) Where these Specifications or Special Provisions provide that the Department determines the pay quantity for an item on the basis of area of finished work adjusted in accordance with the ratio of measured thickness to nominal thickness.

(2) Where these Specifications provide for a deduction due to test results falling outside of the allowable specified tolerances.

(3) To payment for extra length fence posts, as specified in 550-6.3.

9-3.3 Lump Sum Quantities:

9-3.3.1 Error in Lump Sum Quantity: Where the Department designates the pay quantity for an item to be a lump sum and the plans show an estimated quantity, the Department will adjust the lump sum compensation only in the event that either the Contractor submits satisfactory evidence or the Department determines and furnishes satisfactory evidence that the lump sum quantity shown is in substantial error as defined in 9-3.2.1.

MAINTENANCE OF TRAFFIC.

(REV 10-7-10) (1-11)

SUBARTICLE 102-13.12.1 (of the Supplemental Specifications) is deleted and the following substituted:

102-13.12.1 Redirective: Price and payment will be full compensation for furnishing, installing, maintaining and subsequently removing such crash cushions. Payment for restoring damaged crash cushions will be the manufacturer's/distributor's invoice price for the new materials/parts plus 20% markup. The 20% markup is compensation for all necessary work, including but not limited to labor, equipment, supplies and profit, as authorized by the Engineer. Additional MOT required for the repair of the crash cushion will be paid for under the appropriate MOT pay item.

CRASH CUSHIONS.

(REV 10-7-10) (1-11)

ARTICLE 544-4 (of the Supplemental Specifications) is deleted and the following substituted:

544-4 Compensation.

Price and payment will be full compensation for the complete system or module in place and accepted, including object marker or sheeting. Payment for restoring damaged crash cushions will be the manufacturer's/distributor's invoice price for the new materials/parts plus 20% markup. The 20% markup is compensation for all necessary work, including but not limited to labor, equipment, supplies and profit, as authorized by the Engineer.

Relocation of an existing crash cushion to a permanent location called for in the plans shall be paid for at the Contract unit price for relocating existing systems. Price and payment will be full compensation for relocating and reinstalling the system in accordance with the manufacturer's instructions and the Design Standards.

Payment will be made under:

- Item No. 544- 74- Relocate Crash Cushion - each.
- Item No. 544- 75- Crash Cushion - each.

SUPPLEMENTAL SPECIFICATIONS

102 MAINTENANCE OF TRAFFIC.
(REV 8-10-10) (FA 8-16-10) (1-11)

SECTION 102 (Pages 109–126) is deleted and the following substituted:

SECTION 102
MAINTENANCE OF TRAFFIC

102-1 Description.

Maintain traffic within the limits of the project for the duration of the construction period, including any temporary suspensions of the work. Construct and maintain detours. Provide facilities for access to residences, businesses, etc., along the project. Furnish, install and maintain traffic control and safety devices during construction. Furnish and install work zone pavement markings for maintenance of traffic in construction areas. Provide any other special requirements for safe and expeditious movement of traffic specified on the plans. Maintenance of Traffic includes all facilities, devices and operations as required for safety and convenience of the public within the work zone.

Do not maintain traffic over those portions of the project where no work is to be accomplished or where construction operations will not affect existing roads. Do not obstruct or create a hazard to any traffic during the performance of the work, and repair any damage to existing pavement open to traffic.

Include the cost of any work that is necessary to meet the requirements of the Contract Documents under the MOT pay item, when there is not a pay item provided.

102-2 Materials.

Meet the following requirements:

Bituminous Adhesive.....	Section 970
Temporary Retroreflective Pavement Markers...	Section 990
Paint	Section 971
Removable Tape	Section 990
Glass Spheres	Section 971
Temporary Traffic Control Device Materials	Section 990
Retroreflective and Nonreflective Sheeting for Temporary Traffic Control Devices.....	Section 994

102-2.1 Temporary Traffic Control Devices: Use only the materials meeting the requirements of Section 990, Section 994, Design Standards and the MUTCD.

102-2.2 Detour: Provide all materials for the construction and maintenance of all detours.

102-2.3 Commercial Materials for Driveway Maintenance: Provide materials of the type typically used for base, including recycled asphalt pavement material, and having stability and drainage properties that will provide a firm surface under wet conditions.

102-3 Specific Requirements.

102-3.1 Beginning Date of Contractor's Responsibility: Maintain traffic starting the day work begins on the project or on the first day Contract time is charged, whichever is earlier.

102-3.2 Worksite Traffic Supervisor: Provide a Worksite Traffic Supervisor in accordance with Section 105. Provide the Worksite Traffic Supervisor with all equipment and materials needed to set up, take down, maintain traffic control, and handle traffic-related situations.

Ensure that the Worksite Traffic Supervisor performs the following duties:

1. Performs on site direction of all traffic control on the project.
2. Is on site during all set up and take down, and performs a drive through inspection immediately after set up.
3. Is on site during all nighttime operations to ensure proper Maintenance of Traffic.
4. Immediately corrects all safety deficiencies and does not permit minor deficiencies that are not immediate safety hazards to remain uncorrected for more than 24 hours.
5. Is available on a 24-hour per day basis and present within 45 minutes after notification of an emergency situation and is prepared to positively respond to repair the work zone traffic control or to provide alternate traffic arrangements.
6. Conducts daily daytime and weekly nighttime inspections of projects with predominately daytime work activities, and daily nighttime and weekly daytime inspections of projects with predominantly nighttime work activities of all traffic control devices, traffic flow, pedestrian, bicyclist, and business accommodations.

Advise the project personnel of the schedule of these inspections and give them the opportunity to join in the inspection as is deemed necessary. Submit a comprehensive weekly report, using the Department's currently approved form, to the Engineer detailing the condition of all traffic control devices (including pavement markings) being used. Include assurances in the inspection report that pedestrians are accommodated with a safe travel path around work sites and safely separated from mainline traffic, that existing or detoured bicyclist paths are being maintained satisfactorily throughout the project limits, and that existing businesses in work areas are being provided with adequate entrances for vehicular and pedestrian traffic during business hours. Have the Worksite Traffic Supervisor sign the report and certify that all of the above issues are being handled in accordance with the Contract Documents. When deficiencies are found, the Worksite Traffic Supervisor is to note such deficiencies and include the proposed corrective actions, including the date corrected.

The Department may disqualify and remove from the project a Worksite Traffic Supervisor who fails to comply with the provisions of this Section. The Department may temporarily suspend all activities, except traffic, erosion control and such other activities that are necessary for project maintenance and safety, for failure to comply with these provisions.

102-4 Alternative Traffic Control Plan.

The Contractor may propose an alternative Traffic Control Plan (TCP) to the plan presented in the Contract Documents. Have the Contractor's Engineer of Record sign and seal the alternative plan. Prepare the TCP in conformance with and in the form outlined in the current version of the Roadway Plans Preparation Manual. Indicate in the plan a TCP for each phase of activities. Take responsibility for identifying and assessing any potential impacts to a utility that may be caused by the alternate TCP proposed by the Contractor, and notify the Department in writing of any such potential impacts to utilities.

Engineer's approval of the alternate TCP does not relieve the Contractor of sole responsibility for all utility impacts, costs, delays or damages, whether direct or indirect, resulting from Contractor initiated changes in the design or construction activities from those in the original Contract Specifications, design plans (including traffic control plans) or other Contract Documents and which effect a change in utility work different from that shown in the utility plans, joint project agreements or utility relocation schedules.

The Department reserves the right to reject any Alternative Traffic Control Plan. Obtain the Engineer's written approval before beginning work using an alternate TCP. The Engineer's written approval is required for all modifications to the TCP. The Engineer will only allow changes to the TCP in an emergency without the proper documentation.

102-5 Traffic Control.

102-5.1 Standards: FDOT Design Standards (DS) are the minimum standards for the use in the development of all traffic control plans. The MUTCD Part VI is the minimum national standard for traffic control for highway construction, maintenance, and utility operations. Follow the basic principles and minimum standards contained in these documents for the design, application, installation, maintenance, and removal of all traffic control devices, warning devices and barriers which are necessary to protect the public and workers from hazards within the project limits.

102-5.2 Maintenance of Roadway Surfaces: Maintain all lanes that are being used for the maintenance of traffic, including those on detours and temporary facilities, under all weather conditions. Keep the lanes reasonably free of dust, potholes and rutting. Provide the lanes with the drainage facilities necessary to maintain a smooth riding surface under all weather conditions.

102-5.3 Number of Traffic Lanes: Maintain one lane of traffic in each direction. Maintain two lanes of traffic in each direction at existing four (or more) lane cross roads, where necessary to avoid undue traffic congestion. Construct each lane used for maintenance of traffic at least as wide as the traffic lanes existing in the area before commencement of construction. Do not allow traffic control and warning devices to encroach on lanes used for maintenance of traffic.

The Engineer may allow the Contractor to restrict traffic to one-way operation for short periods of time provided that the Contractor employs adequate means of traffic control and does not unreasonably delay traffic. When a construction activity requires restricting traffic to one-way operations, locate the flaggers within view of each other when possible. When visual contact between flaggers is not possible, equip them with 2-way radios, official, or pilot vehicle(s), or use traffic signals.

102-5.4 Crossings and Intersections: Provide and maintain adequate accommodations for intersecting and crossing traffic. Do not block or unduly restrict any road or street crossing the project unless approved by the Engineer. Maintain all existing actuated or traffic responsive mode signal operations for main and side street movements for the duration of the Contract. Restore any loss of detection within 12 hours. Use only detection technology listed on the Department's Approved Products List (APL) and approved by the Engineer to restore detection capabilities.

Before beginning any construction, provide the Engineer a plan for maintaining detection devices for each intersection and the name(s) and phone numbers of persons that can be contacted when signal operation malfunctions.

102-5.5 Access for Residences and Businesses: Provide continuous access to all residences and all places of business.

102-5.6 Protection of the Work from Injury by Traffic: Where traffic would be injurious to a base, surface course, or structure constructed as a part of the work, maintain all traffic outside the limits of such areas until the potential for injury no longer exists.

102-5.7 Flagger: Provide trained flaggers in accordance with Section 105.

102-5.8 Conflicting Pavement Markings: Where the lane use or where normal vehicle or pedestrian paths are altered during construction, remove all pavement markings (paint, tape, thermoplastic, raised pavement markers, etc.) that will conflict with the adjusted vehicle or pedestrian paths. Use of paint to cover conflicting pavement markings is prohibited. Remove conflicting pavement markings using a method that will not damage the surface texture of the pavement and which will eliminate the previous marking pattern regardless of weather and light conditions.

Remove all pavement markings that will be in conflict with “next phase of operation” vehicle pedestrian paths as described above, before opening to vehicle traffic or use by pedestrians.

Cost for removing conflicting pavement markings (paint, tape, thermoplastic, raised pavement markers, etc.) to be included in Maintenance of Traffic, Lump Sum.

102-5.9 Vehicle and Equipment Visibility: Equip all pickups and automobiles used on the project with a minimum of one Class 2 amber or white warning light that meets the Society of Automotive Engineers Recommended Practice SAE J595, dated November 1, 2008, or SAE J845, dated December 1, 2007, and incorporated herein by reference. Existing lights that meet SAE J845, dated March, 1992, or SAE J1318, dated April, 1986, may be used to its end of service life. Lights should be unobstructed by ancillary vehicle equipment such as ladders, racks or booms. If the light is obstructed, additional lights will be required. The lights shall be operating when a vehicle is in a work area where a potential hazard exists, when operating the vehicle at less than the average speed for the facility while performing work activities, making frequent stops or called for in the plans or Design Standards.

Equip all other vehicles and equipment with a minimum of 4 square feet of retroreflective sheeting or flashing lights.

To avoid distraction to motorists, do not operate the lights on the vehicles or equipment when the vehicles are outside the clear zone or behind a barrier.

102-5.10 No Waiver of Liability: Conduct operations in such a manner that no undue hazard results due to the requirements of this Article. The procedures and policies described herein in no way acts as a waiver of any terms of the liability of the Contractor or his surety.

102-6 Detours.

102-6.1 General: Construct and maintain detour facilities wherever it becomes necessary to divert traffic from any existing roadway or bridge, or wherever construction operations block the flow of traffic.

102-6.2 Construction: Plan, construct, and maintain detours for the safe passage of traffic in all conditions of weather. Provide the detour with all facilities necessary to meet this requirement.

Where the plans call for the Department to furnish detour bridge components, construct the pile bents in accordance with the plans, unless otherwise authorized by the Engineer.

Submit a letter with the following: company name, phone number, office address, project contact person, project number, detour bridge type, bridge length, span length, location and usage time frames, to the Engineer at least 30 calendar days before the intended pick-up date, to obtain the storage facility location and list of components for the project. Upon receipt of letter, the Engineer will, within ten calendar days provide an approved material list to the Contractor and the appropriate Department storage yard.

Provide a letter with an original company seal, identifying the representative with authority to pick up components, to the Engineer at least ten calendar days before the proposed pick-up date. The Department is not obligated to load the bridge components without this notice. Take responsibility and sign for each item loaded at the time of issuance.

Provide timber dunnage, and transport the bridge components from the designated storage facility to the job site. Unload, erect, and maintain the bridge, then dismantle the bridge and load and return the components to the designated storage facility.

Notify the Engineer in writing at least ten calendar days before returning the components. Include in this notice the name of the Contractor's representative authorized to sign for return of the bridge components. The yard supervisor is not obligated to unload the bridge components without this notice.

The Department will provide equipment and an operator at the Department's storage facility to assist in loading and unloading the bridge components. Furnish all other labor and equipment required for loading and unloading the components.

The Department's representative will record all bridge components issued or returned on the Detour Bridge Issue and Credit Ticket. The Tickets must be signed by a Department and Contractor representative, after loading or unloading each truck to document the quantity and type of bridging issued or returned.

Bind together all bridge components to be returned in accordance with the instructions given by the storage facility. The yard supervisor will repack components that are not packed in compliance with these instructions. Upon request, written packing instructions will be made available to the Contractor, before dismantling of the bridge for return to the Department's storage facility.

Assume responsibility for any shortage or damage to the bridge components. Monies due the Contractor will be reduced at the rate of \$35.00 per hour plus materials for repacking, repairs or replacement of bridge components.

The skid resistance of open steel grid decking on the detour bridge may decrease gradually after opening the bridge to traffic. The Department will furnish a pneumatic floor scabbler machine for roughening the roadway surface of the detour bridge decking. Provide an air compressor at the job site with 200 ft³/minute capacity, 90 psi air pressure for the power supply of the machine, and an operator. Transport the scabbler machine to and from the Department's Structures Shop. Repair any damage to the scabbler machine caused by operations at no expense to the Department. Perform scabbling when determined necessary by the Engineer. The Department will pay for the cost of scabbling as Unforeseeable Work in accordance with 4-4.

Return the bridge components to the designated storage facility beginning no later than ten calendar days after the date the detour bridge is no longer needed, the date the new bridge is placed in service, or the date Contract Time expires, whichever is earliest. Return the detour bridging at an average of not less than 200 feet per week. Upon failure to return the bridge components to the Department within the time specified, compensate the Department for the

bridge components not returned at the rate of \$5.00 per 10 feet, per day, per bridge, for single lane; and \$10.00 per 10 feet, per day, per bridge, for dual lane until the bridge components are returned to the Department.

102-6.3 Construction Methods: Select and use construction methods and materials that provide a stable and safe detour facility. Construct the detour facility to have sufficient durability to remain in good condition, supplemented by maintenance, for the entire period that the detour is required.

102-6.4 Removal of Detours: Remove detours when they are no longer needed and before the Contract is completed. Take ownership of all materials from the detour and dispose of them, except for materials, which might be on loan from the Department with the stipulation that they are returned.

102-6.5 Detours Over Existing Roads and Streets: When the Department specifies that traffic be detoured over roads or streets outside the project area, do not maintain such roads or streets. However, maintain all signs and other devices placed for the purpose of the detour.

102-6.6 Operation of Existing Movable Bridges: The Department will maintain and operate existing moveable bridges that are to be removed by the Contractor until such time as they are closed to traffic. During this period, make immediate repairs of any damage to such structures caused by use or operations related to the work at no expense to the Department, but do not provide routine repairs or maintenance. In the event that use or operations result in damage to a bridge requiring repairs, give such repairs top priority to any equipment, material, or labor available.

102-7 Traffic Control Officer.

Provide uniformed law enforcement officers, including marked law enforcement vehicles, to assist in controlling and directing traffic in the work zone when the following types of work is necessary on projects:

1. Traffic control in a signalized intersection when signals are not in use.
2. When Standard Index No. 619 is used on Interstate at nighttime and called for in the plans.
3. When Standard Index No. 655 Traffic Pacing for overhead work is called for in the plans or approved by the Engineer.
4. When pulling conductor/cable above an open traffic lane on limited access facilities, when called for in the plans or approved by the Engineer.

102-8 Driveway Maintenance.

102-8.1 General: Ensure that each residence and or business has safe, stable, and reasonable access.

102-8.2 Construction Methods: Place, level, manipulate, compact, and maintain the material, to the extent appropriate for the intended use.

As permanent driveway construction is accomplished at a particular location, the Contractor may salvage and reuse previously placed materials that are suitable for reuse on other driveways.

102-9 Temporary Traffic Control Devices.

102-9.1 Installation and Maintenance: Install and maintain temporary traffic control devices as detailed in the plans, Index 600 of the Design Standards and when applicable, in accordance with the approved vendor drawings, as provided on the Qualified Products List

(QPL) or the Approved Products List (APL). Erect the required temporary traffic control devices to prevent any hazardous conditions and in conjunction with any necessary traffic re-routing to protect the traveling public, workers, and to safeguard the work area. Use only those devices that are on the QPL or the APL. Immediately remove or cover any devices that do not apply to existing conditions.

All temporary traffic control devices must meet the requirements of National Cooperative Highway Research Program Report 350 (NCHRP 350) or the Manual for Assessing Safety Hardware 2009 (MASH) and current FHWA directives. Manufacturers seeking evaluation must furnish certified test reports showing that their product meets all test requirements set forth by NCHRP 350 or the MASH. Manufacturers seeking evaluation of Category I devices for inclusion on the QPL shall include the manufacturer's self-certification letter. Manufacturer's seeking evaluation of Category II and Category III devices for inclusion on the QPL shall include the FHWA WZ numbered acceptance letter with attachments and vendor drawings of the device in sufficient detail to enable the Engineer to distinguish between this and similar devices. For devices requiring field assembly or special site preparation, vendor drawings shall include all field assembly details and technical information necessary for proper application and installation and must be signed and sealed by a Professional Engineer registered in the State of Florida. Manufacturers seeking evaluation of Category IV devices for inclusion on the QPL or APL must comply with the requirements of Section 990 and include detailed vendor drawings of the device along with technical information necessary for proper application, field assembly and installation.

Ensure that the QPL or APL number is permanently marked on the device at a readily visible location. Sheeting used on devices is exempt from this marking requirement.

Notify the Engineer of any scheduled operation which will affect traffic patterns or safety sufficiently in advance of commencing such operation to permit his review of the plan for the proposed installation of temporary traffic control devices.

Ensure an employee is assigned the responsibility of maintaining the position and condition of all temporary traffic control devices throughout the duration of the Contract. Keep the Engineer advised at all times of the identification and means of contacting this employee on a 24-hour basis.

Keep temporary traffic control devices in the correct position, properly directed, clearly visible and clean, at all times. Ensure that all traffic control devices meet acceptable standards as outlined in American Traffic Safety Services Association (ATSSA's) "Quality Guidelines for Temporary Traffic Control Devices and Features". Immediately repair, replace or clean damaged, defaced or dirty devices.

102-9.2 Work Zone Signs: Provide signs in accordance with the plans and Design Standards. Meet the requirements of 700-2.5 and 990-8.. Use only approved systems, which includes sign support posts or stands and attachment hardware (nuts, bolts, clamps, brackets, braces, etc.), meeting the vendor requirements specified on the QPL Drawings.

Attach the sign to the sign support using hardware meeting the manufacturer's recommendations and as specified in the Design Standards.

Provide Federal Highway Administration's (FHWA) accepted sign substrate for use with accepted sign stands on the National Highway System (NHS) under the provisions of the National Cooperative Highway Research Program (NCHRP) Report 350 "Recommended Procedures for the Safety Performance Evaluation of Highway Features."

102-9.3 Business Signs: Provide and place signs in accordance with the plans and Design Standards. Furnish signs having retroreflective sheeting meeting the requirements of Section 990.

Use signs with specific business names on each sign. Install logos provided by business owners and approved by the Engineer. Standard Business entrance signs meeting the requirements of Index 17355 without specific business names may be used only with the approval of the Engineer.

102-9.4 High Intensity Flashing Lights: Furnish Type B lights in accordance with the plans and Design Standards.

102-9.5 Warning/Channelizing Devices: Furnish warning/channelizing devices in accordance with the plans and Design Standards.

102-9.5.1 Retroreflective Collars for Traffic Cones: Use collars for traffic cones listed on the QPL that meet the requirements of Section 990. Use cone collars at night designed to properly fit the taper of the cone when installed. Place the upper 6 inch collar a uniform 3 1/2 inch distance from the top of the cone and the lower 4 inch collar a uniform 2 inch distance below the bottom of the upper 6 inch collar. Ensure that the collars are capable of being removed for temporary use or attached permanently to the cone in accordance with the manufacturer's recommendations. Provide a white sheeting having a smooth outer surface and that has the property of a retroreflector over its entire surface.

102-9.5.2 Barrier Wall (Temporary): Furnish, install, maintain, remove and relocate a temporary barrier wall in accordance with the plans. Ensure that temporary concrete barrier wall for use on roadway sections, complies with Index No. 412, 415 or 414 as specified in the plans. Ensure that temporary concrete barrier wall for use on bridge and wall sections, complies with Index No. 414 as specified in the plans. Ensure that temporary water filled barrier wall used on roadway sections meets the NCHRP Report 350 criteria or the MASH and is listed on the Qualified Products List (QPL). Barriers meeting the requirements of Index No. 412, 415 or temporary water filled barriers on the QPL will not be accepted as an alternate to barriers meeting the requirements of Index No. 414.

102-9.5.3 Glare Screen (Temporary): Use temporary glare screens listed on the QPL that meet the requirements of Section 990. Furnish, install, maintain, remove and relocate glare screen systems in conjunction with temporary barrier wall at locations identified in the plans.

Ensure the anchorage of the glare screen to the barrier is capable of safely resisting an equivalent tensile load of 600 lb/ft of glare screen, with a requirement to use a minimum of three fasteners per barrier section.

When glare screen is utilized on temporary barrier wall, warning lights will not be required.

102-9.6 Temporary Crash Cushion (Redirect/Inertia): Furnish, install, maintain and subsequently remove temporary crash cushions in accordance with the details and notes shown in the plans, the Design Standards, and requirements of the pre-approved alternatives listed on the QPL. Maintain the crash cushions until their authorized removal. Repair all attachment scars to permanent structures and pavements after crash cushion removal. Make necessary repairs due to defective material, work, or Contractor operations at no cost to the Department. Restore crash cushions damaged by the traveling public within 24 hours after notification as authorized by the Engineer.

102-9.7 Guardrail (Temporary): Furnish guardrail (temporary) in accordance with the plans and Design Standards. Meet the requirements of Section 536.

102-9.8 Advance Warning Arrow Panel: Furnish advance warning arrow panels that meet the requirements of Section 990 as required by the plans and Design Standards to advise approaching traffic of lane closures or shoulder work.

102-9.9 Portable Changeable Message Sign (PCMS): Furnish portable changeable message signs that meet the requirements of Section 990 as required by the plans and Design Standards to supplement other temporary traffic control devices used in work zones.

A truck mounted PCMS may be used as a stand alone maintenance of traffic device only when used for accident or incident management situations as defined in the MUTCD and is listed on the APL.

102-9.10 Portable Regulatory Signs (PRS): Furnish portable regulatory signs that meet the requirements of 990 as required by the plans and Design Standards.

Activate portable regulatory signs only during active work activities and deactivate when no work is being performed.

102-9.11 Radar Speed Display Unit (RSDU): Furnish radar speed display units that meet the requirements of Section 990 as required by the plans and Design Standards to inform motorists of the posted speed and their actual speed.

Activate the radar speed display unit only during active work activities and deactivate when no work is being performed.

102-9.12 Temporary Traffic Control Signals: Furnish, install and operate temporary traffic control signals as indicated in the plans. Temporary traffic control signals will consist of either portable or fixed traffic signals.

Provide portable traffic signals that meet the requirements of the Design Standards, 603-2 and are listed on the APL. The Engineer may approve used signal equipment if it is in acceptable condition.

102-9.13 Temporary Traffic Detection Technology: Furnish, install and operate Temporary Traffic Detection Technology listed on the Department's APL and approved by the Engineer to restore detection capabilities.

102-9.14 Truck Mounted Attenuators and Trailer Mounted Attenuators: Furnish, install and maintain only those attenuators that meet the requirements of NCHRP 350 or the MASH.

Use Truck Mounted Attenuators or Trailer Mounted Attenuators, when called for in the Design Standards. Use attenuators listed on the QPL.

When attenuators are called for, use either a truck mounted attenuator or a trailer mounted attenuator system designed and installed in accordance with the manufacturers recommendations.

Equip the attenuator cartridge with lights and reflectors in compliance with applicable Florida motor vehicle laws, including turn signals, dual tail lights, and brake lights. Ensure that lights are visible in both the raised and lowered positions if the unit is capable of being raised.

Ensure that the complete unit is painted DOT yellow (Fed. Std. 595 b, No. 13538). Stripe the rear facing of the cartridge in the operating position with the alternating 6 inch white and 6 inch safety orange 45 degree striping to form an inverted "V" at the center of the unit and slope down and toward the outside of the unit, in both directions from the center. In the raised position, place at least the same square footage of striping on the bottom of the

cartridge as placed on the rear facing cartridge in the open position. Use Type III retroreflectorized sheeting for striping.

Attenuators will not be paid for separately. Include the cost of the truck with either a truck mounted attenuator or a trailer mounted attenuator in Maintenance of Traffic Lump Sum. Payment includes all costs, including furnishing, maintaining and removal when no longer required, and all materials, labor, tools, equipment and incidentals required for attenuator maintenance.

102-9.15 Temporary Raised Rumble Strip Sets: When called for in the plans, furnish, install, maintain, remove, and reinstall temporary raised rumble strip sets.

Install the temporary raised rumble strip sets per the manufacturer's recommendations and in accordance with Index 600.

The temporary raised rumble strip may be either a removable polymer striping tape or a molded engineered polymer material.

102-9.16 Automated Flagger Assistance Devices (AFAD): Furnish, install, maintain, remove and relocate AFADs in accordance with the plans and Design Standards. Position AFADs where they are clearly visible to oncoming traffic and out of the lane of traffic. The devices may be operated either by a single flagger at one end of the traffic control zone, from a central location, or by a separate flagger near each device's location.

AFADs may be either a remotely controlled Stop/Slow AFAD mounted on either a trailer or a movable cart system, or a remotely controlled Red/Yellow Lens AFAD.

AFADs will not be paid for separately. AFADs may be used as a supplement or an alternate to flaggers in accordance with Index 603. Include the cost for AFADs in Maintenance of Traffic Lump Sum.

102-10 Work Zone Pavement Marking.

102-10.1 Description: Furnish and install Work Zone Pavement Markings for maintenance of traffic in construction areas and in close conformity with the lines and details shown in the plans and Design Standards.

Centerlines, lane lines, edge lines, stop bars and turn arrows will be required in work zones prior to opening the road to traffic.

The most common types of Work Zone Pavement Markings are painted pavement markings and removable tape. Other types of Work Zone Pavement Markings may be identified in the plans.

102.10.2 Painted Pavement Markings:

102-10.2.1 General: Use painted pavement markings meeting the requirements of Section 710. Use standard waterborne paint unless otherwise identified in the plans or approved by the Engineer.

102-10.3 Removable Tape:

102-10.3.1 General: Use removable tape listed on the QPL and meeting the requirements of 990-4.

102-10.3.2 Application: Apply removable tape with a mechanical applicator to provide pavement lines that are neat, accurate and uniform. Equip the mechanical applicator with a film cut-off device and with measuring devices that automatically and accumulatively measure the length of each line placed within an accuracy tolerance of $\pm 2\%$. Ensure removable tape adheres to the road surface. Removable tape may be placed by hand on short sections 500 feet or less if it is done in a neat accurate manner.

102-10.3.3 Retroreflectivity: Apply white and yellow traffic stripes and markings that will attain an initial retroreflectivity of not less than 300 mcd/lx·m² for white and contrast markings and not less than 250 mcd/lx·m² for yellow markings. Black portions of contrast tapes and black masking tapes must be non-reflective and have a reflectance of less than 5 mcd/lx m². At the end of the six month service life, the retroreflectance of white and yellow removable tape shall not be less than 150 mcd/lx·m².

102-10.3.4 Removability: Provide removable tape capable of being removed from bituminous concrete and portland cement concrete pavement intact or in substantially large strips, either manually or by a mechanical roll-up device, at temperatures above 40°F, without the use of heat, solvents, grinding or blasting.

102-10.4 Temporary Retroreflective Pavement Markers (RPM's): Use markers listed on the QPL and meeting the requirements of 990-5. Apply all markers in accordance with the Design Standards, Index No. 600, prior to opening the road to traffic. Replace markers any time after installation when more than three consecutive markers fail or are missing, at no expense to the Department, in a timely manner, as directed by the Engineer.

102-11 Method of Measurement.

102-11.1 General: Devices installed/used on the project on any calendar day or portion thereof, within the allowable Contract Time, including time extensions which may be granted, will be paid for at the Contract unit price for the applicable pay item, except those paid for as Lump Sum.

102-11.2 Traffic Control Officers: The quantity to be paid for will be at the Contract unit price per hour (4 hour minimum) for the actual number of officers certified to be on the project site, including any law enforcement vehicle(s) and all other direct and indirect costs. Payment will be made only for those traffic control officers specified in the Plans and authorized by the Engineer.

102-11.3 Special Detours: When a detour facility is specifically detailed in the plans, or is otherwise described or detailed as a special item, and an item for separate payment is included in the proposal, the work of constructing, maintaining, and subsequently removing such detour facilities will be paid for separately. Traffic control devices, warning devices, barriers, signing, and pavement markings for Special Detours will also be paid for separately.

When the plans show more than one detour, each detour will be paid for separately, at the Contract lump sum price for each.

Where a separate item for a specific detour facility is included in the proposal, payment will be made under Special Detour.

102-11.4 Commercial Material for Driveway Maintenance: The quantity to be paid for will be the certified volume, in cubic yards, of all materials authorized by the Engineer, acceptably placed and maintained for driveway maintenance. The volume, which is authorized to be reused, and which is acceptably salvaged, placed, and maintained in other designated driveways will be included again for payment.

102-11.5 Work Zone Signs: The number of temporary post-mounted signs (Temporary Regulatory, Warning and Guide) certified as installed/used on the project will be paid for at the Contract unit price for Work Zone Signs. When multiple signs are located on single or multiple post(s), each sign panel will be paid individually. Signs greater than 20 ft² and detailed in the plans will be paid for under Lump Sum MOT.

Temporary portable signs (excluding Mesh signs) and Vehicular Mounted Signs will be included for payment under work zone signs, only if used in accordance with the Design Standards.

102-11.6. Business Signs: The number of business signs certified as installed/used on the project will be paid for at the Contract unit price for Business Signs.

102-11.7 High Intensity Flashing Lights: The number of high intensity flashing lights (Type B) certified as installed/used on the project will be paid for at the Contract unit price for High Intensity Flashing Lights (Temporary - Type B).

102-11.8 Channelizing Devices: The number of Type I, Type II, Direction Indicator Barricade, Type III, Vertical Panel and Drum Channelizing Devices certified as installed/used on the project meeting the requirements of Design Standards, Index No. 600 and have been properly maintained will be paid for at the Contract unit prices for Barricade (Temporary). Payment will be made for each channelizing device that is used to delineate trailer mounted devices. Payment will be made for channelizing devices delineating portable changeable message signs during the period beginning fourteen working days before Contract Time begins as authorized by the Engineer.

102-11.9 Barrier Wall (Temporary): The Contract unit price for Barrier Wall (Temporary) will be full compensation for furnishing, installing, maintaining, and removing the barrier wall. When called for, the Contract unit price for Barrier Wall (Temporary/Relocate) will be full compensation for relocating the barrier. The certified quantity to be paid for will be determined by the number of sections times the nominal length of each section.

102-11.10 Lights, Temporary, Barrier Wall Mount: The number of Type C Steady Burn lights, mounted on barrier wall, certified as installed/used on the project, meeting the requirements of the Design Standards and have been properly maintained will be paid for at the Contract unit price for Lights Temporary, Barrier Wall Mount.

102-11.11 Glare Screen (Temporary): The certified quantity to be paid for will be determined by the number of sections times the nominal length of each section.

102-11.12 Temporary Crash Cushions:

102-11.12.1 Redirective: The quantity to be paid for will be the number of Temporary Crash Cushions (Redirective) certified as installed/used and maintained on the project, including object marker.

102-11.12.2 Inertia: The quantity to be paid for will be the number of Temporary Crash Cushions (Inertia) complete arrays certified as installed/used and maintained in accordance with the plans and Design Standards, Index No. 417.

102-11.13 Temporary Guardrail: The quantity to be paid for will be the length, in feet, of temporary guardrail constructed and certified as installed/used on the project. The length of a run of guardrail will be determined as a multiple of the nominal panel lengths.

102-11.14 Advance Warning Arrow Panel: The quantity to be paid at the contract unit price will be for the number of advance warning arrow panels certified as installed/used on the project on any calendar day or portion thereof within the contract time.

102-11.15 Portable Changeable Message Sign: The quantity to be paid at the contract unit price will be for the number of portable changeable message signs certified as installed/used on the project on any calendar day or portion thereof within the contract time. Payment will be made for each portable changeable message sign that is used during the period beginning fourteen working days before Contract Time begins as authorized by the Engineer.

102-11.16 Portable Regulatory Signs: The quantity to be paid for will be the number of portable regulatory signs certified as installed/used on the project on any calendar day or portion thereof within the contract time, will be paid for the contract unit price for portable regulatory sign.

102-11.17 Radar Speed Display Unit: The quantity to be paid for will be the number of radar speed display units certified as installed/used on the project on any calendar day or portion thereof within the contract time, will be paid for the contract unit price for radar speed display unit.

102-11.18 Temporary Traffic Control Signals: The quantity of Temporary Traffic Control Signals to be paid for will be the number of completed installations (each signalized location) of portable traffic signals, or the number of fixed traffic signals in place and operating on the project, as authorized by the Engineer and certified as in place and in operation on the project.

102-11.19 Temporary Traffic Detection Technology: The quantity of Temporary Traffic Detection Technology to be paid for will be the number of completed and accepted intersections utilizing Temporary Traffic Detection Technology, authorized by the Engineer and certified as completed on the project. Compensation will begin the day Temporary Traffic Detection Technology is placed into operation and approved by the Engineer and will end the day the permanent detection is operational and approved by the Engineer.

102-11.20 Work Zone Pavement Markings: The quantities, furnished and installed, to be paid for will be the length of skip and solid pavement markings, and the area of pavement markings placed as follows:

(a) The total transverse distance, in feet, of skip pavement marking authorized and acceptably applied. The length of actual applied line will depend on the skip ratio of the material used. Measurement will be the distance from the beginning of the first stripe to the end of the last stripe with proper deductions made for unpainted intervals as determined by plan dimensions or stations, subject to 9-1.3.

(b) The net length, in feet, of solid pavement marking authorized and acceptably applied.

(c) The number of directional arrows or pavement messages authorized and acceptably applied.

(d) The number of Temporary RPM's authorized and acceptably applied.

102-11.21 Temporary Raised Rumble Strips: The quantity of temporary raised rumble strip sets to be paid for will be the number of temporary raised rumble strip sets installed and accepted.

102-12 Submittals.

102-12.1 Submittal Instructions: Prepare a certification of quantities, using the Department's current approved form, for certified Maintenance of Traffic payment items for each project in the Contract. Submit the certification of quantities to the Engineer. The Department will not pay for any disputed items until the Engineer approves the certification of quantities.

102-12.2 Contractor's Certification of Quantities: Request payment by submitting a certification of quantities no later than Twelve O'clock noon Monday after the estimate cut-off date or as directed by the Engineer, based on the amount of work done or completed. Ensure the certification consists of the following:

(a) Contract Number, FPID Number, Certification Number, Certification Date and the period that the certification represents.

(b) The basis for arriving at the amount of the progress certification, less payments previously made and less an amount previously retained or withheld. The basis will include a detail breakdown provided on the certification of items of payment in accordance with 102-13. After the initial setup of the maintenance of traffic items and counts, the interval for recording the counts will be made weekly on the certification sheet unless there is a change. This change will be documented on the day of occurrence. Some items may necessitate a daily interval of recording the counts.

102-13 Basis of Payment.

102-13.1 Maintenance of Traffic (General Work): When an item of work is included in the proposal, price and payment will be full compensation for all work and costs specified under this Section except as may be specifically covered for payment under other items.

102-13.2 Traffic Control Officers: Price and payment will be full compensation for the services of the traffic control officers.

102-13.3 Special Detours: Price and payment will be full compensation for providing all detour facilities shown on the plans and all costs incurred in carrying out all requirements of this Section for general maintenance of traffic within the limits of the detour, as shown on the plans.

102-13.4 Commercial Materials for Driveway Maintenance: Price and payment will be full compensation for all work and materials specified for this item, including specifically all required shaping and maintaining of driveways.

102-13.5 Work Zone Signs: Price and payment will be full compensation for all work and materials for furnishing signs, supports and necessary hardware, installation, relocating, maintaining and removing signs.

102-13.6. Business Signs: Price and payment will be full compensation for all materials and labor required for furnishing, installing, relocating, maintaining, and removing the signs as well as the cost of installing any logos provided by business owners.

102-13.7 High Intensity Warning Lights: Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing high intensity flashing lights (Type B).

102-13.8 Channelizing Devices: Prices and payment will be full compensation for furnishing, installing, relocating, maintaining and removing the channelizing devices, including the costs associated with attached warning lights as required.

102-13.9 Barrier Wall (Temporary): Price and payment will be full compensation for furnishing, installing, maintaining, and removing the barrier. When called for, Barrier Wall (Temporary) (Relocate) will be full compensation for relocating the barrier.

102-13.10 Lights, Temporary, Barrier Wall Mount: Price and payment will be full compensation for all work and materials for furnishing, installing and maintaining the warning lights mounted on barrier wall. Payment will not be made for lights that are improperly placed or are not working.

102-13.11 Glare Screen (Temporary): Price and payment will be full compensation for furnishing, installing, maintaining, and removing the glare screen certified as installed/used on the project. When called for, Glare Screen (Relocate) will be full compensation for relocating the glare screen.

102-13.12 Temporary Crash Cushion:

102-13.12.1 Redirective: Price and payment will be full compensation for furnishing, installing, maintaining (including restoring or replacing damaged) and subsequently removing such crash cushions.

102-13.12.2 Inertia: Price and payment for the number of complete arrays will be full compensation for furnishing, installing, maintenance and removal at each specified location. In addition, payment will be made for new modules replaced due to damages, excluding damage caused by the Contractor's operations.

102-13.13 Temporary Guardrail: Price and payment will be full compensation for furnishing all materials required for a complete installation, including end anchorage assemblies and any end connections to other structures and for installing, maintaining and removing guardrail.

102-13.14 Advance Warning Arrow Panel: Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing advance warning arrow panels.

102-13.15 Portable Changeable Message Sign: Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing portable changeable message signs.

102-13.16 Portable Regulatory Signs: Price and payment will be full compensation for furnishing, installing, relocating, maintaining and removing a completely functioning system as described in these specifications portable regulatory signs. Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing portable regulatory signs.

Payment will include all labor, materials, incidentals, repairs and any actions necessary to operate and maintain the unit at all times that work is being performed or traffic is being affected by construction and/or maintenance of traffic operations.

102-13.17 Radar Speed Display Unit: Price and payment will be made only for a completely functioning system as described in these specifications. Payment will include all labor, hardware, accessories, signs, and incidental items necessary for a complete system. Payment will include any measurements needed to insure that the unit conforms to all specification requirements.

Payment will include all labor, materials, incidentals, repairs and any actions necessary to operate and maintain the unit at all times that work is being performed or traffic is being affected by construction and/or maintenance of traffic operations. Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing radar speed display unit.

102-13.18 Temporary Traffic Control Signals: Price and payment will constitute full compensation for furnishing, installing, operating, maintaining and removing temporary traffic control signals including all equipment and components necessary to provide an operable traffic signal.

102-13.19 Temporary Traffic Detection Technology: Price and payment of per intersection/per day will constitute full compensation for furnishing, installing, operating, maintaining and removing temporary traffic detection technology including all equipment and components necessary to provide an acceptable signalized intersection. Take ownership of all equipment and components.

102-13.20 Temporary Raised Rumble Strips: Price and payment will be full compensation for all work and materials described in this Section, including all cleaning and

preparing of surfaces, disposal of all debris, furnishing of all materials, application, curing, removal, reinstalling and protection of all items, protection of traffic, furnishing of all tools, machines and equipment, and all incidentals necessary to complete the work.

102-13.21 Work Zone Pavement Markings: Price and payment will be full compensation for all work specified including, all cleaning and preparing of surfaces, furnishing of all materials, application, curing and protection of all items, protection of traffic, furnishing of all tools, machines and equipment, and all incidentals necessary to complete the work. Final payment will be withheld until all deficiencies are corrected.

Removable Tape may be substituted for work zone paint at no additional cost to the Department.

Payment for Temporary Retroreflective Pavement Markers used to supplement line markings will be paid for under Temporary Retroreflective Pavement Markers. Install these markers as detailed in the Design Standards.

102-13.22 Payment Items: Payment will be made under:

- Item No. 102- 1- Maintenance of Traffic - lump sum.
- Item No. 102- 2- Special Detour - lump sum.
- Item No. 102- 3- Commercial Material for Driveway Maintenance - per cubic yard.

- Item No. 102- 14- Traffic Control Officer - per hour.
- Item No. 102- 60- Work Zone Sign - per each per day.
- Item No. 102- 61- Business Sign - each.
- Item No. 102- 71- Barrier Wall - per foot.
- Item No. 102- 94- Glare Screen - per foot.
- Item No. 102- 73- Guardrail (Temporary) - per foot.
- Item No. 102- 74- Barricade (Temporary) - per each per day.
- Item No. 102- 76- Advanced Warning Arrow Panel - per each per day.
- Item No. 102- 77- High Intensity Flashing Lights (Temporary - Type B) - per each per day.

- Item No. 102- 78- Temporary Retroreflective Pavement Markers - each.
- Item No. 102- 79- Lights, Temporary, Barrier Wall Mount - per each per day.
- Item No. 102- 81- Crash Cushion (Gating) (Temporary) –per location.
- Item No. 102- 89- Crash Cushion (Temporary) - per location.
- Item No. 102- 99- Portable Changeable Message Sign (Temporary) - per each per day.

- Item No. 102-104- Temporary Traffic Control Signals (Portable) - per each per day.
- Item No. 102-104- Temporary Traffic Control Signals (Fixed) - per each per day.

- Item No. 102-107- Temporary Traffic Detection - per day.
- Item No. 102-150- Portable Regulatory Sign - per each per day.
- Item No. 102-150- Radar Speed Display Unit - per each per day.
- Item No. 102-910- Temporary Raised Rumble Strip Set – per set
- Item No. 102-911- Removable Tape (White/Black) - per foot.
- Item No. 102-912- Removable Tape (Yellow) - per foot.
- Item No. 710- Painted Pavement Markings.
- Item No. 711- Thermoplastic Traffic Stripes and Markings.

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

(REV 6-22-10) (FA 7-29-10) (1-11)

ARTICLES 104-6 through 104-10 (Pages 130 - 135) are deleted and the following substituted:

104-6 Construction Requirements.

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

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

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

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

www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/FLerosionSedimentManual.pdf

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

At sites where exposure to such sensitive areas is prevalent, complete the installation of any sediment control device prior to the commencement of any earthwork.

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

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

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

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

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

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

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

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

104-6.4.5 Sediment Barriers: Provide and install sediment barriers according to details shown in the plans, as directed by the Engineer, or as shown in the E&SC Manual to protect against downstream accumulation of sediment. Sediment Barriers include, but are not limited to synthetic bales, silt fence, fiber logs and geosynthetic barriers. Reusable barriers that have had sediment deposits removed may be reinstalled on the project as approved by the Engineer.

104-6.4.6 Silt Fence:

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

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

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

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

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

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

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

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

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

104-6.4.9 Rolled Erosion Control Products (RECPs):

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

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

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

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

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

104-6.6 Signed and Sealed As-Built Drawings: Prior to final acceptance of the project, submit to the Engineer three copies of as-built drawings and a certified survey verifying the as-built conditions for all installed and constructed surface water management systems. The as-built drawings and certified survey must satisfy all the requirements and special conditions listed in the Water Management District's Environmental Resource Permit (ERP) and any applicable local permit. The as-built drawings and certified survey must be signed and sealed by an appropriately licensed professional registered in the State of Florida.

If the ERP does not contain specific requirements, provide as-built drawings with the following information as a minimum:

1. Discharge structures: structure identification number, type, locations (latitude and longitude), dimensions and elevations of all, including weirs, bleeders, orifices, gates, pumps, pipes, and oil and grease skimmers.
2. Side bank and underdrain filters, or exfiltration trenches: locations, dimensions and elevations of all, including clean-outs, pipes, connections to control structures and points of discharge to receiving waters.
3. Storage areas for treatment and attenuation: storage area identification number, dimensions, elevations, contours or cross-sections of all, sufficient to determine stage-storage relationships of the storage area and the permanent pool depth and volume below the control elevation for normally wet systems.
4. System grading: dimensions, elevations, contours, final grades or cross-sections to determine contributing drainage areas, flow directions and conveyance of runoff to the system discharge points.
5. Conveyance: dimensions, elevations, contours, final grades or cross-sections of systems utilized to divert off-site runoff around or through the new system.
6. Water levels: existing water elevations and the date determined.
7. Benchmarks: location and description (minimum of one per major water control structure).

104-7 Maintenance of Erosion and Sediment Control Features.

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

to factors beyond the control of the Contractor, the Department will pay for replacement under the appropriate Contract pay item or items.

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

104-8 Protection During Suspension of Contract Time.

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

104-9 Method of Measurement.

When separate items for temporary erosion control features are included in the Contract, the quantities to be paid for will be: (1) the area, in square yards, of Rolled Erosion Control Products; (2) the length, in feet, of Runoff Control Structures, measured along the surface of the work constructed; (3) the number of Sediment Containment Systems constructed and accepted; (4) the number of Sediment Containment System Cleanouts accomplished and accepted; (5) the length, in feet, of Sediment Barriers; (6) the length, in feet, of Floating Turbidity Barrier; (7) the length, in feet, of Staked Turbidity Barrier; (8) the number of inlet protection systems; (9) the area, in square yards, of chemical treatment.(10) the number of floc logs or drums of product for chemical treatment.

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

104-10 Basis of Payment.

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

Any additional costs resulting from compliance with the requirements of this Section, other than construction, routine maintenance, and removal of temporary erosion control features, will be included in the Contract unit prices for the item or items to which such costs are related. The work of Performance Turf designated as a temporary erosion control feature in accordance with 104-6.4.2 will be paid for under the appropriate pay items specified in Sections 570 and 580.

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

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

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

Payment will be made under:

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

**105 CONTRACTOR QUALITY CONTROL GENERAL REQUIREMENTS.
(REV 5-24-10) (FA 8-16-10) (1-11)**

SUBARTICLE 105-3.1 (Pages 137 – 138) is deleted and the following substituted:

105-3.1 General: Certain operations require personnel with specific qualifications. Certain materials require production under an approved Quality Control (QC) Plan to ensure that these materials meet the requirements of the Contract Documents. Applicable materials include hot mix asphalt, Portland cement concrete (Structural), earthwork, cementitious materials, timber, steel and miscellaneous metals, galvanized metal products, prestressed and/or precast concrete products and drainage products. For all applicable materials included in the Contract, submit a QC Plan prepared in accordance with the requirements of this Section to the Engineer. Do not incorporate any of these materials into the project prior to the Engineer's approval of the QC Plan.

Steel and Miscellaneous Metal products, including aluminum, are defined as the metal components of bridges, including pedestrian and moveable bridges, overhead and cantilevered sign supports, ladders and platforms, bearings, end wall grates, roadway gratings, drainage items, expansion joints, roadway decking, shear connectors, handrails, galvanized products, fencing, guardrail, light poles, high mast light poles, standard mast arm assemblies and Monotube assemblies, stay in-place forms, casing pipe, strain poles, fasteners, connectors and other hardware.

When accreditation or certification is required, make supporting documents from the two previous inspections performed by the accrediting or certifying agency available to the Department upon request.

Obtain Department approval prior to beginning production. Meet and maintain the approved Quality Control Program requirements at all times. Production and construction of these products without the Department's prior approval of a Quality Control Program may result in rejection of the products. Continued approval will be subject to satisfactory results from Department evaluations, including the Independent Assurance program. In cases of non-compliance with the approved Quality Control Program, identify all affected material and do not incorporate or supply to the Department projects. The following conditions may result in suspension of a Quality Control Program:

- a. Failure to timely supply information required.
- b. Repeated failure of material to meet Standard Specification requirements.
- c. Failure to take immediate corrective action relative to deficiencies in the performance of the Quality Control Program.
- d. Certifying materials that are not produced under an approved Quality Control Program for use on Department projects.
- e. Failure to correct any deficiencies related to any requirement of the Quality Control Program, having received notice from the Department, within the amount of time defined in the notice.

SUBARTICLE 105-3.2 (Pages 138 and 139) is deleted and the following substituted:

105-3.2 Compliance with the Materials Manual.

Producers of Flexible Pipe shall meet the requirements of Section 6.1, Volume II of the Department's Materials Manual, which may be viewed at the following URL:
www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section61.pdf .

Producers of Precast Concrete Pipe shall meet the requirements of Section 6.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:
www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section62.pdf .

Producers of Precast Concrete Drainage Structures shall meet the requirements of Section 6.3, Volume II of the Department's Materials Manual, which may be viewed at the following URL:
www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section63.pdf .

Producers of Precast/Prestressed Concrete Products shall meet the requirements of Sections 8.1 and 8.3 of the Department's Materials Manual, which may be viewed at the following URLs:
www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section81.pdf .
<http://www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section83.pdf> .

Producers of Precast Prestressed Concrete Products using Self Consolidating Concrete shall meet the requirements of Section 8.4, Volume II of the Department's Materials Manual, which may be viewed at the following URL:
www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section84.pdf

Producers of Incidental Precast/Prestressed Concrete Products shall meet the requirements of Section 8.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:
www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section82.pdf .

Producers of Portland Cement Concrete shall meet the requirements of Section

9.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section92.pdf .

Producers of Structural Steel and Miscellaneous Metal Components shall meet the requirements of Sections 11.1 and 11.2 of the Department's Materials Manual, which may be viewed at the following URLs:

www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section111.pdf .

www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/section112.pdf .

SUBARTICLE 105-5.2.1 (Page 140) is deleted and the following substituted:

105-5.2.1 Qualifications: Submit the Training Identification Numbers (TINs) or any other information which will be traceable to the certification agency's training location and dates for all technicians performing sampling, testing and inspection for both field and laboratory tests. Provide the names of the CTQP certifications and other pertinent certifications held and the expiration dates for each certification for each technician. Include employed and subcontracted technicians.

ARTICLE 105-6 (Page 142) is deleted and the following substituted:

105-6 Lab Qualification Program.

Testing Laboratories participating in the Department's Acceptance Program must have current Department qualification when testing materials that are used on Department projects. In addition, they must have one of the following:

- a. Current AASHTO (AAP) accreditation.
- b. Inspected on a regular basis per ASTM D 3740 for earthwork, ASTM D 3666 for asphalt and ASTM C 1077 for concrete for test methods used in the Acceptance Program, with all deficiencies corrected, and under the supervision of a Specialty Engineer.
- c. Current Construction Materials Engineering Council (CMEC) program accreditation or other independent inspection program accreditation acceptable to the Engineer and equivalent to a. or b. above.

After meeting the criteria described above, submit a Laboratory Qualification Application to the Department. The application is available from the Department's website. Obtain the Department's qualification prior to beginning testing. The Department may inspect the laboratory for compliance with the accreditation requirements prior to issuing qualification.

Meet and maintain the qualification requirements at all times. Testing without Department's qualification may result in a rejection of the test results. Continued qualifications are subject to satisfactory results from Department evaluations, including Independent Assurance evaluations. In case of suspension or disqualification, prior to resumption of testing, resolve the issues to the Department's satisfaction and obtain reinstatement of qualification. The following conditions may result in suspension of a laboratory's qualified status:

- a. Failure to timely supply required information.
- b. Loss of accredited status.
- c. Failure to correct deficiencies in a timely manner.
- d. Unsatisfactory performance.

e. Changing the laboratory's physical location without notification to the accrediting agency and the Engineer.

f. Delays in reporting the test data in the Department's database.

g. Incomplete or inaccurate reporting.

h. Using unqualified technicians performing testing.

Should any qualified laboratory falsify records, the laboratory qualification will be subject to revocation by the Engineer. Falsification of project-related documentation will be subject to further investigation and penalty under state and federal laws.

It is prohibited for any contract laboratory or staff to perform Contractor Quality Control testing and any other Acceptance Program testing on the same contract.

SUBARTICLE 105-8.6.1 (Page 144) is deleted and the following substituted:

105-8.6.1 Plant Technicians: For asphalt plant operations, provide a QC technician, qualified as a CTQP Asphalt Plant Level II technician, available at the asphalt plant at all times when producing mix for the Department. Perform all asphalt plant related testing with a CTQP Asphalt Plant Level I technician.

SUBARTICLE 105-8.6.2 (Page 144) is deleted and the following substituted:

105-8.6.2 Paving Technicians: For paving operations, keep a qualified CTQP Asphalt Paving Level II technician on the roadway at all times when placing asphalt mix for the Department, and perform all testing with a CTQP Asphalt Paving Level I technician. As an exception, measurements of cross-slope, temperature and yield (spread rate), as well as the inspection of the placement of miscellaneous asphalt, can be performed by someone under the supervision of a CTQP Paving Level II technician.

Subarticle 105-8.7 (Pages 144-145) is deleted and the following substituted:

105-8.7 Concrete QC Personnel:

105-8.7.1 Concrete Field Technician - Level I: Ensure technicians performing plastic property testing on concrete for materials acceptance are qualified CTQP Concrete Field Technicians Level I. Plastic property testing will include but not be limited to slump, temperature, air content, water-to-cementitious materials ratio calculation, and making and curing concrete cylinders. Duties will include initial sampling and testing to confirm specification compliance prior to beginning concrete placements, ensuring timely placement of initial cure and providing for the transport of compressive strength samples to the designated laboratories.

105-8.7.2 Concrete Field Inspector - Level II: Ensure field inspectors responsible for the quality of concrete being placed on major bridge projects are qualified CTQP Concrete Field Inspectors Level II. A Level II Inspector must be present on the jobsite during all concrete placements. Prior to the placement of concrete, the inspector will inspect the element to be cast to ensure compliance with Contract Documents. A Level II Inspector's duties may include ensuring that concrete testing, inspection, and curing in the field are performed in

accordance with the Contract Documents. The QC Inspector will inform the Verification Inspector of anticipated concrete placements and LOT sizes.

105-8.7.3 Concrete Laboratory Technician:

105-8.7.3.1 Concrete Laboratory Technician - Level I: Ensure technicians testing cylinders and recording concrete strength for material acceptance are qualified CTQP Concrete Laboratory Technicians Level I. Duties include final curing, compressive strength testing, and the recording/reporting of all test data.

105-8.7.3.2 Concrete Laboratory Technician – Level II: Ensure that laboratories providing hardened property test results to the Department are under the supervision of a CTQP Concrete Laboratory Technician - Level II. This person is responsible to ensure that the tests are performed in accordance with Standard Test Methods, project specifications and other contract documents.

105-8.7.4 Concrete Production Facility Manager for Quality Control: Ensure each concrete production facility has a Facility Manager for QC with the following qualifications:

1. CTQP Concrete Laboratory Technician Level I, CTQP Concrete Field Technician-Level I, and CTQP Batch Plant Operator. As alternatives to these qualifications, the Department will accept the following qualifications:

- a. Prestressed Concrete Institute (PCI) Level III certification,
- b. National Ready Mixed Concrete Association (NRMCA)

Concrete Technologist Level II, or

c. Precast Concrete Pipe, Box Culverts, Drainage Structures or Incidental Precast Concrete Plants Level II Quality Control Inspector Certifications meeting the requirements of 105-8.11.

2. Three years of QC experience directly related to cement concrete production.

3. Demonstrated proficiency in implementing, supervising, and maintaining surveillance over a QC Program.

4. Experience and certification in performance of required QC tests and statistical evaluation of QC test results.

105-8.7.5 Concrete Mix Designer: Ensure all mix designs are developed by individuals who are qualified under one of the following:

1. CTQP Concrete Lab Technician Level II;
2. National Ready Mix Concrete Association Level 2 Production Control

Technician Certification;

3. Precast Concrete Pipe, Box Culverts, Drainage Structures, and Incidental Precast Concrete Level II Quality Control Inspector meeting the requirements of 105-8.11; or

4. PCI Quality Control Level III certification.

SUBARTICLE 105-8.8 (Page 145). The heading is deleted and the following substituted:

105-8.8 Supervisory Personnel – Post-Tensioned and Movable Bridge Structures:

SUBARTICLE 105-8.8.1 (Page 145) is deleted and the following substituted:

105-8.8.1 General: Provide supervisory personnel meeting the qualification requirements only for the post-tensioned and movable bridge types detailed in this Article. Submit qualifications to the Engineer at the pre-construction conference. Do not begin construction until the qualifications of supervisory personnel have been approved by the Engineer.

SUBARTICLE 105-8.8.7 (Page 149) is deleted and the following substituted:

105-8.8.7 Post-Tensioning (PT) and Grouting Personnel Qualifications: Perform all stressing and grouting operations in the presence of the Engineer and with personnel meeting the qualifications of this article. Coordinate and schedule all PT and grouting activities to facilitate inspection by the Engineer.

105-8.8.7.1 Post-Tensioning: Perform all PT field operations under the direct supervision of a Level II CTQP Qualified PT Technician who must be present at the site of the post-tensioning work during the entire duration of the operation. For the superstructures of bridges having concrete post-tensioned box or I girder construction, provide at least two CTQP qualified PT technicians, Level I or II, on the work crew. The supervisor of the work crew, who must be a Level II CTQP Qualified PT Technician, may also be a work crew member, in which case, the supervisor shall count as one of the two CTQP qualified work crew members. For PT operations other than the superstructures of post-tensioned box or I girder construction, perform all PT operations under the direct supervision of a Level II CTQP Qualified PT Technician who must be present at the site of the PT work during the entire duration of the operation. Work crew members are not required to be CTQP qualified.

105-8.8.7.2 Grouting: Perform all grouting field operations under the direct supervision of a Level II CTQP Qualified Grouting Technician who must be present at the site of the grouting work during the entire duration of the operation. For the superstructures of bridges having concrete post-tensioned box or I girder construction, provide at least two CTQP qualified grouting technicians, Level I or II, on the work crew. The supervisor of the work crew, who must be a Level II CTQP Qualified Grouting Technician, may also be a work crew member, in which case, the supervisor shall count as one of two CTQP qualified work crew members. For grouting operations other than the superstructures of post-tensioned box or I girder construction, perform all grouting operations under the direct supervision of a Level II CTQP Qualified Grouting Technician who must be present at the site of the grouting work during the entire duration of the operation. Work crew members are not required to be CTQP qualified.

Perform all vacuum grouting operations under the direct supervision of a crew foreman who has been trained and has experience in the use of vacuum grouting equipment and procedures. Submit the crew foreman's training and experience records to the Engineer prior to performing any vacuum grouting operation.

SUBARTICLE 105-8.11 (Pages 150 – 151) is deleted and the following substituted:

105-8.11 Pipe and Precast Concrete Products Manufacturing Facilities Quality Control Personnel:

105-8.11.1 General: Obtain personnel certifications from Department accredited training providers. The list of Department approved courses and their accredited providers is available on the State Materials Office website.

105-8.11.2 Precast Concrete Drainage Structures, Precast Concrete Box Culvert, Precast Concrete Pipe, Incidental Precast Concrete, and Flexible Pipe Manufacturing Facilities Quality Control Personnel:

105-8.11.2.1 Level I Quality Control Inspectors: Ensure that the Level I Inspectors have completed a minimum of a 12-hour, Department approved, Level I QC Inspector training course in the respective work area. As an exception to this, ensure Flexible Pipe Level I QC Inspectors have completed a minimum of an 8-hour, Department approved, Level I QC Flexible Pipe Inspector training course. For Incidental Precast Concrete, as an alternative to the completion of the 12-hour training course, the Department will accept QC personnel meeting the requirements of 105-8.11.2.4.1 and CTQP Concrete Field Technician level I certification or Precast/Prestressed Concrete Institute (PCI) Quality Control Technician/Inspector Level II certification.

105-8.11.2.2 Level II Quality Control Inspectors: Ensure that Level II Inspectors have completed Department approved Level I QC Inspector training and a minimum of a 5-hour, Department approved, Level II QC Inspector training course in the respective work areas. For Incidental Precast Concrete, as an alternative to the completion of the 5-hour training course, the Department will accept CTQP Concrete Field Technician Level II or PCI Quality Control Level III certifications.

105-8.11.2.3 Plant Quality Control Manager: Ensure that QC Manager has completed Department approved Level II QC Inspector training and has a minimum of 2 years construction related experience in the specific work area.

105-8.11.2.4 Additional Requirements for Quality Control Personnel of Precast Concrete Drainage, Precast Concrete Box Culvert, and Incidental Precast Concrete Manufacturing Facilities:

105-8.11.2.4.1 Testing Personnel: Ensure the personnel performing plastic property tests have ACI Concrete Field Testing Technician-Grade I certification. Ensure the personnel performing laboratory compressive strength testing have ACI Concrete Laboratory Testing Technician-Grade 1 certification or ACI Concrete Strength Testing Technician certification.

105-8.11. 2.4.2 Batch Plant Operator: Ensure the concrete batch plant operator is qualified as a CTQP Concrete Batch Plant Operator. As an alternative to CTQP qualification, the Department will accept the completion of a minimum of a 6-hour, Department approved, Batch Plant Operator training course.

107 LITTER REMOVAL AND MOWING
(REV 12-17-09) (FA 1-27-10) (7-10)

PAGE 151. The following new section is added after Section 105.

SECTION 107
LITTER REMOVAL AND MOWING

107-1 Description.

Provide pickup, removal and disposal of litter within the project limits, excluding any areas identified in the plans as landscaping in accordance with Section 580. Mow turf or vegetation within the project limits, excluding any areas identified in the plans as landscaping areas in accordance with Section 580.

Litter, includes but is not limited to, bottles, cans, paper, tires, tire pieces, lumber, vehicle parts, metal junk, and brush debris. Turf consists of planted grasses in accordance with Section 570. Vegetation consists of planted and natural grasses, weeds, and other natural vegetation within the area to be mowed.

107-2 Operation.

107-2.1 Frequency: Begin litter removal and mowing when directed by the Engineer. Continue per the mowing frequency stated in the plans unless directed otherwise by the Engineer until final acceptance in accordance with 5-11. Mow all areas to obtain a uniform height of 6 inches.

After final acceptance, perform litter removal and mowing until new turf is established in accordance with 570-4 at no cost to the Department. Maintain turf and vegetation height between 6 and 12 inches. Do not include seed stalk or wildflowers when measuring height.

Perform litter removal prior to and in conjunction with mowing; however, the Engineer may direct litter pickups in addition to those performed in conjunction with mowing.

Do not mow new turf until a healthy root system is established. In designated wildflower areas, avoid cutting wildflowers when in bloom and when re-seeding.

107-2.2 General: Mow shoulders and medians concurrently so that not more than one mile will be left partially mowed at the conclusion of the working day. Mow turf and vegetation on slopes or around appurtenances concurrent with the mowing operation.

In areas saturated with standing water, mow or cut to the surface of the water using hand labor or other specialized equipment when standard equipment will cause damage.

Do not remove turf or other vegetation cuttings from the right-of-way, or rake or pick up the cuttings unless the cuttings are in the traveled ways, bike lanes, or sidewalk; are obstructing drainage structures; or are the result of cleaning the equipment.

107-2.3 Limitations: Maintain traffic in accordance with Section 102. When mowing within four feet of a travel lane, operate the equipment in the same direction of traffic, unless the adjacent lane is closed to traffic due to construction operations.

Perform all work during daylight hours.

107-2.4 Disposal of Litter and Debris: During each litter removal cycle, bag and remove all litter or piles at the end of each working day. Dispose of litter in accordance with applicable local and state laws. Do not store or stockpile litter within the project limits.

107-3 Method of Measurement.

For each Litter Removal cycle, the quantity to be paid will be the area, in acres, from which litter has been picked up, removed, and disposed, completed and accepted. The quantity will be determined by calculation using the lengths and widths based on the station to station dimensions shown in the plans.

For each Mowing cycle, the quantity to be paid will be the area, in acres, of mowing, completed and accepted. The quantity will be determined by calculation using the lengths and widths based on the station to station dimensions shown in the plans.

107-4 Basis of Payment.

For Litter Removal, price and payment will be full compensation for all work specified in this section.

For Mowing, price and payment will be full compensation for all work specified in this section.

No separate payment will be made for litter removal and mowing after final acceptance.

Payment will be made under:

Item No. 107 - 1- Litter Removal– per acre.

Item No. 107 - 2 - Mowing – per acre

110 CLEARING AND GRUBBING.

(REV 5-29-09) (FA 7-15-09) (1-10)

SUBARTICLE 110-6.2.1 (Page 154) is deleted and the following substituted:

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

120 EXCAVATION AND EMBANKMENT.

(REV 7-12-10) (FA 8-16-10) (1-11)

SUBARTICLE 120-1.2 (Pages 161 – 162) is deleted and the following substituted:

120-1.2 Unidentified Areas of Contamination: When encountering or exposing any abnormal condition indicating the presence of contaminated materials, cease operations immediately in the vicinity and notify the Engineer. The presence of tanks or barrels; discolored earth, metal, wood, ground water, etc.; visible fumes; abnormal odors; excessively hot earth;

smoke; or other conditions that appear abnormal may indicate the presence of contaminated materials and must be treated with extreme caution.

Make every effort to minimize the spread of contamination into uncontaminated areas. Immediately provide for the health and safety of all workers at the job site and make provisions necessary for the health and safety of the public that may be exposed to any potentially hazardous conditions. Ensure provisions adhere to all applicable laws, rules or regulations covering potentially hazardous conditions and will be in a manner commensurate with the gravity of the conditions.

The Engineer will notify the District Contamination Impact Coordinator (DCIC) who will coordinate selecting and tasking the Department's Contamination Assessment/Remediation Contractor (CAR). Provide access to the potentially contaminated area. Preliminary investigation by the CAR Contractor will determine the course of action necessary for site security and the steps necessary under applicable laws, rules, and regulations for additional assessment and/or remediation work to resolve the contamination issue.

The CAR Contractor will delineate the contamination area(s), any staging or holding area required, and, in cooperation with the Prime Contractor and Engineer, develop a work plan that will provide the CAR Contractor's operations schedule with projected completion dates for the final resolution of the contamination issue.

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

Both Contractors will use the schedule as a basis for planning the completion of both work efforts. The Engineer may grant the Contract Time extensions according to the provisions of 8-7.3.2.

Cooperate with the CAR Contractor to expedite integration of the CAR Contractor's operations into the construction project. The Prime Contractor is not expected to engage in routine construction activities, such as excavating, grading, or any type of soil manipulation, or any construction processes required if handling of contaminated soil, surface water or ground water is involved. All routine construction activities requiring the handling of contaminated soil, surfacewater or groundwater will be by the CAR Contractor. Adjustments to quantities or to Contract unit prices will be made according to work additions or reductions on the part of the Prime Contractor in accordance with 4-3.

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

SUBARTICLE 120-2.2.2 (Page 162) is deleted and the following substituted:

120-2.2.2 Borrow Excavation: Borrow Excavation consists of the excavation and utilization of material from authorized borrow pits, including only material that is suitable for the construction of roadway embankments or of other embankments covered by the Contract.

A Cost Savings Initiative Proposal submittal based on using borrow material from within the project limits will not be considered.

SUBARTICLE 120-6.2 (Pages 164 - 165) is deleted and the following substituted:

120-6.2 Furnishing of Borrow Areas:

To obtain the Engineer's approval to use an off-site construction activity area that involves excavation such as a borrow pit or local aggregate pit, request in writing, a review for - cultural resources involvement. Send the request to the Division of Historical Resources (DHR), Department of State, State Historic Preservation Officer, Tallahassee, FL. As a minimum, include in the request the Project Identification Number, the County, a description of the property with Township, Range, Section, etc., the dimensions of the area to be affected, and a location map. Do not start any work at the off-site construction activity area prior to receiving clearance from the DHR that no additional research is warranted.

For certain locations, the DHR will require a Cultural Resources Assessment Survey before approval can be granted. When this is required, secure professional archaeological services to complete an historical and archaeological survey report. Submit the report to the DHR with a copy to the Department. The Engineer will determine final approval or rejection of off-site construction activity areas based on input from the DHR.

Before receiving approval or before use of borrow areas, obtain written clearance from the engineer concerning compliance with the Federal Endangered Species Act and other Wildlife Regulations as specified in 7-1.4 and Section 4(f) of the USDOT Act as specified in 7-1.8.

The Department will adjust Contract Time in accordance with 8-7 for any suspension of operations required to comply with this Article. The Department will not accept any monetary claims due to delays or loss of off-site construction activity areas.

Except where the plans specifically call for the use of a particular borrow or dredging area, the Contractor may substitute borrow or dredging areas of his own choosing provided: (1) the Engineer determines the materials from such areas meet the Department's standards and other requirements for stability for use in the particular sections of the work in which it is to be placed, and (2) the Contractor absorbs any increase in hauling or other costs. Stake the corners of the proposed borrow area and provide the necessary equipment along with an operator in order for the Engineer to investigate the borrow area. The Engineer will determine test locations, collect samples, and perform tests to investigate the proposed borrow area based on soil strata and required soil properties. The Engineer will approve use of materials from the proposed area based on test results and project requirements. Final acceptance of materials will be based on Point of Use Test as described in 6-1.2.4.

Before using any borrow material from any substitute areas, obtain the Engineer's approval, in writing, for the use of the particular areas, and, where applicable, ensure that the Engineer has cross-sectioned the surface. Upon such written approval by the Engineer, consider the substitute areas as designated borrow areas.

When furnishing the dredging or borrow areas, supply the Department with evidence that the necessary permits, rights, or waivers for the use of such areas have been secured.

Do not excavate any part of a Contractor furnished borrow area which is less than 300 feet from the right-of-way of the project or any State Road until the Engineer has approved a plan for landscaping and restoring the disturbed area. Perform this landscaping and land restoration at no expense to the Department, prior to final acceptance of the project. Do not provide a borrow area closer than 25 feet to the right-of-way of any state road. In Department furnished borrow pits, do not excavate material within 5 feet of adjacent property lines.

Upon completion of excavation, neatly shape, dress, grass, vegetate, landscape, and drain all exposed areas including haul roads, as necessary so as not to present an objectionable appearance.

Meet the requirements of Section 104 when furnishing borrow areas, regardless of location.

SUBARTICLE 120-8.1 (Page 167) is deleted and the following substituted:

120-8.1 General: Construct embankments in sections of not less than 300 feet in length or for the full length of the embankment. Perform work in accordance with an approved Quality Control Plan meeting the requirements of 105-3.

For construction of mainline pavement lanes, turn lanes, ramps, parking lots, concrete box culverts and retaining wall systems, a LOT is defined as a single lift of finished embankment not to exceed 500 feet.

For construction of shoulder-only areas, bike/shared use paths, and sidewalks areas, a LOT is defined as 2,000 feet or one Day's Production, whichever is greater.

Isolated compaction operations will be considered as separate LOTS. For multiple phase construction, a LOT shall not extend beyond the limits of the phase.

SUBARTICLE 120-8.4 (Pages 169 – 170) is deleted and the following substituted:

120-8.4 Reclaimed Asphalt Pavement (RAP) Method:

120-8.4.1 General: Use only RAP material: 1) stored at facilities with an approved Florida Department of Environmental Protection Stormwater permit; or, 2) transferred directly from a milling project to the Department project. Certify the source if RAP material is from an identifiable Department project. Do not use RAP material in the following areas:

1) Construction areas that are below the seasonal high groundwater table elevation; 2) MSE Wall backfill; 3) underneath MSE Walls or 4) The top 6 inches of embankment.

Prior to placement, submit documentation to the Engineer for his approval, outlining the proposed location of the RAP material.

120-8.4.2 Soil and RAP Mixture: Place the RAP material at the location and spread uniformly, using approved methods to obtain a maximum layer thickness of 4 inches. Mix this 4 inches maximum layer of RAP with a loose soil layer of 8 to 10 inches thickness. After mixing, meet all Embankment Utilization requirements of Index 505 for the location used. Do not mix RAP in the uppermost 12 inches in order to comply with 120-8.2.1. The total RAP and other embankment material shall not exceed 12 inches per lift after mixing and compaction if the contractor can demonstrate that the density of the mixture can be achieved. Perform mixing using rotary tillers or other equipment meeting the approval of the Engineer. The Engineer will determine the order in which to spread the two materials. Mix both materials to the full depth. Ensure that the finished layer will have the thickness and shape required by the typical section. Demonstrate the feasibility of this construction method by successfully completing a 500-foot-long test section. For embankment construction, meet the requirements of 120-8. For compaction requirements of the soil and RAP mixture, meet the requirements of 120-9.

120-8.4.3 Alternate Soil and RAP Layer Construction: Construct soil in 6 to 12 inch compacted lifts and RAP in alternate layers with 6 inch maximum compacted lifts. Use

soil with a minimum LBR value of 40 to prevent failure during compaction of the overlying RAP layer. Demonstrate the feasibility of this construction method by successfully completing a 500-foot-long test section. For compaction requirements of both soil and RAP, meet the requirements of 120-9.

SUBARTICLE 120-10.1 (Pages 171-173) is expanded by the following new Subarticle:

120-10.1.7 Payment for Resolution Tests: If the Resolution laboratory results compare favorably with the Quality Control results, the Department will pay for Resolution testing. No additional compensation, either monetary or time, will be made for the impacts of any such testing.

If the Resolution laboratory results do not compare favorably with the Quality Control results, the costs of the Resolution testing will be deducted from monthly estimates. No additional time will be granted for the impacts of any such testing.

SUBRTICLE 120-10.3.1 (Page 173) is deleted and the following substituted:

120-10.3.1 Frequency: Conduct QC sampling and testing at a minimum frequency listed in the table below. The Engineer will perform Verification sampling and tests at a minimum frequency listed in the table below.

Test Name	Quality Control	Verification	Verification of Shoulder-Only Areas, Bike/Shared Use Paths, and Sidewalks
Standard Proctor Maximum Density	One per soil type	One per soil type	One per soil type
Density	One per LOT	One per four LOTS and for wet conditions, the first lift not affected by water	One per two LOTS
Soil Classification	One per Standard Proctor Maximum Density	One per Standard Proctor Maximum Density	One per Standard Proctor Maximum Density

121 FLOWABLE FILL.

(REV 3-12-10) (FA 5-24-10) (1-11)

SECTION 121 (Pages 179 – 181) is deleted and the following substituted:

121-1 Description.

Furnish and place flowable fill as an alternative to compacted soil as approved by the Engineer. Applications for conventional flowable fill include beddings; encasements; closures

for tanks and pipes; and general backfill for trenches, embankments and walls. Applications for cellular concrete flowable fill include beddings; encasements; closures for tanks and pipes; and general backfill for embankments and walls.

121-2 Materials.

Meet the following requirements:

- Fine Aggregate*Section 902
- Portland Cement (Types I, II, or III).....Section 921
- Water.....Section 923
- Admixtures**Section 924
- Fly Ash, Slag and other Pozzolanic MaterialsSection 929
- Preformed Foam.....ASTM C 869

*Any clean fine aggregate with 100% passing a 3/8 inch mesh sieve and not more than 15% passing a No. 200 sieve may be used.

**High air generators or foaming agents may be used in lieu of conventional air entraining admixtures and shall be added at jobsite and mixed in accordance with the manufacturer’s recommendation.

121-3 Mix Design.

Conventional flowable fill is a mixture of portland cement, fly ash, fine aggregate, admixture and water. Flowable fill contains a low cementitious content for reduced strength development. Cellular concrete flowable fill is a low density concrete made with cement, water and preformed foam to form a hardened closed cell foam material. Cellular concrete flowable fill may also contain fine aggregate, fly ash, slag and admixtures.

Submit mix designs to the Engineer for approval. The following are suggested mix guides for excavatable, non-excavatable and cellular concrete flowable fill:

	Excavatable	Non-Excavatable	Cellular Concrete
Cement	75-100 lb/yd ³	75-150 lb/yd ³	Min 150 lb/yd ³
Pozzolans or Slag	None	150-600 lb/yd ³	Optional
Water	*	*	*
Air**	5-35%	5-15%	****
28 Day Compressive Strength**	Maximum 100 psi	Minimum 125 psi	Minimum 80 psi
Unit Weight **	90-110 lb/ft ³	100-125 lb/ft ³	20-80 lb/ft ³
Fine Aggregate	***	***	Optional

*Mix designs shall produce a consistency that will result in a flowable self-leveling product at time of placement.
 **The requirements for percent air, compressive strength and unit weight are for laboratory designs only and are not intended for jobsite acceptance requirements.
 ***Fine Aggregate shall be proportioned to yield 1 yd³.
 ****In cellular concrete, preformed foam shall be proportioned at the job site to yield 1 yd³ in accordance with the design requirements.

121-4 Production and Placing.

Use flowable fill manufactured at a production facility that meets the requirements of 347-3. Deliver flowable fill using concrete construction equipment. Revolution counter are waived. Place flowable fill by chute, pumping or other methods approved by the Engineer. Tremie flowable fill through water. Cellular concrete flowable fill may not be placed within three feet of the bottom elevation for roadway base courses.

121-5 Construction Requirements.

Use straps, soil anchors or other approved means of restraint to ensure correct alignment when flowable fill is used as backfill for pipe or where flotation or misalignment may occur.

Protect flowable fill from freezing for a period of 36 hours after placement.

Place flowable fill to the designated fill line without vibration or other means of compaction. Do not place flowable fill during inclement weather, e.g. rain or ambient temperatures below 40°F. Take all necessary precautions to prevent any damages caused by the hydraulic pressure of the fill during placement prior to hardening. Provide the means to confine the material within the designated space.

121-6 Acceptance.

Acceptance of flowable fill will be based on the following documentation and a minimum temperature of flowable fill at the point of delivery of 50°F.

Furnish a delivery ticket to the Engineer for each load of flowable fill delivered to the worksite. Ensure that each ticket contains the following information:

- (1) Project designation,
- (2) Date,
- (3) Time,
- (4) Class and quantity of flowable fill,
- (5) Actual batch proportions,
- (6) Free moisture content of aggregates,
- (7) Quantity of water withheld.

Leave the fill undisturbed until the material obtains sufficient strength. Sufficient strength is 35 psi penetration resistance as measured using a hand held penetrometer in accordance with ASTM C-403. Provide a hand held penetrometer to measure the penetration resistance of the hardened flowable fill.

121-7 Basis of Payment.

When the item of flowable fill is included in the Contract, payment will be made at the Contract unit price per cubic yard. Such price and payment will include all cost of the mixture, in place and accepted, determined as specified above. No measurement and payment will be made for material placed outside the neat line limits or outside the adjusted limits, or for unused or wasted material.

Payment will be made under:

Item No. 121- 70- Flowable Fill - per cubic yard.

125 EXCAVATION FOR STRUCTURES AND PIPE – ACCEPTANCE PROGRAM. (REV 6-3-09) (FA 8-13-09) (1-10)

SUBARTICLE 125-9.1 (Page 187) is deleted and the following substituted:

125-9.1 General Requirements: Meet the requirements of 120-10, except replace the requirements of 120-10.1.6 with 125-9.1.1, 120-10.2 with 125-9.2, 120-10.3 with 125-9.3, and 120-10.4 with 125-10.

125-9.1.1 Reduced Testing Frequency: When no Resolution testing is required for 6 consecutive LOTs, or if required, the Quality Control test data was upheld, reduce the Quality Control density testing to one test every two Lots by identifying the substantiating tests in the Density Log Book and notifying the Engineer in writing prior to starting reduced frequency of testing. Generate random numbers based on the two LOTs under consideration. When Quality Control test frequency is reduced to one every two LOTs, obtain the Engineer's approval to place more than one LOT over an untested LOT. Assure similar compaction efforts for the untested sections. If the Verification test fails, and Quality Control test data is not upheld by Resolution testing the Quality Control testing will revert to the original frequency.

160 STABILIZING.

(REV 5-20-10) (FA 7-12-10) (1-11)

SUBARTICLE 160-3.2 (Pages 196 – 197) is deleted and the following substituted:

160-3.2 Application of Stabilizing Material: After substantially completing the roadbed grading operations, determine the type and quantity (if any) of stabilizing material necessary for compliance with the bearing value requirements. Ensure the maximum final quantity of Reclaimed Asphalt Pavement (RAP) in the subgrade area is no more than 25% by volume of the stabilized area. Notify the Engineer of the approximate quantity to be added before spreading. When additive stabilizing materials are required, spread the material uniformly over the area to be stabilized.

160-3.2.1 Sampling and Testing of Local Material: Randomly select locations for sampling using a random number generator approved by the Engineer and test at the minimum frequency listed in the table below before mixing. The Engineer will reject the material for failing QC test results. The Engineer will sample for Verification and Resolution testing at the minimum frequency listed in the table below. The Engineer will perform Verification tests at the minimum frequency listed in the table below.

Test Name	Quality Control	Verification	Resolution
Liquid Limit (LL), Plastic Index (PI), and Organic Content	One per two LOTs	One per eight LOTs	One per eight LOTs

160-3.2.1.1 Verification Comparison Criteria and Resolution

Procedures: If the QC and the Department's Verification tests meet the requirements of Section 914 then the Engineer will accept the corresponding LOTs. Otherwise, the Engineer will submit the Resolution sample to the State Materials Office or an AASHTO accredited laboratory designated by the State Materials Office to perform Resolution testing.

If the Resolution Test results meet the requirements of Section 914 then the Engineer will accept the LOTs in question. Otherwise remove the material and apply new material meeting the requirements of Section 914 and retest in accordance with 160-3.2.

SUBARTICLE 160-4.3.2(Page 200) is deleted and the following substituted:

160-4.3.2 Department Verification Tests:

160-4.3.2.1 Bearing Value & Soil Classification: The Engineer will collect a sample at a location other than the location where the sample was collected in 160-4.3.1.3, and test the Stabilized Subgrade for determination of the LBR in accordance with FM 5-515. The Engineer will select test locations, including Stations and Offsets, using a Random Number generator, based on the LOTs under consideration.

If Local Material is used for stabilizing, the Engineer will determine compliance with embankment utilization requirements and 160-3.4 by testing and classifying the Stabilized Subgrade in accordance with AASHTO T88 and AASHTO M 145 at the frequency shown in 160-4.2.4.

160-4.3.2.1.1 Unsoaked LBR: The Engineer will sample and test the initial LOT for one soaked and one unsoaked LBR if consideration of the Unsoaked LBR has been approved.

160-4.3.2.2 Mixing Depth: The Engineer will witness the Contractor's mixing depth checks to ensure compliance with 160-4.2.2. The Engineer will select test locations, including Stations and Offsets, using a Random Number generator.

160-4.3.2.3 Modified Proctor Maximum Density: The Engineer will randomly select one of the retained split samples and test in accordance with FM 1-T 180, Method D.

**234 SUPERPAVE ASPHALT BASE.
(REV 6-11-10) (FA 8-16-10) (1-11)**

ARTICLE 234-1 (Page 218) is deleted and the following substituted:

234-1 Description.

Construct a Superpave Asphalt Concrete base course as defined in these Specifications. Base course mixes are designated as B-12.5. The Contractor may use a Type SP-12.5 mixture, (Traffic Level B or C) in lieu of a Type B-12.5.

ARTICLE 234-5 (Page 219) is deleted and the following substituted:

234-5 Acceptance of the Mixture.

The mixture will be accepted in accordance with the requirements of 334-5, except density testing for acceptance will not be performed in areas as defined in 334-5.1.2. In these situations compact the base in accordance with the rolling procedure (equipment and pattern) submitted as part of the Quality Control (QC) Plan and as approved by the Engineer. Use the permissible variations from longitudinal and transverse grades as specified in 200-7. The pay factor for LOTs where there are areas not requiring density testing will be prorated based on a pay factor of 1.00 for the tonnage of material in areas not requiring density testing and the actual pay factor for the tonnage of material in areas requiring density.

ARTICLE 234-8 (Pages 220 - 221) is deleted and the following substituted:

234-8 Thickness Requirements.

234-8.1 General: The total thickness of the Type B asphalt layers will be the plan thickness as shown in the Contract Documents. Before paving, propose a thickness for each individual layer meeting the requirements of this specification, which when combined with other layers (as applicable) will equal the plan thickness. For construction purposes, the plan thickness and individual layer thickness will be converted to spread rate based on the maximum specific gravity of the asphalt mix being used, as well as the minimum density level, as shown in the following equation:

$$\text{Spread rate (lbs. per square yard)} = t \times G_{\text{mm}} \times 43.3$$

Where: t = Thickness (in.) (Plan thickness or individual layer thickness)

G_{mm} = Maximum specific gravity from the verified mix design

The weight of the mixture shall be determined as provided in 320-2.2. For target purposes only, spread rate calculations should be rounded to the nearest whole number.

234-8.2 Spread Rate Tolerance: Control the average spread rate on a daily basis to within plus or minus 5% of the target spread rate for the individual layer(s) established by the Engineer. When the average daily spread rate is outside this tolerance from the target, adjust the spread rate to the required value established by the Engineer. The Engineer will periodically verify the spread rate at the job site during the paving operation.

234-8.3 Allowable Deficiencies: The Engineer will allow a maximum deficiency from the specified spread rate for the total thickness as follows:

1. For pavement of a specified thickness of 2-1/2 inches or more: 50 lbs. per square yard.
2. For pavement of a specified thickness of less than 2-1/2 inches: 25 lbs. per square yard.

234-8.4 Pavement Exceeding Allowable Deficiency in Spread Rate: Where the deficiency in spread rate for the total thickness is: (1) in excess of 50 lbs. per square yard for pavements with a specified thickness of 2-1/2 inches or more, or (2) in excess of 25 lbs. per square yard for pavements with a specified thickness of less than 2-1/2 inches, the Engineer may require removal and replacement at no cost or may require a correction as specified in 234-8.5. The Engineer may require the Contractor to core the pavement for thickness in order to determine the area of pavement with deficient thickness.

As an exception to the above, the Contractor may leave pavement outside the main roadway in place without compensation when the Engineer allows, even though the deficiency exceeds the tolerance as specified above.

The Department will not compensate the Contractor for any pavement removed or for the work of removing such pavement.

234-8.5 Correcting Deficiency by Adding New Surface Material: In the event the total thickness as determined by the spread rate is excessively deficient as defined above and if approved by the Engineer for each particular location, correct the deficient thickness by adding new surface material and compacting it using a rolling pattern as approved by the Engineer. The Engineer will determine the area to be corrected and the thickness of new material added. Perform all overlaying and compacting at no expense to the Department.

**300 PRIME AND TACK COATS FOR BASE COURSES – RATE OF APPLICATION.
(REV 6-10-10) (FA 8-16-10) (1-11)**

SUBARTICLE 300-8.4 (Page 240) is deleted and the following substituted:

300-8.4 Rate of Application: Use a rate of application as defined in Table 300-1. Control the rate of application to be within plus or minus 0.01 gal. per square yard of the target application rate. The target application rate may be adjusted by the Engineer to meet specific field conditions. Determine and record the rate of application a minimum of twice per day, once at the beginning of each day’s production and again as needed to control the operation. When using RA-550, multiply the target rate of application by 0.6.

Table 300-1 Tack Coat Application Rates		
Asphalt Mixture Type	Underlying Pavement Surface	Target Tack Rate (gal/yd ²)
Base Course, Structural Course, Dense Graded Friction Course	Newly Constructed Asphalt Layers	0.02 minimum
	Milled Surface or Oxidized and Cracked Pavement	0.06
	Concrete Pavement	0.08
Open Graded Friction Course	Newly Constructed Asphalt Layers	0.05
	Milled Surface	0.07

**320 HOT BITUMINOUS MIXTURES – PLANT, METHODS, AND EQUIPMENT.
(REV 1-8-10) (FA 2-2-10) (7-10)**

SUBARTICLE 320-2.2 (Pages 241 – 244) is deleted and the following substituted:

320-2.2 Electronic Weigh Systems: Equip the asphalt plant with an electronic weigh system that: has an automatic printout, is certified every six months by an approved certified scale technician, and meets weekly comparison checks with certified truck scales as specified in 320-2.2.4. Weigh all plant produced hot mix asphalt on the electronic weigh system, regardless of the method of measurement for payment.

Include, as a minimum, the following information on the printed delivery ticket:

- (a) Sequential load number.
- (b) Project number.
- (c) Date.
- (d) Name and location of plant.
- (e) Mix design number.
- (f) Place for hand-recording mix temperature.
- (g) Truck number.
- (h) Gross, tare, and net tonnage per truck (as applicable).
- (i) Daily total tonnage of mix for the mix design.

Print the delivery ticket with an original and at least one copy. Furnish the original to the Engineer at the plant and one copy to the Engineer at the paving site.

Utilize any one of the following three electronic weigh systems:

320-2.2.1 Electronic Weigh System on the Truck Scales: Provide an electronic weigh system on all truck scales, which is equipped with an automatic recordation system that is approved by the Engineer. Use scales of the type that directly indicate the total weight of the loaded truck. Use scales meeting the requirements for accuracy, condition, etc., of the Bureau of Weights and Measures of the Florida Department of Agriculture, and re-certify such fact every six months, either by the Bureau of Weights and Measures or by a registered scale technician.

320-2.2.2 Electronic Weigh System on Hopper Beneath a Surge or Storage Bin: Provide an electronic weigh system on the hopper (hopper scales or load cells) beneath the surge or storage bin, which is equipped with an automatic recordation system approved by the Engineer.

320-2.2.3 Automatic Batch Plant with Printout: For batch plants, provide an approved automatic printer system which will print the individual or cumulative weights of aggregate and liquid asphalt delivered to the pugmill and the total net weight of the asphalt mix measured by hopper scales or load cell type scales. Use the automatic printer system only in conjunction with automatic batching and mixing control systems that have been approved by the Engineer.

320-2.2.4 Weekly Electronic Weigh System Comparison Checks: Check the accuracy of the electronic weighing system at the commencement of production and thereafter at least once a week during production by one of the following two methods:

320-2.2.4.1. Electronic Weigh Systems on Truck Scales:

(a) The Engineer will randomly select a loaded truck of asphalt mix and record the truck number and gross weight from the Contractor's delivery ticket.

(b) Weigh the selected truck on a certified truck scale, which is not owned by the Contractor and record the gross weight for the comparison check. If another certified truck scale is not available, the Engineer may permit another set of certified truck scales owned by the Contractor to be used. The Engineer may elect to witness the scale check.

(c) The gross weight of the loaded truck as shown on the Contractor's delivery ticket will be compared to the gross weight of the loaded truck from the other certified truck scale. The maximum permissible deviation is 8 pounds per ton of gross weight of the loaded truck, based on the certified truck scale weight.

(d) If the distance from the asphalt plant to the nearest certified truck scale is enough for fuel consumption to affect the accuracy of the comparison checks, a fuel adjustment may be calculated by using the truck odometer readings for the distance measurement, and 6.1 miles per gallon for the fuel consumption rate, and 115 ounces per gallon for fuel weight.

(e) During production, when an additional certified truck scale is not available for comparison checks, the Engineer may permit the Contractor to weigh the truck on his certified scales used during production and then weigh it on another certified truck scale, as soon the other scale is available for the comparison checks.

In addition to the periodic checks as specified above, check the scales at any time the accuracy of the scales becomes questionable. When such inaccuracy does not appear to be sufficient to seriously affect the weighing operations, the Engineer will allow a period of two calendar days for the Contractor to effect the required scales check. However, in

the event the indicated inaccuracy is sufficient to seriously affect the mixture, the Engineer may require immediate shut-down until the accuracy of the scales has been checked and necessary corrections have been made. Include the cost of all scale checks in the bid price for asphalt concrete, at no additional cost to the Department.

320-2.2.4.2. For Electronic Weigh Systems on Hoppers Beneath a Surge or Storage Bins and Automatic Batch Plants with Printout:

(a) The Engineer will randomly select a loaded truck of asphalt mix and record the truck number, and the net weight of the asphalt mix from the Contractor's delivery ticket.

(b) Weigh the selected truck on a certified truck scale, which is not owned by the Contractor and record the gross weight for the comparison check. If another certified truck scale is not available, the Engineer may permit another set of certified truck scales owned by the Contractor to be used. The Engineer may elect to witness the scale check.

(c) Deliver the asphalt mix to the project, then weigh the selected empty truck on the same certified truck scales. Record the tare weight of the truck.

(d) Compare the net weight of the asphalt mix from the delivery ticket to the calculated net weight of the asphalt mix as determined by the certified truck scale weights. The maximum permissible deviation is 8 pounds per ton of load, based on the certified truck scale weight.

(e) Use the fuel adjustment as specified in 320-2.2.4.1(d), when the distance from the asphalt plant to the nearest certified truck scale is enough for fuel consumption to affect the accuracy of the comparison checks.

(f) During production, when an additional certified truck scale is not available for comparison checks, the Engineer may permit the Contractor to load a truck with aggregate from the pugmill, surge or storage bin, and follow the above procedures to conduct the comparison checks as soon as certified truck scale is available.

If the check shows a greater difference than the tolerance specified above, then recheck on a second set of certified scales. If the check and recheck indicate that the printed weight is out of tolerance, have a certified scale technician check the electronic weigh system and certify the accuracy of the printer. While the system is out of tolerance and before its adjustment, the Engineer may allow the Contractor to continue production only if provisions are made to use a set of certified truck scales to determine the truck weights.

SUBARTICLE 320-5.1.2 (Page 246) is deleted and the following substituted:

320-5.1.2 Automatic Screed Control: For all asphalt courses, placed with mechanical spreading and finishing equipment, equip the paving machine with automatic longitudinal screed controls of either the skid type, traveling stringline type, or non-contact averaging ski type. Ensure that the length of the skid, traveling stringline, or non-contact averaging ski is at least 25 feet. On the final layer of base, overbuild, and structural courses, and for friction courses, use the joint matcher in lieu of the skid, traveling stringline, or non-contact averaging ski on all passes after the initial pass. Furnish a paving machine equipped with electronic cross slope controls.

SUBARTICLE 320-5.3.1 (Page 246) is deleted and the following substituted:

320-5.3.1 Steel-Wheeled Rollers: Provide compaction equipment capable of meeting the density requirements described in these Specifications. In the event that density testing is not required, provide a tandem steel-wheeled roller weighing 5 to 15 tons for seal rolling, and for the final rolling, use a separate roller with a weight of 5 to 15 tons. Variations from these requirements shall be approved by the Engineer.

**327 MILLING OF EXISTING ASPHALT PAVEMENT – CONSTRUCTION.
(REV 1-26-10) (FA 2-2-10) (7-10)**

ARTICLE 327-3 (Paged 248–249) is deleted and the following substituted:

327-3 Construction.

327-3.1 General: Remove the existing raised reflective pavement markers prior to milling. Include the cost of removing existing pavement markers in the price for milling.

When milling to improve rideability or cross slope, remove the existing pavement to the average depth specified in the plans, in a manner that will restore the pavement surface to a uniform cross-section and longitudinal profile. The Engineer may require the use of a stringline to ensure maintaining the proper alignment.

Establish the longitudinal profile of the milled surface in accordance with the milling plans. Ensure that the final cross slope of the milled surface parallels the surface cross slope shown on the plans or as directed by the Engineer. Establish the cross slope of the milled surface by a second sensing device near the outside edge of the cut or by an automatic cross slope control mechanism. The plans may waive the requirement of automatic grade or cross slope controls where the situation warrants such action.

Operate the milling machine to minimize the amount of dust being emitted. The Engineer may require prewetting of the pavement.

Provide positive drainage of the milled surface and the adjacent pavement. Perform this operation on the same day as milling. Repave all milled surfaces no later than the day after the surface was milled unless otherwise stated in the plans.

If traffic is to be maintained on the milled surface prior to the placement of the new asphalt concrete, provide suitable transitions between areas of varying thickness to create a smooth longitudinal riding surface. Produce a pattern of striations that will provide an acceptable riding surface. The Engineer will control the traveling speed of the milling machine to produce a texture that will provide an acceptable riding surface.

Prior to opening an area which has been milled to traffic, sweep the pavement with a power broom or other approved equipment to remove, to the greatest extent practicable, fine material which will create dust under traffic. Sweep in a manner that will minimize the potential for creation of a traffic hazard and to minimize air pollution.

Sweep the milled surface with a power broom prior to placing asphalt concrete.

In urban and other sensitive areas, use a street sweeper or other equipment capable of removing excess milled materials and controlling dust. Obtain the Engineer's approval of such equipment, contingent upon its demonstrated ability to do the work.

Perform the sweeping operation immediately after the milling operations or as directed by the Engineer.

327-3.2 Quality Control Requirements: Furnish an electronic level with a length of 4 feet and an accuracy of plus or minus 0.1 degree approved by the Engineer for the control of cross slope. Make this electronic level available at the jobsite at all times during milling operations. Calibrate and compare electronic levels in accordance with 330-12.3.1 at a minimum frequency of once per day before any milling operation.

Multiple cuts may be made to achieve the required pavement configuration or depth of cut. Measure the cross slope of the milled surface by placing the level at the center location of a lane and perpendicular to the roadway centerline. Record all the measurements to the nearest 0.1% on an approved form and submit to the Engineer for documentation.

1. Tangent Sections: Measure the cross slope per lane at a minimum frequency of one measurement every 100 feet. Calculate the absolute deviation of cross slope at each measurement and then average the absolute deviation of ten consecutive cross slope measurements. The absolute deviation is the positive value of a deviation. When the average absolute deviation cross slope is consistently within the acceptance tolerance as shown in Table 327-1 and upon approval by the Engineer, the frequency of the cross slope measurements can be reduced to one measurement every 200 feet during milling operations..

2. Superelevated Sections: Measure the cross slope every 100 feet per lane within the length of full superelevation. Calculate the absolute deviation of each measurement and then average the absolute deviation of ten consecutive cross slope measurements. For every transition section, measure the cross slope at control points identified in the plans or, if not shown in the plans, at a control point at a location of 0.0% cross slope. For curves where the length of the fully superelevated section is less than 250 feet, measure the cross slope at the beginning point, midpoint and ending point of the fully superelevated section, calculate the absolute deviation and average. When the number of measurements is less than ten and the length of full superelevation is greater than 250 feet, average the absolute deviation of all measurements.

If the average absolute deviation of the cross slope measurements falls outside the acceptance tolerance shown in Table 327-1, stop the milling operations and make adjustments until the problem is resolved to the satisfaction of the Engineer. If an individual cross slope deviation falls outside the acceptance tolerance as shown in Table 327-1, make corrections only in the deficient area to the satisfaction of the Engineer at no cost to the Department. For pavement with multiple cuts, the deficient areas not caused by the final cut may be left in place upon approval of the Engineer. All milling corrections shall be completed before placement of the asphalt course unless stated otherwise in the plans or as determined by the Engineer.

The limits of deficient areas requiring correction may be verified and adjusted with more accurate measurement methods, including survey instruments, upon approval by the Engineer at no cost to the Department. Should the Contractor wish to have any corrections waived, submit a request to the Engineer for approval. The Engineer may waive the corrections at no reduction in payment if an engineering determination indicates that the deficiencies are sufficiently separated so as not to significantly affect the final cross slope or project grade.

For intersections, tapers, crossovers, transitions at the beginning and end of the project, bridge approaches and similar areas, adjust the cross slope to match the actual site conditions, or as directed by the Engineer.

TABLE 327-1 Cross Slope Milling Acceptance Tolerance		
Roadway Feature	Individual Absolute Deviation	Average Absolute Deviation
Tangent section (including turn lanes)	0.4%	0.2%
Superelevated curve	0.4%	0.2%
Shoulder	0.5%	0.5%

In the event that the distance between tow edges of deficient areas is less than 100 feet, the correction work shall include the area between the deficient sections.

327-3.3 Verification: The Engineer will verify the Contractor's cross slope measurements by randomly taking a minimum of ten cross slope measurements per lane per mile in tangent sections, control points in transition sections, and a minimum of three cross slope measurements on fully superelevated sections. The Engineer will measure the cross slope of the milled surface by placing the level at the center location of a lane and perpendicular to the roadway centerline. If the average absolute deviation or an individual cross slope deviation falls outside the acceptance tolerance as shown in Table 327-1, immediately make a comparison check at the QC test locations to verify the QC measurements in the questionable section. If the comparisons are beyond the acceptable comparison tolerance in accordance with 327-3.2, stop the milling operation until the problem is resolved to the satisfaction of the Engineer. Correct any cross slope not meeting the individual deviation acceptance tolerance at no cost to the Department. The Engineer reserves the right to check the cross slope of the milled surface at any time by taking cross slope measurements at any location.

330 HOT BITUMINOUS MIXTURES – GENERAL CONSTRUCTION REQUIREMENTS.

(REV 5-24-10) (FA 8-16-10) (1-11)

SECTION 330 (Pages 250–265) is deleted and the following substituted:

SECTION 330 HOT BITUMINOUS MIXTURES - GENERAL CONSTRUCTION REQUIREMENTS

330-1 Description.

Construct plant-mixed hot bituminous pavements and bases. Establish and maintain a quality control system that provides assurance that all materials, products and completed construction submitted for acceptance meet Contract requirements.

330-2 Quality Control Requirements.

330-2.1 Minimum Quality Control Plan Requirements: In addition to the requirements set forth in Section 105, perform as a minimum the following activities necessary to maintain process control and meet specification requirements:

Stockpiles: Assure materials are placed in the correct stockpile; assure good stockpiling techniques; inspect stockpiles for separation, contamination, segregation, etc.; properly identify and label each stockpile.

Incoming Aggregate: Obtain gradations and bulk specific gravity (G_{sb}) values from aggregate supplier for reference; determine the gradation of all component materials; routinely compare gradations and G_{sb} values to mix design.

Cold Bins: Calibrate the cold gate/feeder belt for each material; determine cold gate/feeder belt settings; observe operation of cold feeder for uniformity.

Dryer: Observe pyrometer for aggregate temperature control; observe efficiency of the burner.

For Batch Plants, determine percent used and weight to be pulled from each bin to assure compliance with Mix Design, check mixing time, and check operations of weigh bucket and scales.

For Drum Mixer Plants, determine aggregate moisture content, and calibrate the weigh bridge on the charging conveyor.

Control Charts: Plot and keep charts updated daily for all Quality Control Sampling and Testing and post in the asphalt lab where they can be seen. Provide the following charts:

1. All components used to determine the composite pay factor (No. 8 sieve, No. 200 sieve, asphalt binder content, air voids, and density) by lot.
2. Gradation of incoming aggregate.
3. Gradation, asphalt binder content, and maximum specific gravity (G_{mm}) of RAP.
4. Any other test result or material characteristic (as determined by the Contractor) necessary for process control.

The above listed minimum activities are to be considered normal activities necessary to control the production of hot mix asphalt at an acceptable quality level. It is recognized, however, that depending on the type of process or materials, some of the activities listed may not be necessary and in other cases, additional activities may be required. The frequency of these activities will also vary with the process and the materials. When the process varies from the defined process average and variability targets, the frequency of these activities will be increased until the proper conditions have been restored.

330-2.2 Minimum Process Control Testing Requirements: Perform, as a minimum, the following activities at the testing frequencies provided below:

Asphalt Plant

1. Asphalt Mix: Determine the asphalt binder content; mix gradation and volumetric properties at a minimum frequency of one per day. In the event that the daily production exceeds 1,000 tons, perform these tests a minimum of two times per day. Quality Control tests used in the acceptance decision may be used to fulfill this requirement. Verify modifier addition.

2. Aggregate: Test one sample for gradation per 1,000 tons of incoming aggregate, as it is stockpiled.

3. Aggregate moisture content from stockpiles or combined cold feed aggregate - one per day.

4. RAP: Test one sample per 1000 tons of incoming material (prior to incorporation into the mix) for gradation and asphalt binder content. Test one sample per 5,000

tons of incoming material (prior to incorporation into the mix) for maximum specific gravity (G_{mm}) and recovered viscosity.

5. Mix temperature at the plant for the first five loads and one out of every five loads thereafter.

6. Other tests (as determined necessary by the Contractor) for process control.

Roadway

1. Monitor the pavement temperature with an infrared temperature device. Monitor the roadway density with either 6 inches diameter roadway cores, a nuclear density gauge, or other density measuring device, at a minimum frequency of once per 1,500 feet of pavement. When the layer thickness is greater than or equal to 1 inch (or the spread rate is greater than or equal to 105 lb per yd^2) and an approved rolling pattern is used in lieu of density testing, identify in the QC Plan how the pavement density will be monitored.

2. Mix temperature at the roadway for the first five loads and one out of every five loads thereafter.

3. Monitor the pavement smoothness with a 15-foot rolling straightedge, as required by these specifications.

4. Monitor the pavement cross slope at a frequency necessary to fulfill the requirements of these specifications, and identify a system to control the cross slope of each pavement layer during construction.

5. Monitor the mix spread rate at the beginning of each day's production, and as needed to control the operations, at a minimum of once per 200 tons placed to ensure that the spread rate is within 5% of the target spread rate. When determining the spread rate, use, at a minimum, an average of five truckloads of mix. When the average spread rate is beyond plus or minus 5% of the target spread rate, monitor the thickness of the pavement layer closely and adjust the construction operations.

If the Contractor fails to maintain an average spread rate within plus or minus 5% of the target spread rate for two consecutive days, the Engineer may elect to stop the construction operation at any time until the problem is resolved.

330-2.3 Minimum Quality Control System Requirements:

330-2.3.1 Personnel Qualifications: Provide Quality Control Technicians in accordance with Section 105.

330-2.3.2 Hot Mix Asphalt Testing Laboratory Requirements: Furnish or have furnished a fully equipped asphalt laboratory (permanent or portable) at the production site. The Laboratory must be qualified under the Department's Laboratory Qualification Program, as described in Section 105-6. In addition, the laboratory shall meet the following requirements:

1. Area - The effective working area of the laboratory shall be a minimum of 180 ft^2 , with a layout of which will facilitate multiple tests being run simultaneously by two technicians. This area does not include the space for desks, chairs and file cabinets. Any variations shall be approved by the Engineer.

2. Lighting - The lighting in the lab must be adequate to illuminate all areas of the work.

3. Temperature Control - Equip the lab with heating and air conditioning units that provide a satisfactory working environment.

4. Ventilation - Equip the lab with fume hoods and exhaust fans that will remove all hazardous fumes from within the laboratory in accordance with OSHA requirements.

5. Equipment and Supplies - Furnish the lab with the necessary sampling and testing equipment and supplies for performing contractor Quality Control and Department Verification Sampling and Testing. A detailed list of equipment and supplies required for each test is included in the appropriate FDOT, AASHTO, or ASTM Test Method.

6. Calibration of the Superpave Gyratory Compactor: Calibrate the Superpave Gyratory Compactor in accordance with the manufacturer's recommendations. Identify in the Quality Control Plan the established frequencies and document all calibrations.

7. Personal Computer - Provide a personal computer capable of running a Microsoft Excel™ spreadsheet program, along with a printer.

8. Communication - Provide a telephone and fax machine (with a private line) for the use of the testing facility's quality control personnel. In addition, provide an Internet connection capable of uploading data to the Department's database and for e-mail communications.

330-3 Limitations of Operations.

330-3.1 Weather Limitations: Do not transport asphalt mix from the plant to the roadway unless all weather conditions are suitable for the laying operations.

330-3.2 Limitations of Laying Operations:

330-3.2.1 General: Spread the mixture only when the surface upon which it is to be laid has been previously prepared, is intact, firm, dry, clean, and the tack or prime coat, with acceptable spread rate, is properly broken or cured. Do not place friction course until the adjacent shoulder area has been dressed and grassed.

330-3.2.2 Temperature: Spread the mixture only when the air temperature in the shade and away from artificial heat is at least 40°F for layers greater than 1 inch (100 lb/yd²) in thickness and at least 45°F for layers 1 inch (100 lb/yd²) or less in thickness (this includes leveling courses). The minimum temperature requirement for leveling courses with a spread rate of 50 lb/yd² or less is 50°F. The minimum ambient temperature requirement may be reduced by 5°F when using warm mix technology, if mutually agreed to by both the Engineer and the Contractor.

330-3.2.3 Wind: Do not spread the mixture when the wind is blowing to such an extent that proper and adequate compaction cannot be maintained or when sand, dust, etc., are being deposited on the surface being paved to the extent that the bond between layers will be diminished.

330-3.2.4 Night Paving: Meet the requirements of 8-4.1.

330-4 Preparation of Asphalt Binder.

Deliver the asphalt binder to the asphalt plant at a temperature not to exceed 370°F, and equip the transport tanks with sampling and temperature sensing devices meeting the requirements of 300-3.2. Maintain the asphalt binder in storage within a range of 230 to 370°F in advance of mixing operations. Maintain constant heating within these limits, and do not allow wide fluctuations of temperature during a day's production.

330-5 Preparation of Aggregates.

330-5.1 Stockpiles: Place each aggregate component in an individual stockpile, and separate each from the adjacent stockpiles, either by space or by a system of bulkheads. Prevent the intermingling of different materials in stockpiles at all times. Identify each stockpile, including RAP, as shown on the mix design.

330-5.2 Prevention of Segregation: Form and maintain stockpiles in a manner that will prevent segregation. If a stockpile is determined to have excessive segregation, the Engineer will disapprove the material for use on the project until the appropriate actions have been taken to correct the problem.

330-5.3 Blending of Aggregates: Stockpile all aggregates prior to blending or placing in the cold hoppers. Place all aggregates to be blended or proportioned in separate bins at the cold hopper. Proportion by means of securely positioned calibrated gates or other approved devices.

330-5.4 Cold Bins:

330-5.4.1 Adequacy of Bins: Use separate bin compartments in the cold aggregate feeder that are constructed to prevent any spilling or leakage of aggregate from one bin to another. Ensure that each bin compartment has the capacity and design to permit a uniform flow of aggregates. Mount all of the bin compartments over a feeder of uniform speed, which will deliver the specified proportions of the separate aggregates to the drier at all times. If necessary, equip the bins with vibrators to ensure a uniform flow of the aggregates at all times.

330-5.4.2 Gates: Provide each bin compartment with a gate which is adjustable in a vertical direction. Provide gates that can be held securely at any specified vertical opening. Equip the gates with a measuring device for measuring the vertical opening of the gates from a horizontal plane level with the bottom of the feeder.

330-5.5 Mineral Filler: If mineral filler is required in the mix, feed or weigh it in separately from the other aggregates.

330-5.6 Heating and Drying: Heat and dry the aggregates before screening. Control the temperature of the aggregates so that the temperature of the completed mixture at the plant falls within the permissible range allowed by this Section.

330-5.7 Screening Unit:

330-5.7.1 Oversize Aggregate: Remove any oversized pieces of aggregate by the use of a scalping screen. Do not return this oversized material to the stockpile for reuse unless it has been crushed and reprocessed into sizes that will pass the scalping screen.

330-5.7.2 Screening: Ensure that the quantity of aggregates being discharged onto the screens does not exceed the capacity of the screens to actually separate the aggregates into the required sizes. Allow up to a maximum of 10% plus-10 material in the minus-10 bin. The Engineer will determine the maximum amount of minus-10 material allowed in the plus-10 bins, in accordance with its effect on the uniformity of the mix.

330-6 Preparation of the Mixture.

330-6.1 Batch Mixing:

330-6.1.1 Aggregates: Once the dried aggregates and mineral filler (if required) are prepared in the manner previously described and combined in batches to meet the verified mix design by weighing each separate bin size, convey them to the empty mixer.

330-6.1.2 Asphalt Binder: Introduce the accurately measured hot asphalt binder into the mixer simultaneously with, or after, the hot aggregates. Continue mixing until the mixture is thoroughly uniform with all particles fully coated.

330-6.1.3 Mixing Time: The mixing time begins when the measuring devices for both the asphalt and the aggregates indicate that all the material is in the mixer, and continues until the material begins to leave the mixing unit. Since the mixing time varies in relation to the nature of the aggregates and the capacity of the mixer, mix sufficiently to produce a thoroughly and uniformly coated mixture.

330-6.2 Continuous Mixing: Introduce the dried aggregates and mineral filler (if required), prepared as specified and proportioned to meet the verified mix design, into the mixer in synchronization with the accurate feeding of the hot asphalt binder. Mix sufficiently to produce a thoroughly and uniformly coated mixture.

330-6.3 Mix Temperature: Heat and combine the ingredients of the mix in such a manner as to produce a mixture with a temperature, when discharged from the pugmill or surge bin, which is within the master range as defined below.

Determine the temperature of the completed mixture using a quick-reading thermometer through a hole in the side of the loaded truck immediately after loading. Locate 1/4 inch hole on both sides of the truck body within the middle third of the length of the body, and at a distance from 6 to 10 inches above the surface supporting the mixture. If a truck body already has a hole located in the general vicinity of the specified location, use this hole. At the Engineer's discretion, the Contractor may take the temperature of the load over the top of the truck in lieu of using the hole in the side of the truck.

The normal frequency for taking asphalt mix temperatures will be for each day, for each design mix on the first five loads and one out of every five loads thereafter. Take the temperature of the asphalt mix at the plant and at the roadway before the mix is placed at the normal frequency. Record the temperature on the front of the respective delivery ticket. The Engineer shall review the plant and roadway temperature readings and may take additional temperature measurements at any time.

The master range for all mix designs will be the target mix temperature from the mix design $\pm 30^{\circ}\text{F}$. There are two master ranges; one at the asphalt plant (mixing temperature from the mix design $\pm 30^{\circ}\text{F}$) and one at the roadway (compaction temperature from the mix design $\pm 30^{\circ}\text{F}$). Reject any load or portion of a load of asphalt mix at the plant with a temperature outside of this master range. Reject any load or portion of a load of asphalt mix at the roadway with a temperature outside of this master range. The Engineer will be immediately notified of the rejection.

If any single load at the plant or at the roadway is within the master range but differs from the target mix temperature by more than $\pm 25^{\circ}\text{F}$ or if the average difference of the temperature measurements from the target mix temperature for five loads exceeds $\pm 15^{\circ}\text{F}$, the temperature of every load will be monitored until the temperature falls within the specified tolerance range in Table 330-1; at this time the normal frequency may be resumed.

Table 330-1	
Temperature Tolerance From Verified Mix Design	
Any Single Measurement	$\pm 25^{\circ}\text{F}$
Average of Any Five Consecutive Measurements	$\pm 15^{\circ}\text{F}$

330-6.4 Maximum Period of Storage: Allow the maximum time that any mix may be kept in a hot storage or surge bin to be 72 hours.

330-6.5 Contractor's Responsibility for Mixture Requirements: Produce a homogeneous mixture, free from moisture and with no segregated materials, that meets all specification requirements. Also apply these requirements to all mixes produced by the drum mixer process and all mixes processed through a hot storage or surge bin, both before and after storage.

330-7 Transportation of the Mixture.

Transport the mixture in tight vehicles previously cleaned of all foreign material. After cleaning, thinly coat the inside surface of the truck bodies with soapy water or an asphalt release agent as needed to prevent the mixture from adhering to the beds. Do not allow excess liquid to pond in the truck body. Do not use diesel fuel or any other hazardous or environmentally detrimental material as a coating for the inside surface of the truck body. Cover each load during cool and cloudy weather and at any time it appears rain is likely during transit with a tarpaulin or waterproof cover meeting requirements of 320-5.4.

330-8 Preparation of Application Surfaces.

330-8.1 Cleaning: Prior to the laying of the mixture, clean the surface of the base or pavement to be covered of all loose and deleterious material by the use of power brooms or blowers, supplemented by hand brooming where necessary.

330-8.2 Patching, Leveling, and Overbuild Courses: Where an asphalt mix is to be placed on an existing pavement or old base which is irregular, and wherever the plans indicate, bring the existing surface to proper grade and cross-section by the application of patching, leveling, or overbuild courses.

330-8.3 Application Over Surface Treatment: Where an asphalt mix is to be placed over a newly constructed surface treatment, sweep and dispose of all loose material from the paving area.

330-8.4 Coating Surfaces of Contacting Structures: Paint all structures which will be in actual contact with the asphalt mixture, with the exception of the vertical faces of existing pavement, curbs and gutter, with a uniform coating of asphalt binder to provide a closely bonded, watertight joint.

330-8.5 Tack Coat:

330-8.5.1 Tack Coat Required: Apply a tack coat, as specified in Section 300, on existing pavement structures that are to be overlaid with an asphalt mix and between successive layers of all asphalt mixes.

330-8.5.2 Tack Coat at Engineer's Option: Apply a tack coat on the following surfaces only when so directed by the Engineer:

1. Freshly primed bases.
2. Surface treatment.

330-9 Placing Mixture.

330-9.1 Requirements Applicable to All Types:

330-9.1.1 Alignment of Edges: Lay all asphalt concrete mixtures, including leveling courses, other than the pavement edge just adjacent to curb and gutter or other true edges, by the stringline method to obtain an accurate, uniform alignment of the pavement edge. Control the unsupported pavement edge to ensure that it will not deviate more than ± 1.5 inches from the stringline.

330-9.1.2 Temperature of Spreading: Maintain the temperature of the mix at the time of spreading within the master range as defined in 330-6.3. The minimum frequency for taking mix temperatures on the roadway will be as indicated in 330-6.3. Any load or portion of a load of asphalt mix on the roadway with a temperature outside of the master range shall be rejected for use on the project. The Engineer will be immediately notified of the rejection.

330-9.1.3 Rain and Surface Conditions: Immediately cease transportation of asphalt mixtures from the plant when rain begins at the roadway. Do not place asphalt mixtures

while rain is falling, or when there is water on the surface to be covered. Once the rain has stopped and water has been removed from the tacked surface to the satisfaction of the Engineer and the temperature of the mixture caught in transit still meets the requirements as specified in 330-9.1.2, the Contractor may then place the mixture caught in transit.

330-9.1.4 Speed of Paver: Establish the forward speed of the asphalt paver based on the rate of delivery of the mix to the roadway but not faster than the optimum speed needed to adequately compact the pavement.

330-9.1.5 Number of Crews Required: For each paving machine operated, use a separate crew, each crew operating as a full unit. The Contractor's CTQP Paving Level II technician in charge of the paving operations may be responsible for more than one crew but must be physically accessible to the Engineer at all times when placing mix.

330-9.1.6 Checking Depth of Layer: Check the depth of each layer at frequent intervals, and make adjustments when the thickness exceeds the allowable tolerance. When making an adjustment, allow the paving machine to travel a minimum distance of 32 feet to stabilize before the second check is made to determine the effects of the adjustment.

330-9.1.7 Hand Spreading: In limited areas where the use of the spreader is impossible or impracticable, the Contractor may spread and finish the mixture by hand.

330-9.1.8 Straightedging and Back-patching: Straightedge and back-patch after obtaining initial compaction and while the material is still hot.

330-9.2 Requirements Applicable to Courses Other Than Leveling:

330-9.2.1 Spreading and Finishing: Upon arrival, dump the mixture in the approved mechanical spreader, and immediately spread and strike-off the mixture to the full width required, and to such loose depth for each course that, when the work is completed, the required weight of mixture per square yard, or the specified thickness, is secured. Carry a uniform amount of mixture ahead of the screed at all times.

330-9.2.2 Thickness and Spread Rate of Layers: Construct each course of Type SP mixtures in layers of the thickness shown in Section 334.

When the deficiency of the average spread rate for the total course pavement thickness measured in accordance with 330-2.2 exceeds the following maximum spread rate tolerance, address the deficient area in accordance with 330-12.5.

1. Structural Course (non-friction)
 - a. For pavement of a design thickness of 2-1/2 inches or more: plus or minus 50 lbs per sy.
 - b. For pavement of a design thickness of less than 2-1/2 inches: plus or minus 25 lbs per sy.
2. Friction course
 - a. For open grade friction course: plus or minus 15 lbs per sy.
 - b. For dense grade friction course: plus or minus 25 lbs per sy.

As an exception, the Engineer may allow the Contractor to leave areas in place if it is determined by the Engineer that the deficiency is not a significant detriment to the pavement quality. A reduction to the pay item quantity will be made in accordance with 330-12.5.2.

330-9.2.3 Laying Width: If necessary due to the traffic requirements, lay the mixture in strips in such a manner as to provide for the passage of traffic. As an option, where the road is closed to traffic, lay the mixture to the full width with machines traveling in echelon.

330-9.2.4 Correcting Defects: Before starting any rolling, check the surface; correct any irregularities; remove all drippings, fat sandy accumulations from the screed, and fat spots from any source; and replace them with satisfactory material. Do not skin patch. When correcting a depression while the mixture is hot, scarify the surface and add fresh mixture.

330-9.3 Requirements Applicable Only to Leveling Courses:

330-9.3.1 Patching Depressions: Before spreading any leveling course, fill all depressions in the existing surface more than 1 inch deep by spot patching with leveling course mixture, and then compact them thoroughly.

330-9.3.2 Spreading Leveling Courses: Place all courses of leveling by the use of two motor graders, equip one with a spreader box. Use other types of leveling devices after they have been approved by the Engineer.

330-9.3.3 Rate of Application: When using Type SP-9.5 (fine graded) for leveling, do not allow the average spread of a layer to be less than 50 lb/yd² or more than 75 lb/yd². The quantity of mix for leveling shown in the plans represents the average for the entire project; however, the Contractor may vary the rate of application throughout the project as directed by the Engineer. When leveling in connection with base widening, the Engineer may require placing all the leveling mix prior to the widening operation.

330-9.3.4 Placing Leveling Course Over Existing Pavement: When the Contract Documents specify a leveling course to be placed over cracked concrete pavement, including existing concrete pavement covered with an asphalt surface, place the first layer of leveling course as soon as possible but no later than 48 hours after cracking the concrete.

330-9.3.5 Removal of Excess Joint Material: Where placing a leveling course over existing concrete pavement or bridge decks, trim the excess joint filler in the cracks and joints flush with the surface prior to placing the first layer of the leveling course.

330-10 Compacting Mixture.

330-10.1 Provisions Applicable to All Types:

330-10.1.1 Equipment and Sequence: For each paving operation, furnish a separate set of rollers, with their operators.

When density testing for acceptance is required, select equipment, sequence, and coverage of rolling to meet the specified density requirement. The coverage is the number of times the roller passes over a given area of pavement. Regardless of the rolling procedure used, complete the final rolling before the surface temperature of the pavement drops to the extent that effective compaction may not be achieved or the rollers begin to damage the pavement.

When density testing for acceptance is not required, propose an alternative rolling pattern to be approved by the Engineer or use the following standard rolling procedure:

1. Seal (breakdown) Rolling: Provide two static coverages with a tandem steel-wheeled roller, weighing 5 to 15 tons, following as close behind the paver as possible without pick-up, undue displacement, or blistering of the material.

2. Intermediate rolling: Provide five static coverages with a pneumatic-tired roller, following as close behind the seal (breakdown) rolling operation as the mix will permit.

3. Final rolling: Provide one static coverage with a tandem steel-wheeled roller, weighing 5 to 15 tons, after completing the seal (breakdown) rolling and intermediate rolling, but before the surface pavement temperature drops to the extent that effective compaction may not be achieved or the rollers begin to damage the pavement.

330-10.1.2 Rolling Procedures: Utilize procedures that will uniformly compact the pavement layer to the desired density level.

Roll across the mat, overlapping the adjacent pass by at least 6 inches. Roll slowly enough to avoid displacement of the mixture, and correct any displacement at once by the use of rakes and the addition of fresh mixture if required. Continue final rolling to eliminate all roller marks.

330-10.1.3 Compaction of Areas Inaccessible to Rollers: Use hand tamps or other satisfactory means to compact areas which are inaccessible to a roller, such as areas adjacent to curbs, gutters, bridges, manholes, etc.

330-10.1.4 Rolling Patching and Leveling Courses: Use pneumatic-tired rollers to roll all patching and leveling courses. When placing the initial leveling course over broken concrete pavement, use a pneumatic-tired roller that weighs at least 15 tons.

330-10.1.5 Correcting Defects: Do not allow the rollers to deposit gasoline, oil, or grease onto the pavement. Remove and replace any areas damaged by such deposits as directed by the Engineer. While rolling is in progress, test the surface continuously, and correct all discrepancies to comply with the surface requirements. Remove and replace all drippings, fat or lean areas, and defective construction of any description. Remedy depressions that develop before completing the rolling by loosening the mixture and adding new mixture to bring the depressions to a true surface. Should any depression remain after obtaining the final compaction, remove the full depth of the mixture, and replace it with sufficient new mixture to form a true and even surface. Correct all high spots, high joints, and honeycombing as directed by the Engineer. Remove and replace any mixture remaining unbonded after rolling. Correct all defects prior to laying the subsequent course.

330-10.1.6 Use of Traffic Roller on First Overbuild Course: Use a pneumatic-tired roller on the first overbuild course. Compact the pavement with a minimum of five coverages.

330-10.1.7 Use of Traffic Roller or Vibratory Roller on First Structural Layer Placed on an Asphalt Rubber Membrane Interlayer (ARMI): Use a pneumatic-tired roller or a vibratory roller on the first structural layer placed on an ARMI.

330-10.1.8 Compaction at Bridge Structures: Compact asphalt mixtures placed over bridge decks and approach slabs using static compaction only. Utilize the standard rolling procedure described in 330-10.1.1 or an alternative procedure approved by the Engineer.

330-11 Joints.

330-11.1 Transverse Joints: Place the mixture as continuously as possible. Do not pass the roller over the unprotected end of the freshly laid mixture except when discontinuing the laying operation long enough to permit the mixture to become chilled. When thus interrupting the laying operation, construct a transverse joint by cutting back on the previous run to expose the full depth of the mat.

330-11.2 Longitudinal Joints: For all layers of pavement except the leveling course, place each layer so that longitudinal construction joints are offset 6 to 12 inches laterally between successive layers. Plan offsets in advance so that longitudinal joints of the friction course are not in wheel path areas. The longitudinal joints for friction course layers should be within 6 inches of the lane edge or at the center of the lane. The Engineer may waive this requirement where offsetting is not feasible due to the sequence of construction.

330-11.3 General: When laying fresh mixture against the exposed edges of joints (trimmed or formed as provided above), place it in close contact with the exposed edge to produce an even, well-compacted joint after rolling.

330-11.4 Placing Asphalt Next to Concrete Pavement: When placing asphalt next to concrete pavement, construct the joint in accordance with Section 350.

330-12 Surface Requirements.

330-12.1 General: Construct a smooth pavement with good surface texture and the proper cross-slope.

330-12.2 Texture of the Finished Surface of Paving Layers: Produce a finished surface of uniform texture and compaction with no pulled, torn, raveled, crushed or loosened portions and free of segregation, bleeding, flushing, sand streaks, sand spots, or ripples. Address any pavement not meeting the requirements of this specification in accordance with 330-12.5.

Do not use asphalt concrete mixtures containing aggregates that cause a different color appearance in the final wearing surface unless the section is greater than or equal to one mile in length and across the full width of the pavement, including shoulders and turn lanes. Exceptions to these requirements will be permitted if approved by the Engineer.

330-12.3 Cross Slope: Construct a pavement surface with cross slopes in compliance with the requirements of the Contract Documents. Furnish an electronic level with a length of 4 feet and an accuracy of 0.1 degree, approved by the Engineer for the control of cross slope. Make this electronic level available at the jobsite at all times during paving operations.

330-12.3.1 Quality Control Requirements: Calibrate the electronic levels a minimum of once per day before any paving operation, in accordance with manufacturer's instructions.

Compare the Quality Control level with the Verification level before any paving operation, and at any time directed by the Engineer.

Measure the cross slope of the compacted pavement surface by placing the level at the center location of a lane and perpendicular to the roadway centerline. Record all the measurements to the nearest 0.1% on an approved form and submit to the Engineer for documentation.

1. Tangent Sections: Measure the cross slope per lane at a minimum frequency of one measurement every 100 feet. Calculate the absolute deviation of cross slope at each measurement and then average the absolute deviation of ten consecutive cross slope measurements. The absolute deviation is the positive value of a deviation. When the average absolute deviation cross slope is consistently within the acceptance tolerance as shown in Table 330-2 and upon the approval of the Engineer, the frequency of the cross slope measurements can be reduced to one measurement every 200 feet during paving operations.

2. Superelevated Sections: Measure the cross slope every 100 feet per lane within the length of full superelevation. Calculate the absolute deviation of each measurement and then average the absolute deviation of ten consecutive cross slope measurements. For every transition section, measure the cross slope at control points identified in the plans, or if not shown in the plans, at a control point at the location of 0.0% cross slope and calculate the absolute deviation. For curves where the length of full superelevation is less than 250 feet, measure the cross slope at the beginning point, midpoint and ending point of the fully superelevated sections, calculate the absolute deviation, and average . When the number of measurements is less than ten and the length of full superelevation is greater than 250 feet, average the absolute deviation of all measurements.

If the average absolute deviation of the cross slope measurements falls outside the acceptance tolerance, as shown in Table 330-2, stop the paving operations and make adjustments until the problem is resolved to the satisfaction of the Engineer. If an individual cross slope deviation falls outside the acceptance tolerance as shown in Table 330-2, make corrections in accordance with 330-12.5 only to cover the deficient area for the structural course at no cost to the Department. For pavement with multiple layers, the deficient areas for the structural course may be left in place, upon the approval of the Engineer. Complete corrections before placement of the final design surface layer (Type SP layer or friction course layer), unless stated otherwise in the plans, or as determined by the Engineer. For friction course layers, make corrections in accordance with 330-12.5.

The limits of deficient areas requiring correction may be verified and adjusted with more accurate measurement methods, including survey instruments, upon approval by the Engineer at no cost to the Department.

Should the Contractor wish to have any corrections waived, submit a request to the Engineer for approval. The Engineer may waive the corrections at no reduction in payment if the deficiencies are sufficiently separated so as not to affect the overall traffic safety, surface drainage and ride quality characteristics of the pavement and the corrective action would unnecessarily mar the appearance of the finished pavement.

For intersections, tapers, crossovers, transitions at the beginning and end of the project, bridge approaches and similar areas, adjust the cross slope to match the actual site conditions, or as directed by the Engineer.

Table 330-2 Cross Slope Acceptance Tolerance		
Roadway Feature	Individual Absolute Deviation	Average Absolute Deviation
Tangent section (including turn lanes)	0.4%	0.2%
Superelevated curve	0.4%	0.2%
Shoulder	0.5%	0.5%

In the event that the distance between two edges of deficient areas is less than 100 feet, the correction work shall include the area between the deficient sections.

330-12.3.2 Verification: The Engineer will verify the Contractor's cross slope measurements by randomly taking a minimum of ten cross slope measurements per lane per mile in tangent sections, control points in transition sections, and a minimum of three cross slope measurements on fully superelevated sections over a day's production. The Engineer will measure the cross slope of the compacted pavement surface by placing the level at the center location of a lane and perpendicular to the roadway centerline. If the average absolute deviation or an individual cross slope deviation falls outside of the acceptance tolerance as shown in Table 330-2, immediately make a comparison check at the QC test locations to verify the QC measurements in the questionable section. If the comparisons are beyond the acceptable comparison tolerance in accordance with 330-12.3.1, stop the paving operations until the problem is resolved to the satisfaction of the Engineer. Correct any cross slope not meeting the individual deviation acceptance tolerance in accordance with 330-12.5 at no cost to the Department. The Engineer reserves the right to check the pavement cross slope at any time by taking cross slope measurements at any location.

330-12.4 Pavement Smoothness: Construct a smooth pavement meeting the requirements of this Specification.

330-12.4.1 General: Furnish a 15 foot manual and a 15 foot rolling straightedge meeting the requirements of FM 5-509. Obtain a smooth surface on all pavement courses placed, and then straightedge all layers as required by this specification.

330-12.4.2 Test Method: Perform all straightedge testing in accordance with FM 5-509 in the outside wheel path of each lane. The Engineer, or these specifications, may require additional testing at other locations within the lane.

330-12.4.3 Traffic Control: Provide traffic control in accordance with Section 102 and the Design Standards Index Nos. 607 or 619 during all testing. When traffic control cannot be provided in accordance with Index Nos. 607 or 619, submit an alternative Traffic Control Plan as specified in 102-4. Include the cost of this traffic control in the Contract bid prices for the asphalt items.

330-12.4.4 Process Control Testing: Assume full responsibility for controlling all paving operations and processes such that the requirements of these Specifications are met at all times. Address in the QC Plan the methods to be used to control smoothness.

330-12.4.5 Quality Control Testing:

330-12.4.5.1 General: Straightedge the final Type SP structural layer and friction course layer in accordance with 330-12.4.2, regardless of whether the method of acceptance is by straightedge or laser profiler. Test all pavement lanes and ramps where the width is constant and document all deficiencies in excess of 3/16 inch on a form approved by the Engineer.

330-12.4.5.2 Straightedge Exceptions: Straightedge testing will not be required in the following areas: shoulders, intersections, tapers, crossovers, parking lots and similar areas, or in the following areas when they are less than 250 feet in length: turn lanes, acceleration/deceleration lanes and side streets.

As an exception, in the event the Engineer identifies a surface irregularity in the above areas that is determined to be objectionable, straightedge and address all deficiencies in excess of 3/8 inch in accordance with 330-12.5.

The Engineer may waive straightedge requirements for transverse joints at the beginning and end of the project, at the beginning and end of bridge structures, at manholes, and at utility structures if the deficiencies are caused by factors beyond the control of the Contractor, as determined by the Engineer. In addition, the Engineer may also waive the straightedging requirements on ramps and superelevated sections where the geometrical orientation of the pavement results in an inaccurate measurement with the rolling straightedge.

330-12.4.5.3 Intermediate Layers and Temporary Pavement: When the design speed is 55 mph or greater and the intermediate Type SP layer or temporary pavement is to be opened to traffic, if the Engineer identifies a surface irregularity that is determined to be objectionable, straightedge and address all deficiencies in excess of 3/8 inch within 72 hours of placement in accordance with 330-12.5.

330-12.4.5.4 Final Type SP Structural Layer: Straightedge the final Type SP structural layer in accordance with 330-12.4.2, either behind the final roller of the paving train or as a separate operation. Notify the Engineer of the location and time of straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the Quality Control straight edging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-12.5.

When the final structural course is to be opened to traffic and the design speed is 55 mph or greater, if any defect is 3/8 inch or greater, the Engineer may require deficiencies to be corrected within 72 hours after opening to traffic.

For bicycle paths, straightedge the final Type SP structural layer with a rolling straightedge, either behind the final roller of the paving train or as a separate operation. Address all deficiencies in excess of 5/16 inch in accordance with 330-12.5. If the Engineer determines that the deficiencies on the bicycle path are due to field geometrical conditions, the Engineer will waive corrections with no deduction to the pay item quantity.

330-12.4.5.5 Friction Course Layer: Straightedge the friction course layer in accordance with 330-12.4.2, either behind the final roller of the paving train or as a separate operation upon completion of all paving operations. Notify the Engineer of the location and time of straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the Quality Control straightedging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-12.5. For laser acceptance, corrections may be made either before or after laser acceptance testing.

330-12.4.6 Acceptance:

330-12.4.6.1 Straightedge Acceptance: For areas of roadways where the design speed is less than 55 miles per hour, acceptance for pavement smoothness of the friction course will be based on verified Quality Control measurements using the straightedge as required by 330-12.4.5. The Engineer will verify the straightedge testing by observing the Quality Control straightedging operations.

330-12.4.6.2 Laser Acceptance: For areas of high speed roadways where the design speed is equal to or greater than 55 miles per hour, acceptance testing for pavement smoothness of the friction course (for mainline traffic lanes only) will be based on the Laser Profiler. Ramps, acceleration and deceleration lanes, and other areas not suitable for testing with the Laser Profiler will be tested and accepted with the straightedge in accordance with 330-12.4.5.5 and 330-12.4.6.1.

The pavement smoothness of each lane will be determined by a Laser Profiler furnished and operated by the Department in accordance with FM 5-549 and a report issued with the Ride Number (RN) reported to one decimal place. If corrections are made, as required following Laser Acceptance, the pavement will not be retested for smoothness using the Laser Profiler.

For this testing, the pavement will be divided into 0.1 mile segments. Partial segments equal to or greater than 0.01 mile will be considered as a 0.1 mile segment. The pavement will be accepted as follows:

1) For segments with a RN greater than or equal to 4.0, the pavement will be accepted at full pay.

2) For segments with a RN less than 4.0, the Engineer will further evaluate the data in 0.01 mile intervals for both wheel paths.

If the RN is 3.5 or above for all 0.01 mile intervals in both wheel paths, the segment will be accepted at full payment.

If the RN is less than 3.5 for one or more 0.01 mile intervals, the segment will be tested with the rolling straightedge in both wheel paths in accordance with FM 5-509. If approved by the Engineer, this straightedging may be completed (in both wheel paths) as part of the Quality Control straightedging operations described in 330-12.4.5.5, prior to testing with the laser profiler. Notify the Engineer of the location and time of

straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the Quality Control straightedging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-12.5.

Test and accept areas at the beginning and ending of the project, bridge approaches and departures, and areas where the segment is less than 0.01 mile, with the straightedge in accordance with 330-12.4.5.5 and 330-12.4.6.1.

330-12.5 Unacceptable Pavement:

330-12.5.1 Corrections: Address all areas of unacceptable pavement at no cost to the Department. Retest all corrected areas and assure the requirements of these specifications are met.

330-12.5.1.1 Structural Layers: Correct all deficiencies, as defined in these Specifications, in the Type SP structural layers by one of the methods described below:

a. Remove and replace the full depth of the layer, extending a minimum of 50 feet on both sides (where possible) of the defective area for the full width of the paving lane.

b. Mill the pavement surface to a depth and width that is adequate to remove the deficiency. (This option only applies if the structural layer is not the final surface layer.)

330-12.5.1.2 Friction Course: Correct deficiencies in the friction course or final surface layer by removing and replacing the full depth of the layer, extending a minimum of 50 feet on both sides (where possible) of the defective area for the full width of the paving lane. As an exception, the Engineer may allow the contractor to leave these areas in place at if it is determined by the Engineer that the deficiency is not a significant detriment to the pavement quality. A reduction to the pay item quantity will be made in accordance with 330-12.5.2.

330-12.5.2 Reduction in Pay Item Quantity: When the Engineer elects to waive corrections, the Department will reduce the pay quantity for the pay item in question by the amount of material that the Contractor would have removed and replaced had the correction been made. When the pay quantity is in tons, the Department will base the reduction on the volume of material that the Contractor would have removed (the length by the lane width by layer thickness) multiplied by the maximum specific gravity of the mix as determined through the following equation:

$$\text{Quantity (tons)} = L \times W \times t \times G_{\text{mm}} \times 0.0024$$

Where: L = Lane length (ft.)

W = Lane width (ft.)

t = Layer thickness (in.)

G_{mm} = Maximum specific gravity from verified mix design

For FC-5 open-graded friction course, the Department will base the reduction on the area that the Contractor would have removed (the length by lane width) multiplied by a spread rate of 80 lb/yd² as determined through the following equation:

$$\text{Quantity (tons)} = L \times W \times 0.0044$$

Where: L = Lane length (ft.)

W = Lane width (ft.)

330-13 Protection of Finished Surface.

Keep sections of newly compacted asphalt concrete, which are to be covered by additional courses, clean until the successive course is laid.

Do not dump embankment or base material directly on the pavement. Dress shoulders before placing the friction course on adjacent pavement.

Equip blade graders operating adjacent to the pavement during shoulder construction with a 2 inch by 8 inch or larger board, or other attachment providing essentially the same results, attached to their blades in such manner that it extends below the blade edge in order to protect the pavement surface from damage by the grader blade.

To prevent rutting or other distortion, protect sections of newly finished dense-graded friction course and the last structural layer prior to the friction course from traffic until the surface temperature has cooled below 160°F.

The Contractor may use artificial methods to cool the pavement to expedite paving operations. The Department may direct the Contractor to use artificial cooling methods when maintenance of traffic requires opening the pavement to traffic at the earliest possible time.

**334 SUPERPAVE ASPHALT CONCRETE.
(REV 1-10-11) (FA 1-27-11) (7-11)**

SECTION 334 (Pages 265-291) is deleted and the following substituted:

**SECTION 334
SUPERPAVE ASPHALT CONCRETE**

334-1 Description.

334-1.1 General: Construct a Superpave Asphalt Concrete pavement with the type of mixture specified in the Contract, or when offered as alternates, as selected. Superpave mixes are identified as Type SP-9.5, Type SP-12.5 or Type SP-19.0.

Meet the requirements of Section 320 for plant and equipment. Meet the general construction requirements of Section 330, except as modified herein, including the provision for Quality Control Plans and Quality Control Systems as specified in Section 105.

334-1.2 Traffic Levels: The requirements for Type SP Asphalt Concrete mixtures are based on the design traffic level of the project, expressed in 18,000 pound Equivalent Single Axle Loads (ESAL's). The five traffic levels are as shown in Table 334-1.

Table 334-1 Superpave Traffic Levels	
Traffic Level	Traffic Level (1x10 ⁶ ESAL's)
A	<0.3
B	0.3 to <3
C	3 to <10
D	10 to <30
E	≥30

The traffic level(s) for the project are as specified in the Contract. A Type SP mix one traffic level higher than the traffic level specified in the Contract may be substituted, at no cost to the Department (i.e. Traffic Level B may be substituted for Traffic Level A, etc.).

334-1.3 Gradation Classification: The Superpave mixes are classified as either coarse or fine, depending on the overall gradation of the mixture. Coarse and fine mixes are defined in 334-3.2.2.

The equivalent AASHTO nominal maximum aggregate size Superpave mixes are as follows:

Type SP-9.5.....	9.5 mm
Type SP-12.5.....	12.5 mm
Type SP-19.0.....	19.0 mm

334-1.4 Thickness: The total thickness of the Type SP asphalt layer(s) will be the plan thickness as shown in the Contract Documents. Before paving, propose a thickness for each individual layer meeting the requirements of this specification, which when combined with other layers (as applicable) will equal the plan thickness. For construction purposes, the plan thickness and individual layer thickness will be converted to spread rate based on the maximum specific gravity of the asphalt mix being used, as well as the minimum density level, as shown in the following equation:

$$\text{Spread rate (lbs/yd}^2\text{)} = t \times G_{mm} \times 43.3$$

Where: t = Thickness (in.) (Plan thickness or individual layer thickness)

G_{mm} = Maximum specific gravity from the verified mix design

The weight of the mixture shall be determined as provided in 320-2.2. For target purposes only, spread rate calculations should be rounded to the nearest whole number.

Note: Plan quantities are based on a G_{mm} of 2.540, corresponding to a spread rate of 110 lbs/yd²-in. Pay quantities will be based on the actual maximum specific gravity of the mix being used.

334-1.4.1 Layer Thicknesses - Fine Mixes: The allowable layer thicknesses for fine Type SP Asphalt Concrete mixtures are as follows:

Type SP-9.5.....	1 - 1 1/2 inches
Type SP-12.5.....	1 1/2 - 2 1/2 inches
Type SP-19.0.....	2 - 3 inches

In addition to the minimum and maximum thickness requirements, the following restrictions are placed on fine mixes when used as a structural course:

Type SP-9.5 - Limited to the top two structural layers, two layers maximum.

Type SP-9.5 – May not be used on Traffic Level D and E applications.

Type SP-19.0 - May not be used in the final (top) structural layer.

334-1.4.2 Layer Thicknesses - Coarse Mixes: The allowable layer thicknesses for coarse Type SP Asphalt Concrete mixtures are as follows:

Type SP-9.5.....	1 1/2 - 2 inches
Type SP-12.5.....	2 - 3 inches
Type SP-19.0.....	3 - 3 1/2 inches

In addition to the minimum and maximum thickness requirements, the following restrictions are placed on coarse mixes when used as a structural course:

Type SP-19.0 - May not be used in the final (top) structural layer.

334-1.4.3 Additional Requirements: The following requirements also apply to coarse and fine Type SP Asphalt Concrete mixtures:

1. A minimum 1 1/2 inch initial lift is required over an Asphalt Rubber Membrane Interlayer (ARMI).
2. When construction includes the paving of adjacent shoulders (≤ 5 feet wide), the layer thickness for the upper pavement layer and shoulder must be the same and paved in a single pass, unless called for differently in the Contract Documents.
3. All overbuild layers must be fine Type SP Asphalt Concrete designed at the traffic level as stated in the Contract. Use the minimum and maximum layer thicknesses as specified above unless called for differently in the Contract Documents. On variable thickness overbuild layers, the minimum allowable thickness may be reduced by 1/2 inch, and the maximum allowable thickness may be increased 1/2 inch, unless called for differently in the Contract Documents.

334-2 Materials.

334-2.1 General Requirements: Meet the material requirements specified in Division III. Specific references are as follows:

Superpave PG Asphalt Binder or	
Recycling Agent.....	916-1, 916-2
Coarse Aggregate.....	Section 901
Fine Aggregate.....	Section 902

334-2.2 Superpave Asphalt Binder: Unless specified otherwise in the Contract, use a PG 67-22 asphalt binder. In addition, meet the requirements of 334-2.3.

334-2.3 Reclaimed Asphalt Pavement (RAP) Material:

334-2.3.1 General requirements: RAP may be used as a component of the asphalt mixture subject to the following requirements:

1. When using a PG 76-22 Asphalt Binder, limit the amount of RAP material used in the mix to a maximum of 20 percent by weight of total aggregate. As an exception, amounts greater than 20 percent RAP by weight of total aggregate can be used if no more than 20 percent by weight of the total asphalt binder comes from the RAP material.
2. Assume full responsibility for the design, production and construction of asphalt mixes which incorporate RAP as a component material.
3. Use RAP from an FDOT approved stockpile or RAP that has an FDOT furnished Pavement Composition Data Sheet.
4. Provide stockpiled RAP material that is reasonably consistent in characteristics and contains no aggregate particles which are soft or conglomerates of fines.
5. Provide RAP material having a minimum average asphalt binder content of 4.0 percent by weight of RAP. As an exception, when using fractionated RAP, the minimum average asphalt binder content for the coarse portion of the RAP shall be 2.5 percent by weight of the coarse portion of the RAP. The coarse portion of the RAP shall be the portion of

the RAP retained on the No. 4 sieve. The Engineer may sample the stockpile(s) to verify that this requirement is met.

334-2.3.2 Material Characterization for Mix Design: Assume responsibility for establishing the asphalt binder content, gradation, viscosity and bulk specific gravity (G_{sb}) of the RAP material based on a representative sampling of the material by roadway cores or stockpile samples. For roadway core samples, assume responsibility for the degradation that will occur during the milling operation.

334-2.3.3 RAP Stockpile Approval: Prior to the incorporation of RAP into the asphalt mixture, stockpile the RAP material and obtain approval for the stockpile by one of the following methods:

1. Continuous stockpile: When RAP is obtained from one or multiple sources and is either processed, blended, or fractionated, and stockpiled in a continuous manner, assure an adequate number of test results are obtained for stockpile approval. Test the RAP material for gradation and asphalt content at a minimum frequency of 1 sample per 1000 tons with a minimum of six test results. Test the RAP material for G_{mm} (for G_{sb} determination) and for recovered viscosity at a minimum frequency of 1 sample per 5000 tons with a minimum of two test results. Based on visual inspection and a review of the test data, the Engineer will determine the suitability of the stockpiled material. In addition, address in the QC Plan the details and specifics of the processing, sampling, testing and actions to be taken.

2. Non-continuous single stockpile: When an individual stockpile is being constructed, obtain representative samples at random locations and test the RAP material for gradation and asphalt content at a minimum frequency of 1 sample per 1000 tons with a minimum of six test results. Test the RAP material for G_{mm} (for G_{sb} determination) and for recovered viscosity at a minimum frequency of 1 sample per 5000 tons with a minimum of two test results. Based on visual inspection and a review of the test data, the Engineer will determine the suitability of the stockpiled material. Once the RAP stockpile has been approved, do not add additional material without prior approval of the Engineer.

Determine the asphalt binder content and gradation of the RAP material in accordance with FM 5-563 and FM 1-T 030, respectively. Extract and recover the asphalt binder from the RAP in accordance with FM 5-524 and FM 3-D 5404, respectively. Determine the viscosity of the recovered asphalt binder in accordance with ASTM D 2171. Establish the G_{sb} of the RAP material by using one of the following methods:

a. Calculate the G_{sb} value based upon the effective specific gravity (G_{se}) of the RAP material, determined on the basis of the asphalt binder content and maximum specific gravity (G_{mm}) of the RAP material. The Engineer will approve the estimated asphalt binder absorption value used in the calculation.

b. Measure the G_{sb} of the RAP aggregate, in accordance with FM 1-T 084 and FM 1-T 085. Obtain the aggregate by using a solvent extraction method.

334-2.3.4 Pavement Composition: When the Contract includes milling of the existing asphalt pavement, the Pavement Composition Data Sheet may be available on the Department's website. The URL for obtaining this information, if available, is: www.dot.state.fl.us/statematerialsoffice/laboratory/asphalt/centrallaboratory/compositions/index.shtm.

334-2.3.5 Asphalt Binder for Mixes with RAP: Select the appropriate asphalt binder grade based on Table 334-2. The Engineer reserves the right to change the asphalt binder type and grade at design based on the characteristics of the RAP asphalt binder, and reserves the

right to make changes during production. Maintain the viscosity of the recycled mixture within the range of 5,000 to 15,000 poises. Obtain a sample of the mixture for the Engineer within the first 1,000 tons of production and at a continuing frequency of one sample per 4,000 tons of mix.

Table 334-2 Asphalt Binder Grade for Mixes Containing RAP	
Percent RAP	Asphalt Binder Grade
<20	PG 67-22
20 – 29	PG 64-22
≥ 30	Recycling Agent

334-2.4 Recycled Crushed Glass: Recycled crushed glass may be used as a component of the asphalt mixture subject to the following requirements:

1. Consider the recycled crushed glass a local material and meet all requirements specified in 902-6.

2. Limit the amount of recycled crushed glass to a maximum of 15 percent by weight of total aggregate.

3. Use an asphalt binder that contains a minimum of 0.5 percent anti-stripping agent by weight of binder. The antistrip additive shall be one of the products included on the Qualified Products List specified in 6-1 of the Specifications. The antistrip additive shall be introduced into the asphalt binder by the supplier during loading.

4. Do not use recycled crushed glass in friction course mixtures or in structural course mixtures which are to be used as the final wearing surface.

334-3 General Composition of Mixture.

334-3.1 General: Compose the asphalt mixture using a combination of aggregate (coarse, fine or mixtures thereof), mineral filler, if required, and asphalt binder material. Size, grade and combine the aggregate fractions to meet the grading and physical properties of the mix design. Aggregates from various sources may be combined.

334-3.2 Mix Design:

334-3.2.1 General: Design the asphalt mixture in accordance with AASHTO R35-04, except as noted herein. Prior to the production of any asphalt mixture, submit the proposed mix design with supporting test data indicating compliance with all mix design criteria to the Engineer. For Traffic Level B through E mix designs, include representative samples of all component materials, including asphalt binder. Allow the State Materials Engineer a maximum of four weeks to either conditionally verify or reject the mix as designed.

Do not use more than three mix designs per nominal maximum aggregate size per traffic level per binder grade per contract year. Exceeding this limitation will result in a maximum Composite Pay Factor of 1.00 as defined in 334-8.2 for all designs used beyond this limit.

Warm mix technologies (additives, foaming techniques, etc.) listed on the Department’s website may be used in the production of the mix. The URL for obtaining this information, if available, is:

<http://www.dot.state.fl.us/Specificationsoffice/implemented/URLinSpecs/files/WarmMixAsphalt.pdf>.

The Engineer will consider any marked variations from original test data for a mix design or any evidence of inadequate field performance of a mix design as sufficient evidence that the properties of the mix design have changed, and the Engineer will no longer allow the use of the mix design.

334-3.2.2 Mixture Gradation Requirements: Combine the coarse and fine aggregate in proportions that will produce an asphalt mixture meeting all of the requirements defined in this specification and conform to the gradation requirements at design as defined in AASHTO M323-07, Table 3. Aggregates from various sources may be combined.

334-3.2.2.1 Mixture Gradation Classification: Plot the combined mixture gradation on an FHWA 0.45 Power Gradation Chart. Include the Control Points from AASHTO M323-07, Table-3, as well as the Primary Control Sieve (PCS) Control Point from AASHTO M323-07, Table 4. Coarse mixes are defined as having a combined aggregate gradation that passes below the primary control sieve control point and below the maximum density line for all sieve sizes smaller than the primary control sieve. Fine mixes are defined as having a gradation that passes above the primary control sieve control point and above the maximum density line for all sieve sizes smaller than the primary control sieve and larger than the #100 sieve. Use a fine mix for Traffic Levels A through C; use either a coarse mix or fine mix for Traffic Levels D and E.

334-3.2.3 Aggregate Consensus Properties: For Traffic Level C through E mixtures, meet the following consensus properties at design for the aggregate blend. Aggregate consensus properties do not apply to Traffic Level A and B mixtures.

334-3.2.3.1 Coarse Aggregate Angularity: When tested in accordance with ASTM D 5821, meet the percentage of fractured faces requirements specified in AASHTO M 323-07, Table 5.

334-3.2.3.2 Fine Aggregate Angularity: When tested in accordance with AASHTO T 304, Method A, meet the uncompacted void content of fine aggregate specified in AASHTO M 323-07, Table 5.

334-3.2.3.3 Flat and Elongated Particles: When tested in accordance with ASTM D 4791, (with the exception that the material passing the 3/8 inch sieve and retained on the No. 4 sieve shall be included), meet the requirements specified in AASHTO M 323-07, Table 5. Measure the aggregate using the ratio of 5:1, comparing the length (longest dimension) to the thickness (shortest dimension) of the aggregate particles.

334-3.2.3.4 Sand Equivalent: When tested in accordance with AASHTO T 176, meet the sand equivalent requirements specified in AASHTO M 323-07, Table 5.

334-3.2.4 Gyrotory Compaction: Compact the design mixture in accordance with AASHTO T 312-08, with the following exception: use the number of gyrations at N_{design} as defined in Table 334-3. Measure the inside diameter of gyrotory molds in accordance with FM 5-585.

Traffic Level	N_{design} Number of Gyrations
A	50
B	65
C	75

Table 334-3 Gyratory Compaction Requirements	
Traffic Level	N_{design} Number of Gyration
D	100
E	100

334-3.2.5 Design Criteria: Meet the requirements for nominal maximum aggregate size as defined in AASHTO M323-07, as well as for relative density, VMA, VFA, and dust-to-binder ratio as specified in AASHTO M323-07, Table 6. Use a dust-to-binder ratio of 0.8 to 1.6 for coarse mixes. N_{maximum} requirements are not applicable for Traffic Level A and B mixtures.

334-3.2.6 Moisture Susceptibility:

1. For Traffic Level A and B mixtures, use a liquid anti-strip additive, which is on the Department's Qualified Products List, at a rate of 0.5% by weight of the asphalt binder. Other rates of anti-strip additive may be used upon approval of the Engineer.

2. For Traffic Level C through E mixtures, test 4 inch specimens in accordance with FM 1-T 283. Provide a mixture having a retained tensile strength ratio of at least 0.80 and a minimum tensile strength (unconditioned) of 100 psi. If necessary, add a liquid anti-stripping agent, which is on the Department's Qualified Products List and/or hydrated lime (meeting the requirements of Section 337) in order to meet these criteria.

334-3.2.7 Additional Information: In addition to the requirements listed above, provide the following information with each proposed mix design submitted for verification:

1. The design traffic level and the design number of gyrations (N_{design}).
2. The source and description of the materials to be used.
3. The DOT source number and the DOT product code of the aggregate components furnished from a DOT approved source.
4. The gradation and proportions of the raw materials as intended to be combined in the paving mixture. The gradation of the component materials shall be representative of the material at the time of use. Compensate for any change in aggregate gradation caused by handling and processing as necessary.
5. A single percentage of the combined mineral aggregate passing each specified sieve. Degradation of the aggregate due to processing (particularly material passing the No. 200 sieve) should be accounted for and identified.
6. The bulk specific gravity (G_{sb}) value for each individual aggregate and RAP component, as identified in the Department's aggregate control program.
7. A single percentage of asphalt binder by weight of total mix intended to be incorporated in the completed mixture, shown to the nearest 0.1 percent.
8. A target temperature for the mixture at the plant (mixing temperature) and a target temperature for the mixture at the roadway (compaction temperature) in accordance with 330-6.3. Do not exceed a target temperature of 330°F for PG 76-22 asphalt binders, 320°F for ARB-12 asphalt binders, and 315°F for ARB-5 and unmodified asphalt binders.
9. Provide the physical properties achieved at four different asphalt binder contents. One of which shall be at the optimum asphalt content, and must conform to all specified physical requirements.
10. The name of the CTQP Qualified Mix Designer.
11. The ignition oven calibration factor.

12. The warm mix technology, if used.

334-3.3 Mix Design Revisions: During production, the Contractor may request a target value revision to a mix design, subject to meeting the following requirements: (1) the target change falls within the limits defined in Table 334-4, (2) appropriate data exists demonstrating that the mix complies with production air voids specification criteria, and (3) the mixture gradation meets the basic gradation requirements defined in 334-3.2.2.

Table 334-4 Limits for Potential Adjustments to Mix Design Target Values	
Characteristic	Limit from Original Mix Design
No. 8 sieve and Coarser	± 5.0 percent
No. 16 sieve	± 4.0 percent
No. 30 sieve	± 4.0 percent
No. 50 sieve	± 3.0 percent
No. 100 sieve	± 3.0 percent
No. 200 sieve	± 1.0 percent
Asphalt Binder Content ⁽¹⁾	± 0.3 percent
Each Component of Aggregate Blend ⁽²⁾	± 5.0 percent

⁽¹⁾ Reductions to the asphalt binder content will not be permitted if the VMA during production is lower than 1.0 percent below the design criteria.
⁽²⁾ Revisions to FC-5 mixtures to be determined by the Engineer.

Submit all requests for revisions to mix designs, along with supporting documentation, to the Engineer. In order to expedite the revision process, the request for revision or discussions on the possibility of a revision may be made verbally, but must be followed up by a written request. The verified mix design will remain in effect until the Engineer authorizes a change. In no case will the effective date of the revision be established earlier than the date of the first communication between the Contractor and the Engineer regarding the revision.

A new design mix will be required if aggregate sources change, or for any substitution of an aggregate product with a different aggregate code, unless approved by the Engineer.

334-4 Contractor Process Control.

Assume full responsibility for controlling all operations and processes such that the requirements of these Specifications are met at all times. Perform any tests necessary at the plant and roadway for process control purposes. Enter all Process Control test data into the Department’s Laboratory Information Management System (LIMS) database. The Engineer will not use these test results in the acceptance payment decision.

Address in the Quality Control Plan how Process Control failures will be handled. When a Process Control failure occurs, investigate, at a minimum, the production process, testing equipment and/or sampling methods to determine the cause of the failure, and make any necessary changes to assure compliance with these Specifications. Obtain a follow up sample immediately after corrective actions are taken to assess the adequacy of the corrections. In the event the follow-up Process Control sample also fails to meet Specification requirements, cease production of the asphalt mixture until the problem is adequately resolved to the satisfaction of the Quality Control Manager.

334-5 Acceptance of the Mixture.

334-5.1 General: The mixture will be accepted at the plant with respect to gradation ($P_{.8}$ and $P_{.200}$), asphalt content (P_b), and volumetrics (volumetrics is defined as air voids at N_{design}). The mixture will be accepted on the roadway with respect to density of roadway cores. Acceptance will be on a LOT-by-LOT basis (for each mix design) based on tests of random samples obtained within each subplot taken at a frequency of one set of samples per subplot. A roadway LOT and a plant production LOT shall be the same. Acceptance of the mixture will be based on Contractor Quality Control test results that have been verified by the Department.

334-5.1.1 Sampling and Testing Requirements: Obtain the samples in accordance with FM 1-T 168. Obtain samples at the plant of a sufficient quantity to be split into three smaller samples; one for Quality Control, one for Verification and one for Resolution testing; each sample at approximately 35 pounds. The split samples for Verification testing and Resolution testing shall be reduced in size and stored in three boxes each. The approximate size of each box must be 12 inches x 8 inches x 4 inches. Provide, label and safely store sample boxes in a manner agreed upon by the Engineer for future testing.

The asphalt content of the mixture will be determined in accordance with FM 5-563. In the event the FM 5-563 ignition oven goes out of service during production, the Contractor may elect to use a replacement oven at another location for no more than 72 hours while the oven is being repaired. The gradation of the recovered aggregate will be determined in accordance with FM 1-T 030. Volumetric testing will be in accordance with AASHTO T 312-08 and FM 1-T 209. Measure the inside diameter of gyratory molds in accordance with FM 5-585. Prior to testing volumetric samples, condition the test-sized sample for one hour plus or minus five minutes at the target roadway compaction temperature in a covered, shallow, flat pan, such that the mixture temperature at the end of the one hour conditioning period is within plus or minus 20°F of the roadway compaction temperature. Test for roadway density in accordance with FM 1-T 166.

334-5.1.2 Acceptance Testing Exceptions: When the total combined quantity of hot mix asphalt for the project, as indicated in the plans for Type SP and Type FC mixtures only, is less than 2000 tons, the Engineer will accept the mix on the basis of visual inspection. The Engineer may require the Contractor to run process control tests for informational purposes, as defined in 334-4, or may run independent verification tests to determine the acceptability of the material.

Density testing for acceptance will not be performed on widening strips or shoulders with a width of 5 feet or less, open-graded friction courses, variable thickness overbuild courses, leveling courses, any asphalt layer placed on subgrade (regardless of type), miscellaneous asphalt pavement, bike/shared use paths, crossovers, or any course with a specified thickness less than 1 inch or a specified spread rate that converts to less than 1 inch as described in 334-1.4. Density testing for acceptance will not be performed on asphalt courses placed on bridge decks or approach slabs; compact these courses in static mode only per the requirements of 330-10.1.8. In addition, density testing for acceptance will not be performed on the following areas when they are less than 1,000 feet (continuous) in length: turning lanes, acceleration lanes, deceleration lanes, shoulders, parallel parking lanes or ramps.

Density testing for acceptance will not be performed in intersections. The limits of the intersection will be from stop bar to stop bar for both the mainline and side streets. A random core location that occurs within the intersection shall be moved forward or backward from the intersection at the direction of the Engineer.

Where density testing for acceptance is not required, compact these courses (with the exception of open-graded friction courses) in accordance with the rolling procedure (equipment and pattern) as approved by the Engineer or with Standard Rolling Procedure as specified in 330-10.1.2. In the event that the rolling procedure deviates from the procedure approved by the Engineer, or the Standard Rolling Procedure, placement of the mix shall be stopped.

The density pay factor (as defined in 334-8.2) for LOTs where there are areas not requiring density testing for acceptance will be prorated based on a pay factor of 1.00 for the quantity (tonnage) of material in areas not requiring density testing for acceptance and the actual pay factor for the tonnage of material in areas requiring density testing.

334-5.2 Full LOTs: Each LOT will be defined (as selected by the Contractor prior to the start of the LOT) as either (1) 2,000 tons, with each LOT subdivided into four equal sublots of 500 tons each, or (2) 4,000 tons, with each LOT subdivided into four equal sublots of 1,000 tons each. As an exception to this, the initial LOT of all new mix designs shall be defined as 2,000 tons, subdivided into four equal sublots of 500 tons each. Before the beginning of a LOT, the Engineer will develop a random sampling plan for each subplot and direct the Contractor on sample points, based on tonnage, for each subplot during construction.

334-5.3 Partial LOTs: A partial LOT is defined as a LOT size that is less than a full LOT. A partial LOT may occur due to the following:

1. The completion of a given mix type or mix design on a project.
2. Closure of the LOT due to time. LOTs will be closed 30 calendar days after the start of the LOT. Time periods other than 30 calendar days may be used if agreed to by both the Engineer and the Contractor.
3. A LOT is terminated per 334-5.4.4.

All partial LOTs will be evaluated based on the number of tests available, and will not be redefined.

334-5.4 Quality Control Sampling and Testing: Obtain all samples randomly as directed by the Engineer.

Should the Engineer determine that the Quality Control requirements are not being met or that unsatisfactory results are being obtained, or should any instances of falsification of test data occur, approval of the Contractor's Quality Control Plan will be suspended and production will be stopped.

334-5.4.1 Lost or Missing Verification/Resolution Samples: In the event that any of the Verification and/or Resolution samples that are in the custody of the Contractor are lost, damaged, destroyed, or are otherwise unavailable for testing, the minimum possible pay factor for each quality characteristic as described in 334-8.2 will be applied to the entire LOT in question, unless called for otherwise by the Engineer. Specifically, if the LOT in question has more than two sublots, the pay factor for each quality characteristic will be 0.55. If the LOT has two or less sublots, the pay factor for each quality characteristic will be 0.80. In either event, the material in question will also be evaluated in accordance with 334-5.9.5.

If any of the Verification and/or Resolution samples that are in the custody of the Department are lost, damaged, destroyed or are otherwise unavailable for testing, the corresponding Quality Control test result will be considered verified, and payment will be based upon the Contractor's data.

334-5.4.2 Plant Sampling and Testing Requirements: Obtain one random sample of mix per subplot in accordance with 334-5.1.1 as directed by the Engineer. Test the

Quality Control split sample for gradation, asphalt binder content and volumetrics in accordance with 334-5.1.1. Complete all Quality Control testing within one working day from the time the samples were obtained.

334-5.4.3 Roadway Sampling and Testing Requirements: Obtain five 6 inch diameter roadway cores within 24 hours of placement at random locations as directed by the Engineer within each subplot. Test these Quality Control samples for density (G_{mb}) in accordance with 334-5.1.1. In situations where it is impractical to cut five cores per subplot, obtain a minimum of three cores per subplot at random locations as identified by the Engineer. Do not obtain cores any closer than 12 inches from an unsupported edge. Maintain traffic during the coring operation; core the roadway, patch the core holes (within three days of coring); and trim the cores to the proper thickness prior to density testing.

Density for the subplot shall be based on the average value for the cores cut from the subplot with the target density being the maximum specific gravity (G_{mm}) of the subplot. Once the average density of a subplot has been determined, do not retest the samples unless approved by the Engineer. Ensure proper handling and storage of all cores until the LOT in question has been accepted.

334-5.4.4 Individual Test Tolerances for Quality Control Testing: Terminate the LOT if any of the following Quality Control failures occur:

- 1) An individual test result of a subplot for air voids does not meet the requirements of Table 334-5,
- 2) The average subplot density for coarse mixes does not meet the requirements of Table 334-5,
- 3) Two consecutive test results for gradation (P_{-200}) do not meet the requirements of Table 334-5,
- 4) Two consecutive test results for asphalt binder content do not meet the requirements of Table 334-5,
- 5) The average subplot density for two consecutive subplots for fine mixes does not meet the requirements of Table 334-5,
- 6) Two core densities for coarse mixes within a subplot are less than 91.00% of G_{mm} .

When a LOT is terminated due to a QC failure, stop production of the mixture until the problem is resolved to the satisfaction of the Quality Control Manager(s) and/or Asphalt Plant Level II technician(s) responsible for the decision to resume production after a quality control failure, as identified in 105-8.6.4. In the event that it can be demonstrated that the problem can immediately be or already has been resolved, it will not be necessary to stop production. When a LOT is terminated, make all necessary changes to correct the problem. Do not resume production until appropriate corrections have been made. Inform the Engineer of the problem and corrections made to correct the problem. After resuming production, sample and test the material to verify that the changes have corrected the problem. Summarize this information and provide it to the Engineer prior to the end of the work shift when production resumes.

In the event that a Quality Control failure is not addressed as defined above, the Engineer's approval will be required prior to resuming production after any future Quality Control failures.

Address any material represented by a failing test result in accordance with 334-5.9.5. Any LOT terminated under this Subarticle will be limited to a maximum Pay Factor of 1.00 (as defined in 334-8.2) for each quality characteristic.

In the event that a G_{mm} test result differs by more than 0.040 from the mix design G_{mm} , investigate the cause(s) of the discrepancy and report the findings and proposed actions to the Engineer.

Characteristic	Tolerance ⁽¹⁾
Asphalt Binder Content (percent)	Target ± 0.55
Passing No. 200 Sieve (percent)	Target ± 1.50
Air Voids (percent) Coarse Graded	2.00 - 6.00
Air Voids (percent) Fine Graded	2.30 - 6.00
Density (percent G_{mm}) ⁽²⁾	
Coarse Graded (minimum)	93.00
Fine Graded (minimum)	90.00

⁽¹⁾ Tolerances for sample size of $n = 1$ from the verified mix design
⁽²⁾ Based on an average of 5 randomly located cores

334-5.5 Verification Testing: In order to determine the validity of the Contractor's Quality Control test results prior to their use in the Acceptance decision, the Engineer will run verification tests.

334-5.5.1 Plant Testing: At the completion of each LOT, the Engineer will test a minimum of one Verification split sample randomly selected from the LOT. Results of the testing and analysis for the LOT will be made available to the Contractor within one working day from the time the LOT is completed. Verification samples shall be reheated at the target roadway compaction temperature for 1 1/2 hours plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1.

The Verification test results will be compared with the Quality Control test results based on the between-laboratory precision values shown in Table 334-6.

Property	Maximum Difference
G_{mm}	0.016
G_{mb} (gyratory compacted samples)	0.022
G_{mb} (roadway cores – fine graded mixture)	0.015
G_{mb} (roadway cores – coarse graded mixture)	0.018
P_b	0.44 percent
P_{-200}	FM 1-T 030 (Figure 2)
P_{-8}	FM 1-T 030 (Figure 2)

If all of the specified mix characteristics compare favorably, then the LOT will be accepted, with payment based on the Contractor's Quality Control test data for the LOT.

If any of the results do not compare favorably, then the Resolution samples from the LOT will be sent to the Resolution laboratory for testing, as described in 334-5.6.

334-5.5.2 Roadway Testing: At the completion of each LOT, the Engineer will determine the density (G_{mb}) of each core (previously tested by Quality Control) as described in 334-5.1.1 from the same subplot as the Plant samples. For situations where roadway density is not required for the random subplot chosen, then another subplot shall be randomly chosen for roadway density cores only. Results of the testing and analysis for the LOT will be made available to the Contractor within one working day from the time the LOT is completed.

The individual Verification test results will be compared with individual Quality Control test results by the Engineer based on the between-laboratory precision values given in Table 334-6.

If each of the core test results compare favorably, then the LOT will be accepted with respect to density, with payment based on the Contractor's Quality Control test data for the LOT.

If any of the results do not compare favorably, then the core samples from the LOT will be sent to the Resolution laboratory for testing as specified in 334-5.6.

334-5.6 Resolution System:

334-5.6.1 Plant Samples: In the event of an unfavorable comparison between the Contractor's Quality Control test results and the Engineer's Verification test results on any of the properties identified in Table 334-6, the Resolution laboratory will test all of the split samples from the LOT for only the property (or properties) in question. Resolution samples shall be reheated at the target roadway compaction temperature for 1-1/2 hours plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1.

334-5.6.2 Roadway Samples: In the event of an unfavorable comparison between the Contractor's Quality Control test data and the Engineer's Verification test data on the density results, the Resolution laboratory will test all of the cores from the LOT. Testing will be as described in 334-5.1.1. Any damaged roadway cores will not be included in the evaluation; replace damaged cores with additional cores at the direction of the Engineer.

334-5.6.3 Resolution Determination: The Resolution test results (for the property or properties in question) will be compared with the Quality Control test results based on the between-laboratory precision values shown in Table 334-6.

If the Resolution laboratory results compare favorably with all of the Quality Control results, then acceptance and payment for the LOT will be based on the Quality Control results, and the Department will bear the costs associated with Resolution testing. No additional compensation, either monetary or time, will be made for the impacts of any such testing.

If the Resolution laboratory results do not compare favorably with all of the Quality Control results, then acceptance and payment for the LOT will be based on the Resolution test data for the LOT, and the costs of the Resolution testing will be deducted from monthly estimates. No additional time will be granted for the impacts of any such testing. In addition, in the event that the application of the Resolution test data results in a failure to meet the requirements of Table 334-5, address any material represented by the failing test result in accordance with 334-5.9.5.

In the event of an unfavorable comparison between the Resolution test results and Quality Control test results, make the necessary adjustments to assure that future comparisons are favorable.

334-5.7 Independent Verification Testing:

334-5.7.1 Plant: The Contractor shall provide sample boxes and take samples as directed by the Engineer for Independent Verification testing. Obtain enough material for three complete sets of tests (two samples for Independent Verification testing by the Engineer and one sample for testing by the Contractor). If agreed upon by both the Engineer and the Contractor, only one sample for Independent Verification testing by the Engineer may be obtained. Independent Verification samples will be reheated at the target roadway compaction temperature for 1-1/2 hours plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. The Contractor's split sample, if tested immediately after sampling, shall be reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. If the Contractor's sample is not tested immediately after sampling, then the sample shall be reheated at the target roadway compaction temperature for 1-1/2 hours plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. The Contractor's test results shall be provided to the Engineer within one working day from the time the sample was obtained.

If any of the Independent Verification test results do not meet the requirements of Table 334-5, then a comparison of the Independent Verification test results and the Contractor's test results, if available, will be made. If a comparison of the Independent Verification test results and the Contractor's test results meets the precision values of Table 334-6 for the material properties in question, or if the Contractor's test results are not available, then the Independent Verification test results are considered verified and the Contractor shall cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Address any material represented by the failing test results in accordance with 334-5.9.5.

If a comparison of the Independent Verification test results and the Contractor's test results does not meet the precision values of Table 334-6 for the material properties in question, then the second Independent Verification sample shall be tested by the Engineer for the material properties in question. If a comparison between the first and second Independent Verification test results does not meet the precision values of Table 334-6 for the material properties in question, then the first Independent Verification test results are considered unverified for the material properties in question and no action shall be taken.

If a comparison between the first and second Independent Verification test results meets the precision values of Table 334-6 for the material properties in question, then the first Independent Verification sample is considered verified and the Contractor shall cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Address any material represented by the failing test results in accordance with 334-5.9.5.

The Engineer has the option to use the Independent Verification sample for comparison testing as specified in 334-6.

334-5.7.2 Roadway: Obtain five 6 inch diameter roadway cores within 24 hours of placement, as directed by the Engineer, for Independent Verification testing. In situations

where it is impractical to cut five cores per subplot, obtain a minimum of three cores per subplot at random locations, as identified by the Engineer. These independent cores will be obtained from the same LOTs and sublots as the Independent Verification Plant samples, or as directed by the Engineer. The density of these cores will be obtained as described in 334-5.1.1. If the average of the results for the subplot does not meet the requirements of Table 334-5 for density, cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Address any material represented by the failing test results in accordance with 334-5.9.5.

334-5.8 Surface Tolerance: The asphalt mixture will be accepted on the roadway with respect to surface tolerance in accordance with the applicable requirements of 330-12.

334-5.9 Minimum Acceptable Quality Levels:

334-5.9.1 Pay Factors Below 0.90: In the event that an individual pay factor for any quality characteristic of a LOT falls below 0.90, take steps to correct the situation and report the actions to the Engineer. In the event that the pay factor for the same quality characteristic for two consecutive LOTs is below 0.90, cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Actions taken must be approved by the Engineer before production resumes.

334-5.9.2 Composite Pay Factors Less Than 0.90 and Greater Than or Equal to 0.80: If the composite pay factor for the LOT is less than 0.90 and greater than or equal to 0.80, cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Actions taken must be approved by the Engineer before production resumes.

334-5.9.3 Composite Pay Factors Less Than 0.80 and Greater Than or Equal to 0.75: If the composite pay factor for the LOT is less than 0.80 and greater than or equal to 0.75, address the defective material in accordance with 334-5.9.5.

334-5.9.4 Composite Pay Factors Less Than 0.75: If the composite pay factor for the LOT is less than 0.75, remove and replace the defective LOT at no cost to the Department, or as approved by the Engineer.

334-5.9.5 Defective Material: Assume responsibility for removing and replacing all defective material placed on the project, at no cost to the Department.

As an exception to the above and upon approval of the Engineer, obtain an engineering analysis by an independent laboratory (as approved by the Engineer) to determine the disposition of the material. The engineering analysis must be signed and sealed by a Professional Engineer licensed in the State of Florida.

The Engineer may determine that an engineering analysis is not necessary or may perform an engineering analysis to determine the disposition of the material.

Any material that remains in place will be accepted with a composite pay factor as determined by 334-8, or as determined by the Engineer.

If the defective material is due to a gradation, asphalt binder content or density failure, upon approval of the Engineer the Contractor may perform delineation tests on roadway cores in lieu of an engineering analysis to determine the limits of the defective material that requires removal and replacement. Prior to any delineation testing, all sampling locations shall be approved by the Engineer. All delineation sampling and testing shall be

monitored and verified by the Engineer. The minimum limit of removal of defective material is fifty-feet either side of the failed sample. For materials that are defective due to air voids, an engineering analysis is required.

When evaluating defective material by engineering analysis or delineation testing, at a minimum, evaluate all material located between passing Quality Control, Process Control or Independent Verification test results. Exceptions to this requirement shall be approved by the Engineer.

334-6 Comparison Testing.

At the start of the project (unless waived by the Engineer) and at other times as determined necessary by the Engineer, provide split samples for comparison testing with the Engineer. The purpose of these tests is to verify that the testing equipment is functioning properly and that the testing procedures are being performed correctly. In the event that the Engineer determines that there is a problem with the Contractor's testing equipment and/or testing procedures, immediately correct the problem to the Engineer's satisfaction. In the event that the problem is not immediately corrected, cease production of the asphalt mixture until the problem is adequately resolved to the satisfaction of the Engineer.

If so agreed to by both the Contractor and the Engineer, the split sample used for comparison testing may also be used for the Quality Control sample. The split sample used for comparison testing will also meet the requirements for Independent Verification Testing described in 334-5.7.

334-7 Method of Measurement.

For the work specified under this Section (including the pertinent provisions of Sections 320 and 330), the quantity to be paid for will be the weight of the mixture, in tons. The pay quantity will be based on the project average spread rate, excluding overbuild, limited to a maximum of 105% of the spread rate determined in accordance with 334-1.4 or as set by the Engineer. The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer.

The bid price for the asphalt mix will include the cost of the liquid asphalt or the asphalt recycling agent and the tack coat application as directed in 300-8. There will be no separate payment or unit price adjustment for the asphalt binder material in the asphalt mix. For the calculation of unit price adjustments of bituminous material, the average asphalt content will be based on the percentage specified in 9-2.1.2. The weight will be determined as provided in 320-2 (including the provisions for the automatic recordation system).

Prepare a Certification of Quantities, using the Department's current approved form, for the certified Superpave asphalt concrete pay item. Submit this certification to the Engineer no later than Twelve O'clock noon Monday after the estimate cut-off or as directed by the Engineer, based on the quantity of asphalt produced and accepted on the roadway per Contract. The certification must include the Contract Number, FPID Number, Certification Number, Certification Date, period represented by Certification and the tons produced for each asphalt pay item.

334-8 Basis of Payment.

334-8.1 General: Price and payment will be full compensation for all the work specified under this Section (including the applicable requirements of Sections 320 and 330).

For materials accepted in accordance with 334-5, based upon the quality of the material, a pay adjustment will be applied to the bid price of the material as determined on a LOT by LOT basis. The pay adjustment will be assessed by calculating a Pay Factor for the following individual quality characteristics: pavement density, air voids, asphalt binder content, and the percentage passing the No. 200 and No. 8 sieves. The pay adjustment will be computed by multiplying a Composite Pay Factor for the LOT by the bid price per ton. Perform all calculations with the Department's Asphalt Plant - Pay Factor Worksheets.

334-8.2 Pay Factors:

334-8.2.1 Partial LOTs: For Partial LOTs where no random sample is obtained due to insufficient tonnage, a Composite Pay Factor of 1.00 shall be applied.

334-8.2.2 Two or Less Sublot Test Results: In the event that two or less sublot test results are available for a LOT, Pay Factors will be determined based on the Small Quantity Pay Table. The Small Quantity Pay Table and Pay Factor calculations are determined in accordance with the instructions contained within the Department's Asphalt Plant – Pay Factor Worksheets.

334-8.2.3 Three or More Sublot Test Results: When three or more sublot test results are available for a LOT, the variability-unknown, standard deviation method will be used to determine the estimated percentage of the LOT that is within the specification limits shown in (Table 334-7). The Percent Within Limits (PWL) is determined in accordance with the instructions contained within the Department's Asphalt Plant – Pay Factor Worksheets.

Table 334-7 Specification Limits	
Quality Characteristic	Specification Limits
Passing No. 8 sieve (percent)	Target ± 3.1
Passing No. 200 sieve (percent)	Target ± 1.0
Asphalt Content (percent)	Target ± 0.40
Air Voids - Coarse Mixes (percent)	4.00 ± 1.40
Air Voids - Fine Mixes (percent)	4.00 ± 1.20
Density - Coarse Mixes (percent of G _{mm}):	94.50 ± 1.30
Density - Fine Mixes (percent of G _{mm}):	93.00 + 2.00, - 1.20 ⁽¹⁾

Note (1): If the Engineer (or Contract Documents) limits compaction to the static mode only, or for all one-inch thick lifts, compaction shall be in the static mode. No vibratory mode in the vertical direction will be allowed. Other vibratory modes will be allowed, if approved by the Engineer. In either case, the specification limits will be as follows: 92.00 + 3.00, -1.20 percent of G_{mm}. No additional compensation, cost or time, shall be made.

334-8.2.3.1 Pay Factors (PF): Pay Factors will be calculated by using the following equation:

$$\text{Pay Factor} = (55 + 0.5 \times \text{PWL}) / 100$$

The PWL is determined in accordance with the instructions contained within the Department's Asphalt Plant – Pay Factor Worksheets.

334-8.3 Composite Pay Factor (CPF): A Composite Pay Factor for the LOT will be calculated based on the individual Pay Factors (PF) with the following weighting applied: 35% Density (D), 25% Air Voids (V_a), 25% asphalt binder content (P_b), 10% Passing No. 200 (P₂₀₀) and 5% Passing No. 8 (P₈). Calculate the CPF by using the following formula:

$$\text{CPF} = [(0.350 \times \text{PF } D) + (0.250 \times \text{PF } V_a) + (0.250 \times \text{PF } P_b) + (0.100 \times \text{PF } P_{200}) + (0.050 \times \text{PF } P_8)]$$

Where the Pay Factor (PF) for each quality characteristic is determined in either 334-8.2.2 or 334-8.2.3, depending on the number of subplot tests. Note that the number after each multiplication will be rounded to the nearest 0.01.

The pay adjustment shall be computed by multiplying the Composite Pay Factor for the LOT by the bid price per ton.

334-8.4 Payment: Payment will be made under:

Item No. 334- 1- Superpave Asphaltic Concrete - per ton.

**336 ASPHALT RUBBER BINDER.
(REV 5-24-10) (FA 8-16-10) (1-11)**

SECTION 336 (Pages 291-294) is deleted and the following substituted:

**SECTION 336
ASPHALT RUBBER BINDER**

336-1 Description.

Produce asphalt rubber binder for use in Asphalt Concrete Friction Courses and Asphalt Rubber Membrane Interlayers.

336-2 Materials.

336-2.1 Superpave PG Asphalt Binder: For the particular grade of asphalt as specified in Table 336-1, meet the requirements of Section 916.

336-2.2 Ground Tire Rubber: For the type of ground tire rubber, meet the requirements of Section 919.

336-3 Asphalt Rubber Binder.

Thoroughly mix and react the asphalt binder and ground tire rubber in accordance with the requirements of Table 336-1. Accomplish blending of the asphalt binder and ground tire rubber at the project site or asphalt plant, or at the supplier's terminal.

Table 336-1			
Asphalt Rubber Binder			
Binder Type	ARB 5	ARB 12	ARB 20
Rubber Type	TYPE A (or B) ⁽¹⁾	TYPE B (or A) ⁽²⁾	TYPE C (or B or A) ⁽²⁾
Minimum Ground Tire Rubber (by weight of asphalt binder)	5%	12%	20%
Binder Grade	PG 67-22	PG 67-22	PG 64-22
Temperature Range	300 - 335°F	300 - 350°F	335 - 375°F
Minimum Reaction Time	10 minutes	15 minutes (Type B)	30 minutes (Type C)
Unit Weight @ 60°F ⁽³⁾	8.6 lbs/gal.	8.7 lbs/gal.	8.8 lbs/gal.

Table 336-1			
Asphalt Rubber Binder			
Binder Type	ARB 5	ARB 12	ARB 20
Rubber Type	TYPE A (or B) ⁽¹⁾	TYPE B (or A) ⁽²⁾	TYPE C (or B or A) ⁽²⁾
Viscosity Range ⁽⁴⁾	4.0 - 6.0 Poises @ 300°F	10.0 - 15.0 Poises @ 300°F	15.0 - 20.0 Poises @ 350°F

(1) Use of Type B rubber may require an increase in the mix temperature in order to offset higher viscosity values.
(2) Use of finer rubber could result in the reduction of the minimum reaction time.
(3) Conversions to standard 60°F are as specified in 300-9.3.
(4) FM 5-548, Viscosity of Asphalt Rubber by Rotational (Dip-N-Read) Viscometer or AASHTO T 316, Viscosity Determination of Asphalt Binder Using Rotational Viscometer.
NOTE: The Contractor may adjust the minimum reaction time if approved by the Engineer depending upon the temperature, size of the ground tire rubber and viscosity measurement determined from the asphalt rubber binder material prior to or during production. Apply the asphalt rubber binder for use in membrane interlayers within a period of six hours, unless some form of corrective action such as cooling and reheating is approved by the Engineer.

336-4 Equipment.

Use blending equipment that is designed for asphalt rubber binder and capable of producing a homogeneous mixture of ground tire rubber and asphalt binder meeting the requirements of Table 336-1. Use a batch type or continuous type blending unit that provides for sampling of the blended and reacted asphalt rubber binder material during normal production and provides for accurate proportioning of the asphalt binder and ground tire rubber either by weight or volume.

In order to meet specification requirements, keep the asphalt rubber uniformly blended while in storage. Equip storage tanks with a sampling device.

336-5 Testing of Asphalt Rubber Binder:

336-5.1 Quality Control Requirements: Test the asphalt rubber binder for the viscosity requirement of Table 336-1 at the following frequencies and situations:

1. One per batch (for batch blending) or two per day (for continuous blending) during blending at the project site or asphalt plant, or the supplier's terminal.
2. Each load delivered to the project site/asphalt plant when blended at the supplier's terminal.
3. Beginning of each day from the storage tank when storing the asphalt rubber binder at the project site or asphalt plant, or the supplier's terminal, obtain the sample for testing from the discharge piping exiting the storage tank.

Obtain the viscosity testing equipment specified in FM 5-548 and make it available to the Engineer for verification purposes at the project site/asphalt plant and supplier's terminal.

336-5.1.1 Action at Project Site or Asphalt Plant: If the asphalt rubber binder does not meet the minimum viscosity requirement at the project site or asphalt plant, stop use of the asphalt rubber binder in the Asphalt Concrete Friction Course and Asphalt Rubber Membrane Interlayer, notify the Engineer, and make the appropriate adjustments as necessary to meet the requirements of Table 336-1 in order to: (1) correct the viscosity of the blended material and (2) correct the blending operation. In the event that the corrective actions taken fail to correct the problem, or the material consistently fails to meet the minimum viscosity requirement, do not

use the asphalt rubber binder in storage, and where applicable, stop all asphalt rubber blending operations at the project site or asphalt plant and solve the problem.

Do not use asphalt rubber binder with low viscosity in mix and interlayer construction, or resume blending operations at the project site or asphalt plant until the Engineer grants approval. The Engineer may require that any mix and interlayer placed with low viscosity asphalt rubber binder be evaluated in accordance with 334-5.9.5. In the event that the viscosity of the asphalt rubber binder increases to the extent that plant production or paving operations of the mix are adversely affected (i.e. density or texture problems occur), stop plant operations and resolve the problem to the Engineer's satisfaction.

336-5.1.2 Action at Supplier's Terminal: If the asphalt rubber binder does not meet the minimum viscosity requirement at the supplier's terminal, stop shipment and blending of asphalt rubber binder, and make the appropriate adjustments as necessary to meet the requirements of Table 3361 in order to (1) correct the viscosity of the blended material in the tank, and (2) correct the blending operation. Resume shipment and blending of asphalt rubber binder when a retest indicates the viscosity meets Specifications. Document actions taken in the Quality Control records.

336-5.2 Verification Requirements: The Engineer will test the asphalt rubber in accordance with FM 5-548 or AASHTO T 316 randomly on an as needed basis at the project site or asphalt plant, or the supplier's terminal to ensure conformance with the minimum viscosity requirement as specified in Table 336-1.

336-5.2.1 Action at Project Site or Asphalt Plant: If the asphalt rubber binder does not meet the viscosity requirements at the project site or asphalt plant, stop use of asphalt rubber binder. Do not use asphalt rubber binder with a viscosity outside of the specified range in mix and interlayer construction until corrective actions, as necessary to meet the requirements of Table 336-1, have been made, verified by passing test results, and the Engineer grants approval. The Engineer may require that any mix and interlayer placed with an asphalt rubber binder with a viscosity outside of the specified range be evaluated in accordance with 334-5.9.5. In the event that the viscosity of the asphalt rubber binder adversely affects plant production or paving operations, stop plant and paving operations and resolve the problem to the Engineer's satisfaction.

336-5.2.2 Action at Supplier's Terminal: If the asphalt rubber binder does not meet the viscosity requirements at the supplier's terminal, stop shipment and blending of asphalt rubber binder until corrective actions are made to meet the requirements of Table 336-1.

336-5.3 Asphalt Rubber Binder Blending Quality Control Records: Maintain adequate Quality Control records for the Engineer's review of all blending activities. The Quality Control records shall include at a minimum the following information (for each batch of asphalt rubber binder produced): asphalt rubber binder type, asphalt rubber binder batch quantity, asphalt binder supplier (including QPL number and LOT), asphalt binder quantity in gallons, ground tire rubber supplier (including QPL number and LOT), ground tire rubber quantity in pounds, individual quantities of asphalt rubber binder shipped, financial project number, shipping date, customer name, delivery location, and viscosity test results.

336-5.3.1 Additional Records for Blending at Project Site or Asphalt Plant: Monitor the ground tire rubber content in the asphalt rubber binder on a daily basis based on one of the following methods:

1. Record the weight of the ground tire rubber used and the number of gallons of asphalt rubber binder produced. Calculate the percentage of rubber used and confirm

that the minimum rubber requirements are met. Use the unit weight per gallon for the various types of asphalt rubber binder shown in Table 336-1 for the calculations.

2. Record the weight of the ground tire rubber used and the number of gallons of asphalt binder used. Calculate the percentage of rubber used and confirm that the minimum rubber requirements are met.

336-6 Use of Excess Asphalt Rubber.

The Contractor may use excess asphalt rubber in other asphalt concrete mixes requiring the use of a PG 67-22 binder by blending with straight PG 67-22 binder so that the total amount of ground tire rubber in the binder is less than 2.0%. The Contractor may use excess asphalt rubber in asphalt concrete mixtures requiring the use of a recycling agent in a recycled mixture by blending with a recycling agent in such proportions that the total amount of ground tire rubber in the recycling agent is less than 1.0%.

336-7 Certification Requirements for Blending at Suppliers Terminal:

Where blending the asphalt rubber binder at the supplier's terminal, the supplier shall furnish certification on the bill of lading for each load delivered to the project site or asphalt plant that includes: the quantity of asphalt rubber binder, the asphalt rubber binder type, the customer name, the delivery location, and a statement that the asphalt rubber binder has been produced in accordance with and meets the requirements of Section 336. In addition, include, with the certification, copies of the certifications for the asphalt binder and ground tire rubber, as specified in 916-1.3.6 and 919-6, respectively.

336-8 Basis of Payment.

Payment for Asphalt Rubber Binder will be included in Sections 337 and 341, as appropriate.

**337 ASPHALT CONCRETE FRICTION COURSES.
(REV 7-29-10) (FA 8-16-10) (1-11)**

SECTION 337 (Pages 294 - 304) is deleted and the following substituted:

**SECTION 337
ASPHALT CONCRETE FRICTION COURSES**

337-1 Description.

Construct an asphalt concrete friction course pavement with the type of mixture specified in the Contract, or when offered as alternates, as selected. This Section specifies mixes designated as FC-5, FC-9.5, and FC-12.5.

Meet the plant and equipment requirements of Section 320, as modified herein. Meet the general construction requirements of Section 330, as modified herein.

337-2 Materials.

337-2.1 General Requirements: Meet the requirements specified in Division III as modified herein. The Engineer will base continuing approval of material sources on field

performance. Warm mix technologies (additives, foaming techniques, etc.) listed on the Department's website may be used in the production of the mix. The URL for obtaining this information, if available, is:

www.dot.state.fl.us/Specificationoffice/implemented/URLinSpecs/files/WarmMixAsphalt.pdf .

337-2.2 Asphalt Binder: Meet the requirements of Section 336, and any additional requirements or modifications specified herein for the various mixtures. When called for in the Contract Documents, use a PG 76-22 asphalt binder meeting the requirements of 916-1. For projects with a total quantity of FC-5, FC-9.5, or FC-12.5 less than 500 tons, the Contractor may elect to substitute a PG 76-22 for the ARB-12 or ARB-5, meeting the requirements of 916-1.

337-2.3 Coarse Aggregate: Meet the requirements of Section 901, and any additional requirements or modifications specified herein for the various mixtures.

337-2.4 Fine Aggregate: Meet the requirements of Section 902, and any additional requirements or modifications specified herein for the various mixtures.

337-2.5 Hydrated Lime: Meet the requirements of AASHTO M 303, Type 1.

Provide certified test results for each shipment of hydrated lime indicating compliance with the specifications.

337-2.6 Liquid Anti-strip Additive: Meet the requirements of 916-5 and be listed on the Department's Qualified Products List (QPL).

337-2.7 Fiber Stabilizing Additive (Required for FC-5 only): Use either a mineral or cellulose fiber stabilizing additive. Meet the following requirements:

337-2.7.1 Mineral Fibers: Use mineral fibers (made from virgin basalt, diabase, or slag) treated with a cationic sizing agent to enhance the disbursement of the fiber, as well as to increase adhesion of the fiber surface to the bitumen. Meet the following requirements for physical properties:

1. Size Analysis

Average fiber length: 0.25 inch (maximum)

Average fiber thickness: 0.0002 inch (maximum)

2. Shot Content (ASTM C612)

Percent passing No. 60 Sieve: 90 - 100

Percent passing No. 230 Sieve: 65 - 100

Provide certified test results for each batch of fiber material indicating compliance with the above tests.

337-2.7.2 Cellulose Fibers: Use cellulose fibers meeting the following requirements:

1. Fiber length: 0.25 inch (maximum)

2. Sieve Analysis

a. Alpine Sieve Method

Percent passing No. 100 sieve: 60-80

b. Ro-Tap Sieve Method

Percent passing No. 20 sieve: 80-95

Percent passing No. 40 sieve: 45-85

Percent passing No. 100 sieve: 5-40

3. Ash Content: 18% non-volatiles (plus or minus±5%)

4. pH: 7.5 (plus or minus±1.0)

5. Oil Absorption: 5.0% (plus or minus±1.0) (times fiber weight)

6. Moisture Content: 5.0% by weight (maximum)

Provide certified test results for each batch of fiber material indicating compliance with the above tests.

337-3 General Composition of Mixes.

337-3.1 General: Use a bituminous mixture composed of aggregate (coarse, fine, or a mixture thereof), asphalt binder, and in some cases, fibers and/or hydrated lime. Size, uniformly grade and combine the aggregate fractions in such proportions that the resulting mix meets the requirements of this Section.

337-3.2 Specific Component Requirements by Mix:

337-3.2.1 FC-5:

337-3.2.1.1 Aggregates: Use an aggregate blend which consists of either 100% crushed granite, 100% crushed Oolitic limestone or 100% other crushed materials (as approved by the Engineer for friction courses per Rule 14-103.005, Florida Administrative Code).

Crushed limestone from the Oolitic formation may be used if it contains a minimum of 12% silica material as determined by FM 5-510 and the Engineer grants approval of the source prior to its use.

A list of aggregates approved for use in friction course may be available on the Department's website. The URL for obtaining this information, if available, is: www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/materialslistings/sources/frictioncourse.pdf.

337-3.2.1.2 Asphalt Binder: Use an ARB-12 asphalt rubber binder. If called for in the Contract Documents, use a PG 76-22 asphalt binder.

337-3.2.1.3 Hydrated Lime: Add the lime at a dosage rate of 1.0% by weight of the total dry aggregate to mixes containing granite.

337-3.2.1.4 Liquid Anti-strip Additive: Use a liquid anti-strip additive at a rate of 0.5% by weight of the asphalt binder for mixtures containing limestone aggregate. Other rates of anti-strip additive may be used upon approval of the Engineer.

337-3.2.1.5 Fiber Stabilizing Additive: Add either mineral fibers at a dosage rate of 0.4% by weight of the total mix, or cellulose fibers at a dosage rate of 0.3% by weight of total mix.

337-3.2.2 FC-9.5 and FC-12.5:

337-3.2.2.1: Aggregates: Use an aggregate blend that consists of crushed granite, crushed Oolitic limestone, other crushed materials (as approved by the Engineer for friction courses per Rule 14-103.005, Florida Administrative Code), or a combination of the above. Crushed limestone from the Oolitic formation may be used if it contains a minimum of 12% silica material as determined by FM 5-510 and the Engineer grants approval of the source prior to its use. As an exception, mixes that contain a minimum of 60% crushed granite may either contain: 1) up to 40% fine aggregate from other sources or 2) a combination of up to 20% RAP and the remaining fine aggregate from other sources.

A list of aggregates approved for use in friction course may be available on the Department's website. The URL for obtaining this information, if available, is: www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/materialslistings/sources/frictioncourse.pdf.

337-3.2.2.2: Asphalt Binder: Use an ARB-5 asphalt rubber binder. If called for in the Contract Documents, use a PG 76-22 asphalt binder.

337-3.3 Grading Requirements:

337-3.3.1 FC-5: Use a mixture having a gradation at design within the ranges shown in Table 337-1.

Table 337-1 FC-5 Gradation Design Range									
3/4 inch	1/2 inch	3/8 inch	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200
100	85-100	55-75	15-25	5-10	--	--	--	--	2-4

337-3.3.2 FC-9.5: Meet the design gradation requirements for a SP-9.5 Superpave fine mix as defined in 334-3.2.2.

337-3.3.3 FC-12.5: Meet the design gradation requirements for a SP-12.5 Superpave fine mix as defined in 334-3.2.2.

337-4 Mix Design.

337-4.1 FC-5: The Department will design the FC-5 mixtures. Furnish the materials and all appropriate information (source, gradation, etc.) as specified in 334-3.2.7. The Department will have two weeks to design the mix.

The Department will establish the design binder content for FC-5 within the following ranges based on aggregate type:

Aggregate Type	Binder Content
Crushed Granite	5.5 - 7.0
Crushed Limestone (Oolitic)	6.5 - 8.0

337-4.2 FC-9.5 and FC-12.5: Provide a mix design conforming to the requirements of 334-3.2 unless otherwise designated in the plans. Develop the mix design using an ARB-5 or PG 76-22 asphalt binder if called for in the Contract Documents.

337-4.3 Revision of Mix Design: For FC-5, FC-9.5 and FC-12.5, meet the requirements of 334-3.3. For FC-5, all revisions must fall within the gradation limits defined in Table 337-1.

337-5 Contractor's Process Control.

Provide the necessary process control of the friction course mix and construction in accordance with the applicable provisions of 330-2 and 334-4.

The Engineer will monitor the spread rate periodically to ensure uniform thickness. Provide quality control procedures for daily monitoring and control of spread rate variability. If the spread rate varies by more than 5% of the spread rate set by the Engineer in accordance with 337-8, immediately make all corrections necessary to bring the spread rate into the acceptable range.

337-6 Acceptance of the Mixture.

337-6.1 FC-9.5 and FC-12.5: Meet the requirements of 334-5.

337-6.2 FC-5: Meet the requirements of 334-5 with the following exceptions:

1. The mixture will be accepted with respect to gradation ($P_{-3/8}$, P_{-4} , and P_{-8}), and asphalt binder content (P_b) only.

2. Testing in accordance with AASHTO T 312-08 and FM 1-T 209 (and conditioning prior to testing) will not be required as part of 334-5.1.1.

3. The standard LOT size of FC-5 will be 2,000 tons, with each LOT subdivided into four equal sublots of 500 tons each.

4. The Between-Laboratory Precision Values described in Table 334-6 are modified to include (P_{-3/8}, P₋₄, and P₋₈) with a maximum difference per FM 1-T 030 (Figure 2).

5. Table 334-5 (Master Production Range) is replaced by Table 337-2.

6. The mixture will be accepted on the roadway with respect to surface tolerance in accordance with 334-5.8. No density testing will be required for these mixtures.

Table 337-2 FC-5 Master Production Range	
Characteristic	Tolerance (1)
Asphalt Binder Content (%)	Target ± 0.60
Passing 3/8 inch Sieve (%)	Target ± 7.50
Passing No. 4 Sieve (%)	Target ± 6.00
Passing No. 8 Sieve (%)	Target ± 3.50
(1) Tolerances for sample size of n = 1 from the verified mix design	

337-6.2.1 Individual Test Tolerances for FC-5 Production: Terminate the LOT if any of the following Quality Control failures occur:

1) An individual test result of a subplot for asphalt binder content does not meet the requirements of Table 337-2,

2) Two consecutive test results for gradation on any of the following sieve sizes (P_{-3/8}, P₋₄, and P₋₈) do not meet the requirements of Table 337-2,

When a LOT is terminated due to a QC failure, stop production of the mixture until the problem is resolved to the satisfaction of the Quality Control Manager(s) and/or Asphalt Plant Level II technician(s) responsible for the decision to resume production after a quality control failure, as identified in 105-8.6.4. In the event that it can be demonstrated that the problem can immediately be or already has been resolved, it will not be necessary to stop production. When a LOT is terminated, make all necessary changes to correct the problem. Do not resume production until appropriate corrections have been made. Inform the Engineer of the problem and corrections made to correct the problem. After resuming production, sample and test the material to verify that the changes have corrected the problem. Summarize this information and provide it to the Engineer prior to the end of the work shift when production resumes.

In the event that a Quality Control failure is not addressed as defined above, the Engineer's approval will be required prior to resuming production after any future Quality Control failures.

Address any material represented by a failing test result in accordance with 334-5.9.5. Any LOT terminated under this Subarticle will be limited to a maximum Pay Factor of 1.00 (as defined in 337-12.3) for each quality characteristic.

337-7 Special Construction Requirements.

337-7.1 Hot Storage of FC-5 Mixtures: When using surge or storage bins in the normal production of FC-5, do not leave the mixture in the surge or storage bin for more than one hour.

337-7.2 Longitudinal Grade Controls for Open-Graded Friction Courses: On FC-5, use either longitudinal grade control (skid, ski or traveling stringline) or a joint matcher.

337-7.3 Temperature Requirements for FC-5:

337-7.3.1 Air Temperature at Laydown: Spread the mixture only when the air temperature (the temperature in the shade away from artificial heat) is at or above 65°F. As an exception, place the mixture at temperatures no lower than 60°F, only when approved by the Engineer based on the Contractor's demonstrated ability to achieve a satisfactory surface texture and appearance of the finished surface. The minimum ambient temperature may be further reduced to 55°F when using warm mix technology, if agreed to by both the Engineer and the Contractor.

337-7.3.2 Temperature of the Mix: Heat and combine the asphalt binder and aggregate in a manner to produce a mix having a temperature, when discharged from the plant, meeting the requirements of 330-6.3. Meet all requirements of 330-9.1.2 at the roadway. The target mixing temperature shall be established at 320°F for mixtures utilizing ARB-12 asphalt binder. For mixtures utilizing PG 76-22 asphalt binder, the target mixing temperature shall be established by the Contractor. The target mixing temperature may be reduced when using warm mix technology.

337-7.4 Compaction of FC-5: Provide two, static steel-wheeled rollers, with an effective compactive weight in the range of 135 to 200 PLI, determined as follows:

$$PLI = \frac{\text{Total Weight of Roller (pounds)}}{\text{Total Width of Drums (inches)}}$$

(Any variation of this equipment requirement must be approved by the Engineer.) Establish an appropriate rolling pattern for the pavement in order to effectively seat the mixture without crushing the aggregate. In the event that the roller begins to crush the aggregate, reduce the number of coverages or the PLI of the rollers. If the rollers continue to crush the aggregate, use a tandem steel-wheel roller weighing not more than 135 lb. per linear inch (PLI) of drum width.

337-7.5 Temperature Requirements for FC-9.5 and FC-12.5:

337-7.5.1 Air Temperature at Laydown: Spread the mixture only when the air temperature (the temperature in the shade away from artificial heat) is at or above 45°F. The minimum ambient temperature may be reduced by 5°F when using warm mix technology, if agreed to by both the Engineer and the Contractor.

337-7.5.2 Temperature of the Mix: Heat and combine the asphalt binder and aggregate in a manner to produce a mix having a temperature, when discharged from the plant, meeting the requirements of 330-6.3. Meet all requirements of 330-9.1.2 at the roadway.

337-7.6 Prevention of Adhesion: To minimize adhesion to the drum during the rolling operations, the Contractor may add a small amount of liquid detergent to the water in the roller.

At intersections and in other areas where the pavement may be subjected to cross-traffic before it has cooled, spray the approaches with water to wet the tires of the approaching vehicles before they cross the pavement.

337-7.7 Transportation Requirements of Friction Course Mixtures: Cover all loads of friction course mixtures with a tarpaulin, or waterproof cover, meeting requirements of 320-5.4.

337-7.8 Asphalt Rubber Binder Requirements: Meet the requirements of Section 336 Asphalt Rubber Binder, particularly noting testing and action requirements to be met at the project site.

337-8 Thickness of Friction Courses.

337-8.1 FC-12.5 and FC-9.5: The thickness of the friction course layer will be the plan thickness as shown in the Contract Documents. For construction purposes, the plan thickness will be converted to spread rate as defined in 334-1.4.

Plan quantities are based on a G_{mm} of 2.540, corresponding to a spread rate of 110 lbs. per square yard per inch. Pay quantities will be based on the actual maximum specific gravity of the mix being used.

337-8.2 FC-5: The total thickness of the FC-5 layer will be the plan thickness as shown in the Contract Documents. For construction purposes, the plan thickness will be converted to spread rate based on the combined aggregate bulk specific gravity of the asphalt mix being used as shown in the following equation:

$$\text{Spread rate (lbs. per square yard)} = t \times G_{sb} \times 40.5$$

Where: t = Thickness (in.) (Plan thickness)

G_{sb} = Combined aggregate bulk specific gravity from the verified mix design

The weight of the mixture shall be determined as provided in 320-2.2.

Plan quantities are based on a G_{sb} of 2.635, corresponding to a spread rate of 80 lbs. per square yards. Pay quantities will be based on the actual combined aggregate bulk specific gravity (G_{sb}) of the mix being used.

337-9 Special Equipment Requirements for FC-5.

337-9.1 Fiber Supply System: Use a separate feed system to accurately proportion the required quantity of mineral fibers into the mixture in such a manner that uniform distribution is obtained. Interlock the proportioning device with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes. Control the proportion of fibers to within plus or minus 10% of the amount of fibers required. Provide flow indicators or sensing devices for the fiber system, interlocked with plant controls so that the mixture production will be interrupted if introduction of the fiber fails.

When a batch plant is used, add the fiber to the aggregate in the weigh hopper or as approved and directed by the Engineer. Increase the batch dry mixing time by 8 to 12 seconds, or as directed by the Engineer, from the time the aggregate is completely emptied into the pugmill. Ensure that the fibers are uniformly distributed prior to the addition of asphalt rubber into the pugmill.

When a drum-mix plant is used, add and uniformly disperse the fiber with the aggregate prior to the addition of the asphalt rubber. Add the fiber in such a manner that it will not become entrained in the exhaust system of the drier or plant.

337-9.2 Hydrated Lime Supply System: For FC-5 mixes containing granite, use a separate feed system to accurately proportion the required quantity of hydrated lime into the mixture in such a manner that uniform coating of the aggregate is obtained prior to the addition of the asphalt rubber. Add the hydrated lime in such a manner that it will not become entrained in the exhaust system of the drier or plant. Interlock the proportioning device with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes and to ensure that all mixture produced is properly treated with hydrated lime. Control the proportion of hydrated lime to within plus or minus 10% of the amount of hydrated lime required. Provide and interlock flow indicators or sensing devices for the hydrated lime system

with plant controls so that the mixture production will be interrupted if introduction of the hydrated lime fails. The addition of the hydrated lime to the aggregate may be accomplished by Method (A) or (B) as follows:

337-9.2.1 Method (A) - Dry Form: Add hydrated lime in a dry form to the mixture according to the type of asphalt plant being used.

When a batch plant is used, add the hydrated lime to the aggregate in the weigh hopper or as approved and directed by the Engineer. Increase the batch dry mixing time by eight to twelve seconds, or as directed by the Engineer, from the time the aggregate is completely emptied into the pugmill. Uniformly distribute the hydrated lime prior to the addition of asphalt rubber into the pugmill.

When a drum-mix plant is used, add and uniformly disperse the hydrated lime to the aggregate prior to the addition of the asphalt rubber. Add the hydrated lime in such a manner that it will not become entrained in the exhaust system of the drier or plant.

337-9.2.2 Method (B) - Hydrated Lime/Water Slurry: Add the required quantity of hydrated lime (based on dry weight) in a hydrated lime/water slurry form to the aggregate. Provide a solution consisting of hydrated lime and water in concentrations as directed by the Engineer. Use a plant equipped to blend and maintain the hydrated lime in suspension and to mix it with the aggregates uniformly in the proportions specified.

337-9.3 Hydrated Lime Pretreatment: For FC-5 mixes containing granite, as an alternative to 337-9.2, pretreat the aggregate with hydrated lime prior to incorporating the aggregate into the mixture. Use a feed system to accurately proportion the aggregate and required quantity of hydrated lime, and mix them in such a manner that uniform coating of the aggregate is obtained. Control the proportion of hydrated lime to within plus or minus 10% of the amount required. Aggregate pretreated with hydrated lime in this manner shall be incorporated into the asphalt mixture within 45 days of pretreatment.

337-9.3.1 Hydrated Lime Pretreatment Methods: Pretreat the aggregate using one of the following two methods:

Pretreatment Method A – Dry Form: Add the required quantity of hydrated lime in a dry form to the aggregate. Assure that the aggregate at the time of pretreatment contains a minimum of 3% moisture over saturated surface dry (SSD) conditions. Utilize equipment to accurately proportion the aggregate and hydrated lime and mix them in such a manner as to provide a uniform coating.

Pretreatment Method B – Hydrated Lime/Water Slurry: Add the required quantity of hydrated lime (based on dry weight) in a hydrated lime/water slurry form to the aggregate. Provide a solution consisting of hydrated lime and water in a concentration to provide effective treatment. Use equipment to blend and maintain the hydrated lime in suspension, to accurately proportion the aggregate and hydrated lime/water slurry, and to mix them to provide a uniform coating.

337-9.3.2 Blending Quality Control Records: Maintain adequate Quality Control records for the Engineer's review for all pretreatment activities. Include as a minimum the following information (for each batch or day's run of pretreatment): pretreatment date, aggregate certification information, certified test results for the hydrated lime, aggregate moisture content prior to blending, as-blended quantities of aggregate and hydrated lime, project number, customer name, and shipping date.

337-9.3.3 Certification: In addition to the aggregate certification, provide a certification with each load of material delivered to the HMA plant, that the material has been

pretreated in conformance with these specifications. Include also the date the material was pretreated.

337-10 Failing Material.

Meet the requirements of 334-5.9. For FC-5, use the Master Production Range defined in Table 337-2 in lieu of Table 334-5.

337-11 Method of Measurement.

For the work specified under this Section (including the pertinent provisions of Sections 320 and 330), the quantity to be paid for will be the weight of the mixture, in tons. The pay quantity will be based on the project average spread rate, limited to a maximum of 105% of the spread rate determined in accordance with 337-8 or as set by the Engineer. The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer.

The bid price for the asphalt mix will include the cost of the asphalt binder (asphalt rubber (or polymer), asphalt cement, ground tire rubber, anti-stripping agent, blending and handling) and the tack coat application as directed in 300-8, as well as fiber stabilizing additive and hydrated lime (if required). There will be no separate payment or unit price adjustment for the asphalt binder material in the asphalt mix. The weight will be determined as provided in 320-2 (including the provisions for the automatic recordation system).

Prepare a Certification of Quantities, using the Department's current approved form, for the certified asphalt concrete friction course pay item. Submit this certification to the Engineer no later than Twelve O'clock noon Monday after the estimate cut-off or as directed by the Engineer, based on the quantity of asphalt produced and accepted on the roadway per Contract. The certification must include the Contract Number, FPID Number, Certification Number, Certification Date, period represented by Certification and the tons produced for each asphalt pay item.

337-12 Basis of Payment.

337-12.1 General: Price and payment will be full compensation for all the work specified under this Section (including the applicable requirements of Sections 320 and 330).

Based upon the quality of the material, a pay adjustment will be applied to the bid price of the material as determined on a LOT by LOT basis. The pay adjustment will be assessed by calculating a Pay Factor for individual quality characteristics. The pay adjustment will be computed by multiplying a Composite Pay Factor for the LOT by the bid price per ton. Perform all calculations with the Department's Asphalt Plant - Pay Factor Worksheets.

337-12.2 FC-9.5 and FC-12.5: Meet the requirements of 334-8.

337-12.3 FC-5: Meet the requirements of 334-8 with the following exceptions:

1. Pay factors will be calculated for asphalt binder content and the percentages passing the 3/8 inch, the No. 4, and the No. 8 sieves only.
2. The Small Quantity Pay Table for FC-5 Mixtures replaces the Small Quantity Pay Table for Dense Graded Mixtures in the Department's Asphalt Plant - Pay Factor Worksheets.
3. Table 337-3 replaces Table 334-7.
4. The Composite Pay Factor equation in 334-8.3 is replaced with the following:

$$CPF = [(0.20 \times PF \text{ 3/8 inch}) + (0.30 \times PF \text{ No. 4}) + (0.10 \times PF \text{ No. 8}) +$$

(0.40 x PF AC)]

Table 337-3 Specification Limits for FC-5	
Quality Characteristic	Specification Limits
Asphalt Binder Content (%)	Target \pm 0.45
Passing 3/8 inch sieve (%)	Target \pm 6.00
Passing No. 4 sieve (%)	Target \pm 4.50
Passing No. 8 sieve (%)	Target \pm 2.50

337-12.4 Payment: Payment will be made under:

Item No. 337- 7- Asphaltic Concrete Friction Course - per ton.

**338 VALUE ADDED ASPHALT PAVEMENT.
REV (2-12-10) (FA 2-17-10) (7-10)**

ARTICLE 338-1 (Pages 304 and 305) is deleted and the following substituted:

338-1 Description.

Construct Value Added Asphalt Pavement consisting of Asphalt Concrete Structural Course and Asphalt Concrete Friction Course, subject to a three year warranty period after final acceptance of the Contract in accordance with 5-11.

For purposes of this Specification, the Responsible Party, as designated herein, is responsible for performance of the Value Added Asphalt Pavement including continued responsibility for performing all remedial work associated with pavement distresses exceeding threshold values determined in accordance with this Section, and as to which notice was provided to the Responsible Party.

The work specified in this Section will not be paid for directly, but will be considered as incidental to other Contract items.

ARTICLE 338-5 (Pages 306 and 312) is deleted and the following substituted:

338-5 Pavement Evaluation and Remedial Work.

338-5.1 General: The Department's Pavement Condition Survey Program, along with observations by the Engineer, will be used as the basis for determining the extent and the magnitude of the pavement distresses occurring on the project. In the event the level of distress exceeds any of the threshold values defined below, remedial work as described in 338-5.5 by the Responsible Party will be required.

The Department will monitor the pavement for distresses and may require remedial action at any time. For evaluation purposes, the project will be subdivided into LOTs of 0.1 mile per lane. When the segment is less than 0.1 mile, the segment will be called a partial LOT. For purposes of threshold values and remedial work, partial lots and lots will be treated as

lots. The Department may conduct a Pavement Condition Survey of the value added pavement following the final acceptance of the project, and at intermediate times throughout the warranty period with findings provided when considered by the Department to be the obligation of the Responsible Party.

The final survey, if determined by the Engineer to be necessary, will be conducted before the end of the warranty period with results provided to the Responsible Party for those conditions exceeding contract threshold values requiring remedial action that the Department believes to be an obligation of the Responsible Party. The Department will be responsible for all costs associated with the surveys.

If the survey findings, intermediate or final, are to be disputed by the Responsible Party, written notification must be provided to the Engineer within 30 calendar days of the date of receipt of the information from the Department.

During the warranty period, the Responsible Party may monitor the project using nondestructive methods and may participate with the Department in the Pavement Condition Surveys upon request. The Responsible Party shall not conduct any coring, milling or other destructive methods without prior approval by the Engineer.

338-5.2 Category 1 Pavement: For purposes of this Specification, “Category 1 Pavement” is defined as mainline roadways, access roads and frontage roads with a design speed of 55 mph and greater.

Threshold values and associated remedial work for Category 1 Value Added Asphalt Pavement are specified in Table 338-1.

TABLE 338-1
Category 1 Pavements

Type of Distress	Threshold Values	Remedial Work
Rutting ⁽¹⁾	Depth > 0.25 inch	Remove and replace the distressed LOT(s) to the full depth of all layers and to the full lane width ⁽²⁾
Ride ⁽³⁾	RN < 3.5	Remove and replace the friction course layer for the full length and the full lane width of the distressed LOT(s) ⁽⁴⁾
Settlement/Depression ⁽⁵⁾	Depth ≥ 1/2 inch	Propose the method of correction to the Engineer for approval prior to beginning remedial work
Cracking ⁽⁶⁾	Cumulative length of cracking > 30 feet for Cracks > 1/8 inch	Remove and replace the distressed LOT(s) to the full depth of all layers, and to the full lane width ⁽⁷⁾
Raveling and/or Delamination affecting the Friction Course ⁽⁸⁾	Any length	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end
Pot holes and Slippage Area(s) ⁽⁸⁾	Observation by Engineer	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end
Bleeding ⁽⁹⁾	Loss of surface texture due to excess asphalt, individual length ≥10 feet and ≥1 foot. in width.	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end

**TABLE 338-1
Category 1 Pavements**

- (1) Rutting: Rut depth to be determined by Laser Profiler in accordance with the Flexible Pavement Condition Survey Handbook. For any LOT that cannot be surveyed by Laser Profiler, the rut depth will be determined manually in accordance with the Flexible Pavement Condition Survey Handbook, with the exception that the number of readings per LOT will be one every 20 feet. For a partial LOT, a minimum of three measurements not exceeding 20 feet apart will be made. When the average of the measurements obtained manually exceeds 0.30 inch or if any individual measurement exceeds 0.6 inch, remedial work will be required.
- (2) Remedial Work for Rutting: The Contractor may propose removal and replacement of less than the full depth of all layers by preparation and submittal of a signed and sealed engineering analysis report, demonstrating the actual extent of the distressed area(s). Remedial work must be performed in accordance with Table 338-1 unless approved otherwise by the Engineer.
- (3) Ride: Ride Number (RN) to be established by Laser Profiler in accordance with FM 5-549.
- (4) If the deficient ride is due to underlying asphalt layers; base, subgrade, or embankment which were constructed by the Responsible Party, propose the method of correction to the Engineer for approval prior to beginning the remedial work.
- (5) Settlement/Depression: Depth of the settlement/depression to be determined by a 6 foot manual straightedge.
- (6) Cracking: Beginning and ending of 1/8 inch cracking will be determined as the average of three measurements taken at one foot intervals. The longitudinal construction joint at the lane line will not be considered as a crack.
- (7) Remedial Work for Cracking: The Contractor may propose removal and replacement of less than the full depth of all layers by preparation and submittal of a signed and sealed engineering analysis report, demonstrating the actual extent of the distressed area(s). Remedial work must be performed in accordance with Table 338-1 unless approved otherwise by the Engineer.
- (8) Raveling, Delamination, Pot holes, Slippage: As defined and determined by the Engineer in accordance with the examples displayed at the following URL: www2.dot.state.fl.us/specificationsestimates/pavement.aspx
- (9) Bleeding: Bleeding to be defined and determined by the Engineer in accordance with the examples displayed at the following URL: www2.dot.state.fl.us/specificationsestimates/pavement.aspx

338-5.3 Category 2 Pavement: For purposes of this Specification, "Category 2 Pavement" is defined as mainline roadways, access roads and frontage roads with a design speed less than 55 mph; approach transition and merge areas at toll booths; ramps; acceleration and deceleration lanes (including tapers); turn lanes; parking areas; rest areas; weigh stations; and agricultural inspection stations.

Threshold values and associated remedial work for Category 2 Value Added Asphalt Pavement are specified in Table 338-2.

**TABLE 338-2
Category 2 Pavements**

Type of Distress	Threshold Values	Remedial Work
Rutting ⁽¹⁾	Measured by Laser Profiler: See Table 338-1	See Table 338-1
	Manual Measurement: Avg. Depth > 0.4 inch	Remove and replace 1.5 inch ^(1a) the full lane width for the area plus 50 feet
Cracking	Cumulative length of cracking > 300 feet for Cracks > 1/8 inch	See Table 338-1
Surface Deterioration ⁽²⁾	See Table 338-1	See Table 338-1

TABLE 338-2 Category 2 Pavements		
Type of Distress	Threshold Values	Remedial Work
Settlement/Depression ⁽³⁾	Depth \geq 1/2 inch	See Table 338-1
<p>(1) Rutting: Rut depth to be determined by Laser Profiler in accordance with the Flexible Pavement Condition Survey Handbook. For any LOT that cannot be surveyed by the Laser Profiler, the rut depth will be determined manually in accordance with the Flexible Pavement Condition Survey Handbook, with the exception that the number of readings per LOT will be one every 20 feet. For partial LOT, minimum of three measurements not exceeding 20 feet apart will be checked. When the average of the measurements obtained manually exceeds 0.40 inch, or if any individual measurement exceeds 0.6 inch, remedial work will be required.</p> <p>(1a) If pavement has an open graded friction course, remove and replace 2.0 inches.</p> <p>(2) Surface Deterioration: As used in Table 338-2, Surface Deterioration includes Raveling and/or Delamination affecting the Friction Course; Pot holes; Slippage Area(s); and Bleeding; all as defined and footnoted in Table 338-1.</p> <p>(3)Settlement/Depression: Depth of the settlement/depression to be determined by a 6 foot manual straightedge.</p>		

338-5.4 Category 3 Pavement: For purposes of this Specification, “Category 3 Pavement” is defined as bicycle paths, walking paths, median crossovers, shoulders and other areas as determined by the Engineer.

Threshold values and associated remedial work for Category 3 Value Added Asphalt Pavement are specified in Table 338-3.

TABLE 338-3 Category 3 Pavements		
Type of Distress	Threshold Values	Remedial Work
Rutting	N/A	N/A
Cracking	Cumulative length of cracking > 500 feet for Cracks > 1/8 inch	See Table 338-1
Surface Deterioration ⁽¹⁾	See Table 338-1	See Table 338-1
Settlement/Depression ⁽²⁾	Depth \geq 1/2 inch	See Table 338-1
<p>(1) Surface Deterioration: As used in Table 338-3, Surface Deterioration includes Raveling and/or Delamination affecting the Friction Course; Pot holes; Slippage Area(s); and Bleeding; all as defined and footnoted in Table 338-1.</p> <p>(2) Settlement/Depression: Depth of the settlement/depression to be determined by a 6 foot manual straightedge.</p>		

338-5.5 Remedial Work: The Responsible Party will perform all necessary remedial work described within this Section at no cost to the Department. If the pavement distresses exceed threshold values and it is determined that the cause of the distress is due to the embankment, subgrade, base or other activities performed by the Contractor, the Responsible Party will be responsible for performing all remedial work associated with the pavement distress. Should an impasse develop in any regard as to the need for remedial work or the extent required, the Statewide Disputes Review Board will render a final decision by majority vote.

Remedial work will not be required if any one of the following conditions is found to apply:

a. Determination that the pavement thickness design as provided by the Department is deficient. The Department will make available a copy of the original pavement thickness design package and design traffic report to the Responsible Party upon request. The Responsible Party is responsible for performing all remedial work associated with the pavement distress if the pavement design is provided by the Contractor.

b. Determination that the Accumulated ESALs (Number of 18 Kip Equivalent Single Axle Loads in the design lane) has increased by 25% or more than the Accumulated ESALs used by the Department for design purposes for the warranty period for the pavement design life. In calculating ESALs, the Average Annual Daily Traffic (AADT) will be obtained from the Department's traffic count data and the T24 (Percent Heavy Trucks during a 24 hour period) will be obtained from the Department's traffic classification survey data.

c. Determination that the deficiency was due to the failure of the existing underlying layers that were not part of the Contract work.

d. Determination that the deficiency was the responsibility of a third party or its actions, unless the third party was performing work included in the Contract.

If a measured distress value indicates remedial action is required per Table 338-1, Table 338-2 and/or Table 338-3, the Responsible Party must begin remedial work within 45 calendar days of notification by the Department or a ruling of the Statewide Disputes Review Board. The Disputes Review Board will determine the allowable duration for the completion of the remedial work, but not to exceed 6 months.

In the event remedial action is necessary and forensic information is required to determine the source of the distress, the Department may core and/or trench the pavement. The Responsible Party will not be responsible for damages to the pavement as a result of any forensic activities conducted by the Department.

As applicable to distress criteria for rutting, ride and cracking for Category 1 and Category 2 pavements, when two LOTs requiring remedial action are not separated by three or more LOTs not requiring remedial action, the remedial work shall be required for the total length of all such contiguous LOTs, including the intermediate LOTs not requiring remedial action.

Additionally, for Category 1 and Category 2 pavements, where such areas of remedial action are required due to raveling, slippage or bleeding are separated by less than 1,000 feet, the remedial work will be required for the entire area contiguous to the distressed areas, including intermediate areas otherwise requiring no remedial action.

The Responsible Party has the first option to perform all remedial work that is determined by the Department to be their responsibility. If, in the opinion of the Engineer, the problem poses an immediate danger to the traveling public and the Responsible Party cannot provide temporary mitigation for the defect within 4 hours of written notification and restore the pavement to its original design condition within 72 hours of written notification, the Engineer has the authority to have the remedial work performed by other forces. Temporary mitigation includes the use of traffic control systems such as barricades, drums, or other approved devices to secure the area including lane closures if necessary, and constructing temporary repairs making it safe for the roadway user until the defect can be restored to its original design condition. The Responsible Party is responsible for all incurred costs of the work performed by other forces should the problem (remedial work) be determined to be the responsibility of the

Responsible Party. Remedial work performed by other forces does not alter any of the requirements, responsibilities or obligations of the Responsible Party.

The Responsible Party must complete all remedial work to the satisfaction of the Engineer. Any disputes regarding the adequacy of the remedial work will be resolved by the Statewide Disputes Review Board. Approval of remedial work does not relieve the Responsible Party from continuing responsibility under the provisions of this Specification.

Notify the Engineer in writing prior to beginning any remedial work. Meet the requirements of the Department's Standard Specifications for Road and Bridge Construction and implemented modifications thereto when performing any remedial work. Perform all signing and traffic control in accordance with the current edition of the Department's Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System. Provide Maintenance of Traffic during remedial work at no additional cost to the Department. Lane closure restrictions listed in the original Contract will apply to remedial work. Written request(s) to obtain permission for lane closure(s) for either forensic investigation or remedial work must be made to the Engineer 48 hours in advance of any lane closures. Do not perform any lane closures until written permission is given by the Engineer.

If remedial work necessitates a corrective action to overlying asphalt layers, pavement markings, signal loops, adjacent lane(s), roadway shoulders, or other affected Contract work, perform these corrective actions using similar products at no additional cost to the Department.

341 ASPHALT RUBBER MEMBRANE INTERLAYER.
(REV 7-29-09) (FA 8-11-09) (1-10)

ARTICLE 341-4 (Pages 314 and 315) is deleted and the following substituted:

341-4 Contractor's Quality Control.

Provide the necessary quality control of the asphalt rubber binder, and interlayer construction in accordance with the Contract requirements. Provide in the Quality Control Plan procedures for monitoring and controlling of rate of application. If the rate of application varies by more than 5% from the rate set by the Engineer in accordance with 341-6, immediately make all corrections necessary to bring the spread rate into the acceptable range. The Engineer may take additional measurements at any time. The Engineer will randomly check the Contractor's measurement to verify the spread rate.

ARTICLE 341-5 (Page 315) is deleted and the following substituted:

341-5 Preparation of Asphalt Rubber Binder.

Meet the requirements of Section 336 Asphalt Rubber Binder, particularly noting testing and action requirements to be met at the project site/asphalt plant. Combine the materials as rapidly as possible for such a time and at such a temperature that the consistency of the binder approaches that of a semi-fluid material. The Engineer will be the sole judge of when the material has reached application consistency and will determine if an extender oil or diluent is needed for that purpose. After reaching the proper consistency, proceed with application immediately. Never hold the mixture at temperatures over 350°F for more than six hours after reaching that temperature.

346 PORTLAND CEMENT CONCRETE.
(REV 6-9-10) (FA 6-18-10) (1-11)

SUBARTICLE 346-3.1 (Pages 320 – 321) is deleted and the following substituted:

346-3.1 General: The separate classifications of concrete covered by this Section are designated as Class I, Class II, Class III, Class IV, Class V and Class VI. Strength, slump, and air content of each class are specified in Table 2.

Substitution of a higher class concrete in lieu of a lower class concrete may be allowed, if approved by the Engineer. When the compressive strength acceptance data is less than the minimum compressive strength of the higher design mix, notify the Engineer. Acceptance is based on the requirements in Table 2 for the lower class concrete.

TABLE 2			
Class of Concrete	Specified Minimum Strength (28-day) (psi)	Target Slump Value (inches) (c)	Air Content Range (%)
STRUCTURAL CONCRETE			
I (a)	3,000	3 (b)	1.0 to 6.0
I (Pavement)	3,000	2	1.0 to 6.0
II (a)	3,400	3 (b)	1.0 to 6.0
II (Bridge Deck)	4,500	3 (b)	1.0 to 6.0
III (e)	5,000	3 (b)	1.0 to 6.0
III (Seal)	3,000	8	1.0 to 6.0
IV	5,500	3 (b) (d)	1.0 to 6.0
IV (Drilled Shaft)	4,000	8.5	0.0 to 6.0
V (Special)	6,000	3 (b) (d)	1.0 to 5.0
V	6,500	3 (b) (d)	1.0 to 5.0
VI	8,500	3 (b) (d)	1.0 to 5.0

(a) For precast three sided culverts, box culverts, endwalls, inlets, manholes and junction boxes, the target slump value and air content will not apply. The maximum allowable slump is 6 inches, except as noted in (b). The Contractor is permitted to use concrete meeting the requirements of ASTM C 478 4,000 psi in lieu of Class I or Class II concrete for precast endwalls, inlets, manholes and junction boxes.

(b) The Engineer may allow a higher target slump when a Type F, G, I or II admixture is used, except when flowing concrete is used. The maximum target slump shall be 7 inches.

(c) For a reduction in the target slump for slip-form operations, submit a revision to the mix design to the Engineer.

(d) When the use of silica fume, ultrafine fly ash, or metakaolin is required as a pozzolan in Class IV, Class V, Class V (Special) or Class VI concrete, ensure that the concrete exceeds a resistivity of 29 KOhm-cm at 28 days, when tested in accordance with FM 5-578. Submit three 4 x 8 inch cylindrical test specimens to the Engineer for resistivity testing before mix design approval. Take the resistivity test specimens from the concrete of the laboratory trial batch or from the field trial batch of at least 3 yd³. Verify the mix proportioning of the design mix and take representative samples of trial batch concrete for the required plastic and hardened property tests. Cure the field trial batch specimens similar to the standard laboratory curing methods. Submit the resistivity test specimens at least 7 days prior to the scheduled 28 day test. The average resistivity of the three cylinders, eight readings per cylinder, is an indicator of the permeability of the concrete mix.

(e) When precast three-sided culverts, box culverts, endwalls, inlets, manholes or junction boxes require a Class III concrete, the minimum cementitious materials is 470 lb/yd³. Do not apply the air content range and the maximum target slump shall be 6 inches, except as allowed in (b).

SUBARTICLE 346-3.2 (Page 322) the second paragraph is deleted and the following substituted:

Test each load of concrete for slump to ensure the concrete is within the limits of 346-6.4. Ensure that the slump loss is gradual as evidenced by slump loss tests described below. The concrete elapsed time is the sum of the mixing and transit time, the placement time, the time required for removal of any temporary casing that causes or could cause the concrete to flow into the space previously occupied by the temporary casing and bolt/embedment installation.

SUBARTICLE 346-3.2.1 (Page 322) is deleted and the following substituted:

346-3.2.1 Slump Loss Test Requirements: Provide slump loss tests before drilled shaft concrete operations begin, demonstrating that the drilled shaft concrete maintains a slump of at least 5 inches throughout the concrete elapsed time. Inform the Engineer at least 48 hours before performing such tests. Perform slump loss testing of the drilled shaft mix using personnel meeting the requirements of Section 105. The Engineer may require a new slump loss test in the event that the temperature changes more than plus or minus 15°F, the environmental conditions change or the volume increases.

Perform the following procedures for slump loss tests:

(1) Begin all elapsed times when water is initially introduced into the mixer.

(2) The slump loss test is performed at a temperature consistent with the highest ambient and concrete temperatures expected during actual concrete placement. This test may be used for lower temperature placements without any admixture adjustments.

(3) Ensure that the mix is at least 3 cubic yards and is mixed in a truck mixer.

(4) After initial mixing, determine the slump, ambient and concrete temperatures and air content. Ensure that the concrete properties are within the required limits as specified in 346-3.1, Table 2.

(5) Verify the water to cementitious materials ratio and other delivery ticket data meet design mix requirements.

(6) Mix the concrete intermittently for 30 seconds every 5 minutes, at a speed greater than or equal to the midrange of the manufacturer's recommended mixing speed. When concrete is not being mixed, agitate the mixer at the midrange of the manufacturer's recommended agitating speed.

(7) Determine slump, ambient and concrete temperatures at 30 minute intervals until the slump is 5 inches or less. Remix the mix for one minute at the mixing speed of the mixer before these tests are run.

(8) Ensure that the concrete maintains a slump of at least 5 inches for the anticipated elapsed time.

(9) Cast cylinders to determine when 500 psi compressive strength is obtained for the purpose of transporting field samples to the laboratory.

(10) Obtain the Engineer's approval of slump loss test results in terms of elapsed time before concrete placements.

SUBARTICLE 346-4.2.2 (Page 326) is deleted and the following substituted:

346-4.2.2 Certification: If any chloride test data exceeds the limits in Table 4, identify the exception on the Construction Compliance with Specifications and Plans form.

SUBARTICLE 346-6.1 (Page 328) is deleted and the following substituted:

346-6.1 General: Develop a Quality Control Plan (QCP) as specified in Section 105. Meet the requirements of the approved QCP and Contract Documents. Ensure the QCP includes the necessary requirements to control the quality of the concrete.

Perform QC activities to ensure materials, methods, techniques, personnel, procedures and processes utilized during production meet the specified requirements. For precast/prestressed operations, ensure that the QC testing is performed by the producer.

Accept the responsibility for QC inspections on all phases of work. Ensure all materials and workmanship incorporated into the project meet the requirements of the Contract Documents.

When concrete plastic properties (slump, air content and temperature) could be significantly affected by handling between the point of delivery and the point of final placement, including the use of pumps, conveyor belts, troughs, chutes, barge transport or other means, include provisions in the QCP to sample the plastic concrete for all testing at the point of final placement.

Ensure the QCP includes any anticipated requirements for adjusting the concrete at the placement site. Include the testing procedures that will be implemented to control the quality of the concrete and ensure that concrete placed is within the tolerance range. Also, include provisions for the addition of water to concrete delivered to the placement site at designated level areas, to ensure the allowable amount of water stated on the concrete delivery ticket or the maximum water to cementitious materials ratio on the approved design mix are not exceeded. Ensure the anticipated ranges of jobsite water additions are described and the proposed methods of measuring water for concrete adjustments are included.

Failure to meet the requirements of this Specification or the QCP will automatically void the concrete portion of the QCP. To obtain QCP re-approval, implement corrective actions as approved by the Engineer. The Engineer may allow the Contractor to continue any ongoing concrete placement but the Engineer will not accept concrete for any new placement until the QCP re-approval is given by the Engineer.

SUBARTICLE 346-6.3(Page 329) is deleted and the following substituted:

346-6.3 Delivery Certification: Ensure that an electronic delivery ticket is furnished with each batch of concrete before unloading at the placement site. The delivery ticket may be proprietary software or in the form of an electronic spreadsheet, but shall be printed. Ensure that the materials and quantities incorporated into the batch of concrete are printed on the delivery ticket. Include the following information on the Delivery Ticket:

- (1) Arrival time at jobsite,
- (2) Time that concrete mix has been completely placed,
- (3) Number of revolutions upon arrival at the jobsite,
- (4) Total gallons of water added at the jobsite,
- (5) Additional mixing revolutions when water is added,
- (6) Total number of revolutions at mixing and agitating speed.

Items 3 through 6 do not apply to non-agitating concrete transporting vehicles.

Ensure the batcher responsible for production of the batch of concrete signs the delivery ticket, certifying the batch of concrete was produced in accordance with the Contract Documents.

Verify that the chloride test results on the delivery ticket meet the requirements of Table 4.

Sign the delivery ticket certifying that the design mix maximum specified water to cementitious materials ratio was not exceeded due to any jobsite adjustments to the batch of concrete, and that the batch of concrete was delivered and placed in accordance with the Contract Documents.

SUBARTICLE 346-6.4 (Pages 329 – 330) is deleted and the following substituted:

346-6.4 Plastic Property Tolerances: Do not place concrete with a slump more than plus or minus 1.5 inches from the target slump value specified in Table 2.

Reject concrete with slump or air content that does not fall within the specified tolerances and immediately notify the concrete production facility that an adjustment of the concrete mixture is required so that it will fall within specified tolerances. If a load does not fall within the tolerances, test each subsequent load and the first adjusted load. If failing concrete is not rejected or adjustments are not implemented, the Engineer may reject the concrete and terminate further production until the corrections are implemented.

Do not allow concrete to remain in a transporting vehicle to reduce slump. Water may be added only upon arrival of the concrete to the jobsite and not thereafter.

SUBARTICLE 346-7.4 (Page 330) is deleted and the following substituted:

346-7.4 Concreting in Cold Weather: Do not mix concrete when the air temperature is below 45°F and falling. Mix and place concrete when the air temperature in the shade, and away from artificial heat, is 40°F and rising. Protect the fresh concrete from freezing until the concrete reaches a minimum compressive strength of 1,500 psi unless the concrete is to be heat cured. The requirements of concreting in cold weather are not applicable to precast concrete placement operations occurring in a temperature controlled environment.

SUBARTICLE 346-7.6 (Page 331) is deleted and the following substituted:

346-7.6 Transit Time: Ensure compliance with the following maximum allowable time between the initial introduction of water into the mix and depositing the concrete in place:

TABLE 6	
Non-Agitator Trucks	Agitator Trucks
45 minutes	60 minutes
75 minutes*	90 minutes*

*When a water-reducing and retarding admixture (Type D, Type G or Type II) is used.

SUBARTICLE 346-7.7 (Page 331) is deleted and the following substituted:

346-7.7 Adding Water to Concrete at the Placement Site: Perform an initial slump test before the addition of water at the jobsite. If the slump, as delivered, is outside the tolerance range, reject the load. If the slump is within the tolerance range, that load may be adjusted by adding water provided the addition of water does not exceed the water to cementitious materials ratio as defined by the mix design. After adjusting the slump, perform a slump test to confirm the concrete is within the slump tolerance range. Perform a slump test on the next load to ensure the concrete is within the slump tolerance range. Do not place concrete represented by slump test results outside of the tolerance range.

ARTICLE 346-8 (Page 331) is deleted and the following substituted:

346-8 Plastic Concrete Sampling and Testing.

QC tests include air content, temperature, slump, and preparing compressive strength cylinders for testing at later dates. In addition, calculate the water to cementitious materials ratio in accordance with FM 5-501 for compliance to the approved mix design.

Ensure that each truck has a valid mixer identification card issued by the Department, the revolution counter on the mixer is working properly, and calibration of the water dispenser has been performed within the last twelve months and verify batch weights within required limits of the mix design. Reject any concrete batches that are delivered in trucks that do not have mixer identification cards. The Contractor may remove the mixer identification cards when a truck mixer is discovered to be in noncompliance. When the mixer identification card is removed for

noncompliance, forward the card to the District Materials Engineer in the District where the plant is located.

Perform plastic concrete tests on the initial delivery of each concrete design mix each day. Ensure QC technicians meeting the requirements of Section 105 are present and performing tests throughout the placement operation. Ensure one technician is present and performing tests throughout the placement operation at each placement site. If a placement site has multiple concrete trucks, identify the number of technicians in the Quality Control Plan. If a placement site has multiple trucks placing concrete, then have at least two technicians present at that site. Ensure that the equipment used for delivery, placement and finishing meets the requirements of this Specification. Do not proceed with the placement operation until QC tests confirm that the delivered concrete complies with the plastic properties specified. When a truck designated for QC testing arrives at the site of discharge, subsequent trucks may not discharge until QC testing results are known. Reject non-complying loads at the jobsite. Ensure that corrections are made on subsequent loads.

Furnish sufficient concrete of each design mix as required by the Engineer for verification testing. When the Engineer's verification test results do not compare with the QC plastic properties test results, within the limits defined by the Independent Assurance (IA) checklist comparison criteria, located in Materials Manual Chapter 5, disposition of the concrete will be at the option of the Contractor.

On concrete placements consisting of only one load of concrete, perform initial sampling and testing in accordance with this Section. The acceptance sample and plastic properties tests may be taken from the initial portion of the load. If any of the QC plastic properties tests fail, reject the remainder of that load, terminate the LOT and notify the Engineer. Make cylinders representing that LOT from the same sample of concrete.

Following termination of a LOT, obtain samples from a new load, and perform plastic properties tests until such time as the water to cementitious materials ratio, air content, temperature and slump comply with the Specification requirements. Initiate a new LOT once the testing indicates compliance with Specification requirements.

Suspend production when three LOTs, or when any five LOTs in two days of production of the same design mix are outside the specified tolerances. Make the necessary revisions to concrete operations and increase the frequency of QC testing in the QCP to bring the concrete within allowable tolerances. Obtain the Engineer's approval of the revisions before resuming production. After production resumes, obtain the Engineer's approval before returning to the normal frequency of QC testing.

If concrete placement stops for more than 90 minutes, perform initial plastic properties testing on the next batch and continue the LOT. Cylinders cast for that LOT will represent the entire LOT.

When the Department performs Independent Verification, the Contractor may perform the same tests on the concrete at the same time. The Department will compare results based on the Independent Assurance Checklist tolerances.

When the Department's Independent Verification test results do not meet the requirements of this Section, the Engineer may require the Contractor to revise the QCP.

SUBARTICLE 346-9.1 (Pages 333 – 334) is deleted and the following substituted:

346-9.1 General: Perform plastic properties tests in accordance with 346-8 and cast a set of three QC cylinders (either 4 inch by 8 inch or 6 inch by 12 inch cylinders are acceptable), for all structural concrete incorporated into the project. Take these acceptance samples randomly as determined by a random number generator (acceptable to the Department). The Department will independently perform verification plastic properties tests and cast a set of verification cylinders. The verification cylinders will be the same size cylinder selected by the Contractor, from a separate sample from the same load of concrete as the Contractor’s QC sample.

The Department may perform inspections in lieu of plastic properties tests of the precast plants producing Class I and II concrete.

For each set of QC cylinders verified by the Department, cast one additional cylinder from the same sample, and identify it as the QC “hold” cylinder. The Department will also cast one additional “hold” cylinder from each Verification sample. Provide curing facilities that have the capacity to store all QC, Verification, “hold” and Independent Verification cylinders simultaneously for the initial curing. All cylinders will be clearly identified as outlined in the Sample/Lot Numbering System instructions located on the State Materials Office website. Deliver the QC samples, including the QC “hold” cylinder to the final curing facility in accordance with ASTM C 31. At this same time, the Department will deliver the Verification samples, including the Verification “hold” cylinder, to their final curing facility.

Test the QC laboratory cured samples for compressive strength at the age of 28 days, or any other specified age, in a laboratory meeting and maintaining at all times the qualification requirements listed in Section 105.

The QC testing laboratory will input the compressive strength test results into the Department’s sample tracking database within 24 hours. When the QC testing laboratory cannot input the compressive strength test results into the Department’s sample tracking database within 24 hours, the QC testing laboratory will notify the Verification testing laboratory within 24 hours of testing the cylinder and provide the Verification testing laboratory the compressive strength test results. Ensure the compressive strength results are input into the Department’s sample tracking database within 72 hours of determining the compressive strength of the cylinders.

The Department will average the QC compressive strength test data, average the Verification compressive strength test data, and compare the averages. In the event that one set of compressive strength data for a set of cylinders falls outside the range of the other set of cylinders, use the lower Range of Average Compressive Strength to determine the comparison criteria. Based on this comparison, the Department will determine if the Comparison Criteria as shown in Table 7 has been met. When the difference between QC and Verification are less than or equal to the Comparison Criteria, the QC data is verified. When the difference between QC and Verification data exceeds the Comparison Criteria, the Engineer will initiate the resolution procedure.

Table 7	
Range of Average Compressive Strength	Comparison Criteria
Less than 3500 psi	420 psi
3,501 – 4,500 psi	590 psi
4,501 – 6,500 psi	910 psi

6,501 – 8,500 psi	1,275 psi
Greater than 8,500 psi	1,360 psi

SUBARTICLE 346-9.2 (Pages 334 – 335) is deleted and the following substituted:

346-9.2 Sampling Frequency:

As a minimum, sample and test concrete of each design mix for water to cementitious materials ratio, air content, temperature, slump and compressive strength once per LOT as defined by Table 8. When more than one concrete production facility is used for the same mix design, describe the method of sampling, testing and LOT numbering in the QC Plan. The Engineer will randomly verify one of every four consecutive LOTs of each design mix based on a random number generator. The Department may perform Independent Verification testing to verify compliance with specification requirements. All QC activities, calculations, and inspections will be randomly confirmed by the Department.

TABLE 8	
Class Concrete	Maximum LOT Size
I	one day's production
I (Pavement)	250 lane ft, or one day's production, whichever is less
II, II (Bridge Deck), III, IV, V (Special), V, VI	50 yd ³ , or one day's production, whichever is less
IV (Drilled Shaft)	50 yd ³ , or two hours between placements, whichever is less
III (Seal)	Each Seal placement

346-9.2.1 Reduced Frequency for Acceptance Tests: When ten consecutive strength test results from the same mix design for a Class IV or higher class of concrete are produced at the same concrete production facility, on a given Contract have all been verified and have attained an average strength greater than two standard deviations above the specified minimum, then the LOT may represent a maximum production quantity of 100 yd³. When five consecutive strength test results from the same mix design for a Class III or lower class of concrete is produced at the same concrete production facility on a given Contract have all been verified and have attained an average strength greater than two standard deviations above the specified minimum, the LOT may represent a maximum production quantity of 100 yd³.

The average of the consecutive compressive strength test results, based on the class of concrete, can be established using historical data from a previous Department project. The data must also represent the same prime/subcontractor. The tests from the previous Department project must be within the last 60 calendar days or may also be established by a succession of samples on the current project. Only one sample can be taken from each LOT. Test data must be from a laboratory meeting the requirements of Section 105.

If at any time a strength test is not verified and/or the average strength of the previous ten or five consecutive samples based on the class of concrete described above,

from the same mix design and the same production facility is less than the specified minimum plus two standard deviations, the maximum production quantity represented by the LOT will return to 50 yd³. In order to reinitiate reduced frequency, a new set of strength test results will be required.

SUBARTICLE 346-9.4 (Pages 335 – 336) is deleted and the following substituted:

346-9.4 Acceptance of Concrete:

Accept or reject concrete on the basis of plastic property results in accordance with 346-6.4.

Ensure that the hardened concrete strength test results are obtained in accordance with 346-9.3. Do not discard a cylinder strength test result based on low strength (strength below the specified minimum strength as per the provisions of this Section).

When one of the three QC cylinders from a LOT is lost, damaged or destroyed, determination of compressive strength will be made by averaging the remaining two cylinders. If more than one QC cylinder from a LOT is lost, damaged or destroyed, the Contractor will core the structure at no additional expense to the Department to determine the compressive strength. Acceptance of LOT may be based on verification data at the discretion of the Engineer. Obtain the approval of the Engineer to core, and of the core location prior to coring.

For each QC cylinder that is lost, damaged or destroyed, payment for that LOT will be reduced by \$750.00 per 1,000 psi of the specified design strength [Example: loss of two Class IV (Drill Shaft) QC cylinders that has no verification data will require the element to be cored and a penalty will be assessed $(4,000 \text{ psi} / 1,000 \text{ psi}) \times \$750 \times 2 = \$6,000$. This reduction will be in addition to any pay adjustment for low strength.

When QC compressive strength test results are not verified, the resolution procedure will be used to accept or reject the concrete. Maintain the “hold” cylinders until the verification of the compressive strength test results.

When QC test results are verified, the Engineer will accept the concrete based on QC test results. The Engineer will accept at full pay only LOTs of concrete represented by plastic property results which meet the requirements of the approved mix design and strength test results which equal or exceed the respective specified minimum strength.

SUBARTICLE 346-9.6 (Page 337) is deleted and the following substituted:

346-9.6 Small Quantities of Concrete: When a project has a total plan quantity of less than 50 yd³, that concrete will be accepted based on the satisfactory compressive strength of the QC cylinders. Provide certification to the Engineer that the concrete was batched and placed in accordance with the Contract Documents. Submit a quality control plan for the concrete placement operation in accordance with Section 105. In addition, the Engineer may conduct Independent Verification (IV) testing as identified in 346-9. Evaluate the concrete in accordance with 346-10 at the discretion of the Engineer.

SUBARTICLE 346-10.1 (Page 337) is deleted and the following substituted:

346-10.1 General: When a concrete acceptance strength test result falls more than 500 psi below the specified minimum strength, and the Department determines that an investigation is necessary, make an investigation into the structural adequacy of the LOT of concrete represented by that acceptance strength test result at no additional expense to the Department. The Engineer may also require the Contractor to perform additional strength testing as necessary to determine structural adequacy of the concrete.

Furnish either a structural analysis performed by the Specialty Engineer to establish strength adequacy or drilled core samples as specified in 346-10.3 to determine the in-place strength of the LOT of concrete in question at no additional expense to the Department. Obtain the Engineer's approval before taking any core samples. When the concrete is deemed to have low strength, obtain and test the cores and report the data to the Engineer within 14 days of the 28 day compressive strength tests. Core strength test results obtained from the structure will be accepted by both the Contractor and the Department as the in-place strength of the LOT of concrete in question. The core strength test results will be final and used in lieu of the cylinder strength test results for determination of structural adequacy and any pay adjustment. The Department will calculate the strength value to be the average of the compressive strengths of the three individual cores. This will be accepted as the actual measured value.

SUBARTICLE 346-10.2 (Pages 337 – 338) is deleted and the following substituted.

346-10.2 Determination of Structural Adequacy: If core strength test results are less than 500 psi below the specified minimum strength, consider the concrete represented by the cores structurally adequate. If the core strength test results are more than 500 psi below the specified minimum strength, the Department will consider the concrete represented by the cores structurally questionable. Submit a structural analysis performed by the Specialty Engineer. If the results of the structural analysis indicate adequate strength to serve its intended purpose with adequate durability, and is approved by the Department, the Contractor may leave the concrete in place subject to the requirements of 346-11, otherwise, remove and replace the LOT of concrete in question at no additional expense to the Department.

SUBARTICLE 346-11.2 (Page 338) is deleted and the following substituted.

346-11.2 Basis for Pay Adjustments: When an acceptance strength test result falls more than 500 psi below the specified minimum strength, core samples may be obtained in accordance with ASTM C 42 from the respective LOT of concrete represented by the low acceptance strength test result for determining pay adjustments. Price adjustment will be applied to the certified invoice price the Contractor paid for the concrete or the precast product.

SECTION 346 (Pages 317 – 340) is expanded by the following new Article:

346-12 Pay Reduction for Plastic Properties

If concrete is placed even when the result of plastic properties testing requires its rejection, the payment for concrete represented by the plastic property tests will be reduced by twice the invoice price per cubic yard for all concrete in the load that is placed. If the Engineer authorizes placement of the concrete, there will be no pay reduction.

350 CEMENT CONCRETE PAVEMENT.
(REV 6-8-10) (FA 7-12-10) (1-11)

ARTICLE 350-1 (Pages 343 – 344) is deleted and the following substituted:

350-1 Description.

Construct Portland cement concrete pavement in one course, on a prepared subgrade. Use either the fixed-form or the slip-form method of construction. When reinforced cement concrete pavement is specified or required, use concrete reinforced with steel bars or steel fabric, in accordance with details shown in the plans. The Engineer may require a demonstration of equipment and paving operations.

If any uncontrolled cracks appear during the life of the Contract, remove and replace the cracked concrete at no expense to the Department. Investigate and implement immediate effective solutions to eliminate further cracks, in consultation with, and subject to the approval of the Engineer.

Furnish the following information in the Quality Control Plan (QCP) as required in Section 105:

1. A detailed sequence and schedule of concrete placement operations including, but not limited to, width of pavement to be placed, proposed equipment, production rates, working hours, concrete hauling, and placement, curing, sawing, and sealing methods. Identify backup equipment and the procedures that will be followed in the case of a breakdown of equipment.
2. A method to ensure the proper placement of reinforcing steel, tie bars and dowel bars.
3. A traffic control plan that includes provisions for the placement and maintenance of barriers required to protect the pavement from traffic, for a minimum of 14 days after concrete placement.
4. Defined provisions for adequate lighting for all work done at night, including finishing, curing, and sawing joints.
5. A method for ensuring pavement thickness is met and a consolidation procedure is identified.
6. If forms are to be utilized define the material, dimensions, type, connections, and staking of the forms.
7. Define the procedure for the protection of the fresh concrete pavement from inclement weather.

SUBARTICLE 350-3.3 (Page 345) is deleted and the following substituted:

350-3.3 Vibratory Units: Consolidate the concrete for the full width of the strip being placed with either surface pan type or internal type vibrators. Use a vibration method with sufficient intensity and duration to ensure complete consolidation of the concrete without causing segregation of the materials.

For the surface vibrators, use a frequency of not less than 3,500 impulses per minute. For internal type vibrators, use a frequency of not less than 5,000 impulses per minute for tube vibrators and not less than 7,000 impulses per minute for spud vibrators. When using spud-type internal vibrators adjacent to forms, either hand-operated or attached to spreaders or finishing machines, use a frequency of not less than 3,500 impulses per minute. Measure and record the frequency of internal vibrators in plastic concrete and submit data to the Engineer. Mount spud vibrators such that the free tip trails, and space spud vibrators at a maximum interval of 30 inches.

Provide an amplitude of vibration with spud vibrators that is sufficient for the vibration to be perceptible on the surface of the concrete along the entire width of the strip being placed. Measure and record the actual frequency of vibrations and submit data to the Engineer. Control all vibration by the forward movement of the spreader or finishing machine so that vibration automatically ceases when stopping the forward movement of the spreader.

SUBARTICLE 350-5.4 (Page 347) is deleted and the following substituted:

350-5.4 Cleaning Forms: Thoroughly clean the forms after each use and before placing concrete against them. Apply a release agent in accordance with the manufacturer's recommendations.

ARTICLE 350-6 (Page 347) is deleted and the following substituted:

350-6 Protection from Weather.

Meet the requirements of 400-7.1 when placing concrete. When rain appears imminent, stop all paving operations, and cover the surface of the unhardened concrete with the protective covering.

SUBARTICLE 350-7.2 (Page 347) is deleted and the following substituted:

350-7.2 Fabric: Place welded wire reinforcement at right angles to the centerline of the pavement and accurately to the position and location shown in the plans. Lap adjacent sheets of welded wire reinforcement not less than 6 inches. Make the laps only in the longitudinal members.

SUBARTICLE 350-9.1 (Pages 348 and 349) is deleted and the following substituted:

350-9.1 General Requirements: Immediately after placing the concrete, strike-off, consolidate, and finish it to produce a finished pavement in accordance with the cross-section, width, and surface finish required by the Contract Documents. Perform the sequence of operations as follows: strike-off; vibratory consolidation; screeding; floating; removal of laitance; straightedging; and final surface finish. Except as specified, perform strike-off, consolidation, screeding, and floating by the machine method.

Use equipment that is fully and accurately adjustable to produce a pavement meeting project requirements. Use equipment that is capable of operating in a consistent and smooth manner under all conditions of use.

As soon as possible after screeding while the concrete is plastic, correct all flaws such as cavities, blemishes, marks, or scratches that will not be removed by planing. .

Provide a concrete surface true to grade, cross slope and superelevation, and free of irregularities. If the Engineer permits adding water to assist the finishing operations, apply water as a fog spray by means of approved spray equipment.

SUBARTICLE 350-18 (Pages 357 - 358) is deleted and the following substituted:

350-18 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including any preparation of the subgrade not included in the work to be paid for under another Contract item; all transverse and longitudinal joint construction, including tie-bars and dowel bars; the furnishing of test specimens; repair of core holes; and all incidentals necessary to complete the work.

Payment will be made under:

- | | |
|-------------------|--------------------------------------------------------|
| Item No. 350- 1- | Plain Cement Concrete Pavement - per square yard. |
| Item No. 350- 2- | Reinforced Cement Concrete Pavement - per square yard. |
| Item No. 350- 72- | Cleaning and Resealing Joints - per foot. |
| Item No. 350- 78- | Cleaning and Sealing Random Cracks - per foot. |

**355 VALUE ADDED PORTLAND CEMENT CONCRETE PAVEMENT.
REV (2-12-10) (FA 2-17-10) (7-10)**

SECTION 355-1 (Page 368) is deleted and the following substituted:

355-1 Description.

Construct Value Added Portland Cement Concrete Pavement (Concrete Pavement), subject to a five year warranty period after final acceptance of the Contract in accordance with 5-11. This Section applies only to new pavements, including added lanes.

Furnish a copy of each mix design to the Engineer at least 14 days prior to any paving work.

Perform all the associated work specified in this Section including continued responsibility for performing all remedial work associated with pavement distresses exceeding

threshold values determined in accordance with this Section and as to which notice was provided to the Contractor.

The work specified in this Section will not be paid for directly, but will be considered as incidental to other Contract items.

SECTION 355-4 (Pages 368 - 370) is deleted and the following substituted:

355-4 Pavement Evaluation and Remedial Work.

355-4.1 General: The Department’s Pavement Condition Survey Program along with observations by the Engineer will be used as the basis for determining the extent and the magnitude of the pavement distresses occurring on the project. In the event the level of distress exceeds any of the threshold values defined below, remedial work as described in 355-5 by the Contractor will be required.

The Department will monitor the pavement for distresses and may require remedial action at any time. The Department may conduct a Pavement Condition Survey of the value added pavement following the final acceptance of the project, and at intermediate times throughout the warranty period with findings provided when considered by the Department to be the obligation of the Contractor.

The final survey, if determined by the Engineer to be necessary, will be conducted before the end of the warranty period with results provided to the Contractor for those conditions exceeding contract threshold values requiring remedial action that the Department believes to be an obligation of the Contractor. The Department will be responsible for all costs associated with the surveys.

If the survey findings, intermediate or final, are to be disputed by the Contractor, written notification must be provided to the Engineer within 30 calendar days of the date of receipt of the information from the Department.

During the warranty period, the Contractor may monitor the pavement using nondestructive methods and may participate with the Department in the Pavement Condition Surveys upon request. Do not conduct any coring, milling or other destructive methods without prior approval by the Engineer.

355-4.2 Distress Indicators: The Department will use Ride, Spalling and Cracking, as distress indicators in accordance with the Rigid Pavement Condition Survey Handbook to evaluate the Concrete Pavement. Ride Number (RN) will be established by Laser Profiler in accordance with FM 5-549. For ride evaluation purposes, the project will be subdivided into lots of 0.1 mile per lane and partial lots which are segments that are less than 0.1 mile. For the purposes of threshold values and remedial work, partial lots and lots will be treated as lots.

355-4.3 Threshold Values and Remedial Work: Threshold values and associated remedial work for the Concrete Pavement are specified in Table 355-1.

TABLE 355-1 Concrete Pavement Threshold Values and Remedial Work		
Type of Distress	Threshold Values	Remedial Work
Ride	Ride Number < 3. 50	Grind all deficient lots and partial lots in accordance with Section 352.

TABLE 355-1 Concrete Pavement Threshold Values and Remedial Work		
Type of Distress	Threshold Values	Remedial Work
Spalling in the wheel path	Four areas in any Lane Mile exceeding 1 inch in width and exceeding 6 inches in length OR any single area exceeding 3 inches in width.	Full depth slab replacement for a minimum of 6 feet in length and the full width of the slab in accordance with Section 353.
Spalling outside the wheel path	Four areas in any Lane Mile exceeding 1 1/2 inches in width and 12 inches in length OR any single area exceeding 3 inches in width and 12 inches in length.	Full depth slab replacement for a minimum of 6 feet in length and the full width of the slab in accordance with Section 353.
Cracking	Four Cracks in any Lane Mile with width exceeding 1/8 inch OR any Crack exceeding 3/16 inch.	Full depth slab replacement for a minimum of 6 feet in length and the full width of the slab in accordance with Section 353.
Shattered Slab	Cracking patterns that divide the slab into three or more segments	Full slab replacement in accordance with Section 353.

SECTION 355-5 (Pages 370 and 371) is deleted and the following substituted:

355-5 Remedial Work.

Perform all necessary remedial work described in this Section at no cost to the Department. Should an impasse develop in any regard as to the need for remedial work or the extent required, the Statewide Disputes Review Board will render a final decision by majority vote.

Remedial work will not be required if any one of the following conditions is found to apply:

a. Determination that the pavement thickness design as provided by the Department is deficient. The Department will make available a copy of the original pavement thickness design package and design traffic report to the Contractor upon request. The Contractor will be responsible for performing all remedial work associated with the pavement distress if the pavement design is provided by the Contractor.

b. Determination that the Accumulated ESALs (Number of 18 Kip Equivalent Single Axle Loads in the design lane) have increased by 25% or more than the Accumulated ESALs used by the Department for design purposes for the warranty period for the pavement design life. In calculating ESALs, the Average Annual Daily Traffic (AADT) will be obtained from the Department's traffic count data and the T24 (Percent Heavy Trucks during a 24 hour period) will be obtained from the Department's traffic classification survey data.

c. Determination that the deficiency was due to the failure of the existing underlying layers that were not part of the Contract work.

d. Determination that the deficiency was the responsibility of a third party or its actions, unless the third party was performing work included in the Contract.

If a measured distress value indicates remedial action is required per Table 355-1, begin remedial work within 45 calendar days of notification by the Department or a ruling of the Statewide Disputes Review Board. The Statewide Disputes Review Board will determine the allowable duration for the completion of the remedial work, but not to exceed 6 months.

If remedial action is necessary and forensic information is required, it is the responsibility of the Contractor to determine the source of the distress. The Contractor will not be responsible for damages to the pavement as a result of any forensic activities conducted at the discretion of the Engineer.

As applicable to distress criteria for ride, when two lots requiring remedial action or a partial lot and a lot are not separated by three or more lots not requiring remedial action, the remedial work shall be required for the total length of all such contiguous lots and partial lots, including the intermediate lots not requiring remedial action.

The Contractor has the first option to perform all remedial work, as determined by the Department. If, in the opinion of the Engineer, the problem poses an immediate danger to the traveling public and the Contractor cannot provide temporary mitigation for the defect within 4 hours of written notification and restore the pavement to its original design condition within 72 hours of written notification, the Engineer has the authority to have the remedial work performed by other forces. Temporary mitigation includes the use of traffic control systems such as barricades, drums, or other approved devices to secure the area including lane closures if necessary, and constructing temporary repairs making it safe for the roadway user until the defect can be restored to its original design condition. The Contractor is responsible for all incurred costs of the work performed by other forces should the problem (remedial work) be determined to be the responsibility of the Contractor. Remedial work performed by other forces does not alter any of the requirements, responsibilities or obligations of the Contractor.

Complete all remedial work to the satisfaction of the Engineer. Any disputes regarding the adequacy of the remedial work will be resolved by the Statewide Disputes Review Board. Approval of remedial work does not relieve the Contractor from continuing responsibility under the provisions of this Specification.

Notify the Engineer in writing prior to beginning any remedial work. Meet the requirements of the Department's Standard Specifications for Road and Bridge Construction and implemented modifications hereto when performing any remedial work. Perform all signing and traffic control in accordance with the Department's Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System. Provide Maintenance of Traffic during remedial work at no additional cost to the Department. Lane closure restrictions listed in the original Contract will apply to remedial work. Written request(s) to obtain permission for lane closure(s) for either forensic investigation or remedial work must be made to the Engineer 48 hours in advance of any lane closures. Do not perform any lane closures until written permission is given by the Engineer.

If remedial work necessitates a corrective action to the pavement markings, adjacent lane(s), or roadway shoulders, perform these corrective actions using similar products at no cost to the Department.

370 BRIDGE APPROACH EXPANSION JOINTS.
(REV 6-21-10) (FA 7-29-10) (1-11)

ARTICLE 370-2 (Page 371 – 372) is deleted and the following substituted:

370-2 Materials.

Bar Reinforcement: Use bar reinforcing steel meeting the requirements of 931-1.1.

Concrete: For the expansion joint subslab, use concrete meeting the requirements of Section 347.

Galvanized Sheet Metal: Use galvanized sheet metal meeting the requirements shown in the plans.

Seal: Use compression seals in accordance with Section 932 and Design Standards Index No. 306.

400 CONCRETE STRUCTURES
(REV 6-14-10) (FA 7-29-10) (1-11)

ARTICLE 400-1 (Page 373) is deleted and the following substituted:

400-1 Description.

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

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

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

Obtain incidental precast products from a plant that is currently on the list of Producers with Accepted Quality Control Programs. Producers seeking inclusion on the list shall meet the requirements of 105-3.

SUBARTICLE 400-5.7.1 (Pages 376 - 379) is deleted and the following substituted:

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

Apply polymer sheeting to stay-in-place metal forms in accordance with the requirements in the following table. Apply polymer sheeting to all faces and edges (including

sheared edges) of support angles used on bridges with Moderately and Extremely Aggressive Superstructure Environmental Classifications (as shown in the Plans). No polymer sheeting is required for beam attachment straps or clips partially embedded in concrete, and for support angles used on bridges with a Slightly Aggressive Superstructure Environmental Classification. Use polymer sheeting materials and application methods as described herein.

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

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

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

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

Protect structural steel components from damage by using a shield to guard against weld splatter, weld overrun, arc strikes, or other damaging effects of the welding process. Upon completion of welding, rest the metal form support flush on the supporting steel component. Should any weld spatter, weld overrun, arc strike, or other effects of the welding process be evident or occur to the structural steel component, immediately stop in-place welding of the metal form supports for the remainder of the work. In this event, weld all metal form supports off of the structure and erect the forms after prefabrication, or use an alternate approved method of attaching the form supports. Remove improper weldment, repair the supporting steel

component for any improper welding. Perform all required verification and testing at no expense to the Department and to the satisfaction of the Engineer.

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

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

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

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

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

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

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

SUBARTICLE 400-7.13.2 (page 389) is deleted and the following substituted:

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

SUBSECTION 400-11.3 (Page 394) is deleted.

SUBSECTION 400-11.4 (Page 394) is the deleted and the following substituted:

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

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

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

ARTICLE 400-14 (Page 394- 395) is deleted and the following substituted:

400-14 Removal of Forms.

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

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

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

Location of Concrete Placement	Minimum Time for Form Removal for any Strength Concrete*	Minimum (%) of 28-day Compressive Strength for Form Removal
(1) Deck slabs, top slabs of culverts and bottom of caps, forms under sidewalks, and safety curb overhangs extending more than 2 feet		
(a) Class II (Bridge Deck)	7 days**	75**
(b) Class II (Other than Bridge Deck)	7 days	75
(c) Class III	7 days	70
(d) Class IV	7 days	60
(e) Class V	7 days	50

Location of Concrete Placement	Minimum Time for Form Removal for any Strength Concrete*	Minimum (%) of 28-day Compressive Strength for Form Removal
(2) Walls, piers, columns, sides of beams and other vertical surfaces	24 hours***	50***
(3) Front face form of curbs	6 hours	70
* For mass concrete, remove forms in accordance with 346-3.3 ** Reference 400-16.4 ***Do not place additional load on the section until 70% of the specified 28-day concrete strength is attained. Also, refer to 400-7.4.		

When using the percent of required strength, cast test cylinders for each mix for compressive strength determination or develop a curing concrete strength versus time curve (S/T Curve) which can be used in lieu of multiple test cylinders to determine when percent of required strength has been met.

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

Cure such test cylinders as nearly as practical in the same manner as the concrete in the corresponding structural component, and test them in accordance with ASTM C 39 and ASTM C 31. Perform cylinder casting, curing, and testing at no expense to the Department and under the observation of the Engineer. When the S/T Curve indicates a compressive strength equal to or greater than the percentage of specified strength shown in the table above for form removal, the Contractor may remove the forms. When the ambient air temperature falls 15°F or more below the ambient air temperature that existed during development of a S/T Curve, use a S/T Curve that corresponds to the lower temperature and that is developed in accordance with this section.

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

SUBARTICLE 400-15.2.5.1 (page 397) is deleted and the following substituted:

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

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

SUBARTICLE 400-15.2.5.5 (pages 398 – 399) is deleted and the following substituted:

400-15.2.5.5 Smoothness Evaluation and Concrete Surface Planing, Long Bridges (including approach slabs): Prior to planing, provide a smoothness evaluation of the completed bridge deck and exposed concrete surfaces of approach slabs by a computerized Cox California-type profilograph in accordance with the criteria herein and FM 5-558E. Furnish this evaluation through an independent provider approved by the Engineer, using equipment calibrated by the Engineer. All bridge deck and concrete approach slab surfaces to within 2 feet of gutter lines are subject to this smoothness evaluation.

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

Average the Profile Index Value for the bridge deck, including the exposed concrete surfaces of the approach slabs, for the left and right wheel path of each lane. The maximum allowable Profile Index Value for acceptable smoothness is 10 inches per mile utilizing the 0.2 inch blanking band. Apply these criteria to a minimum of 100 feet of each lane. Additionally, correct individual bumps or depressions exceeding a cutoff height of 0.3 inch from a chord of 25 feet (see ASTM E-1274) on the profilograph trace. Ensure that the surface meets a 1/4 inch in 10 feet straightedge check made transversely across the deck and approach slabs if determined necessary by the Engineer. Provide additional profilograph testing as necessary following longitudinal planing and any other actions taken to improve smoothness, until a profile meeting the acceptance criteria is obtained.

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

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

SUBARTICLE 400-21.2 (page 407) is deleted and the following substituted:

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

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

SUBARTICLE 400-21.3 (page 407) is deleted and the following substituted:

400-21.3 Classification of Cracks: The Engineer will classify cracks as either nonstructural or structural and determine the cause. In general, nonstructural cracks are cracks 1/2 inch or less deep from the surface of the concrete; however, the Engineer may determine that a crack greater than 1/2 inch deep is nonstructural. In general, structural cracks are cracks that extend deeper than 1/2 inch. A crack that is fully or partially underwater at any time during its service life will be classified as a structural crack unless the Environment note on the General Notes sheet in the plans categorizes the substructure as slightly aggressive, in which case, the nonstructural crack criteria may apply as determined by the Engineer.

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

410 PRECAST CONCRETE BOX CULVERT.
(REV 6-8-10) (FA 7-29-10) (1-11)

SUBARTICLE 410-3.1 (Page 416) is deleted and the following substituted:

410-3.1 General: Meet the requirements of Section 346, except as modified herein:

Prepare, cure, and test the test cylinders in accordance with ASTM C-31 and ASTM C-39 test methods. Follow the alternative method of compaction, in accordance with ASTM C-497, if the consistency of concrete is too stiff for compaction by rodding or internal vibrations. Expose shipping strength test cylinders to the same curing conditions as the precast concrete box sections. Cure the 28-day strength test cylinders in accordance with Section 346.

Perform all concrete quality control testing and inspections in accordance with 346-9.2.

For training and other qualifications meet the requirements of Section 105. Test all QC samples for compressive strength in a laboratory meeting the requirements of Section 105.

SUBARTICLE 410-6.1 (Page 419) is deleted and the following substituted:

410-6.1 Casting: Cast precast elements in unyielding beds and forms. Ensure bearing surfaces in casting forms are level and straight, and vertical surfaces are plumb prior to casting. Ensure surfaces within the forms against which concrete will be cast, are clean and free from rust and hardened residual concrete. Provide full concrete cover clearance to all form wires and other miscellaneous pieces of metal, except as permitted by Section 415. Bend all tie wires away from the form surface to provide maximum concrete cover. Provide inserts and lifting devices in accordance with 450-9.2.1.

415 REINFORCING STEEL–BAR SUPPORTS.
(1-15-10) (FA 1-21-10) (7-10)

SUBARTICLE 415-5.13(Pages 438-439) is deleted and the following substituted

415-5.13 Bar Supports:

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

Ensure that no more than 5% of the reinforcing steel bar supports exhibit unsatisfactory performance, breakage, or permanent deformation during rebar tying and/or concrete placement operations. If a bar support does not achieve this level of performance, reduce the average spacing between bar supports by 15%, or remove that product from use on the job.

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

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

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

415-5.13.2 Metal Bar Supports: For metal bar supports in contact with steel stay-in-place forms and metal bar supports in contact with boundary surfaces of concrete to be cast, provide supports constructed with molded plastic legs or plastic protected steel legs. Do not allow any portion of the bar support other than the molded plastic leg or plastic protected portion of the steel leg to be closer than 1/2 inch from the boundary surface of concrete to be cast.

Certify that all metal bar supports meet the following requirements:

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

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

Provide plastic protection by a dipping operation, by adding premolded plastic tips to the legs of the support or by molding plastic to the top wire of the support. Ensure that the plastic material used for protection of steel legs does not chip, crack, deform, or peel under ordinary job conditions. Provide molded plastic legs that have sufficient strength to carry the weight of the supported reinforcing steel in its required position without deformation and relaxation under job conditions.

415-5.13.3 Plastic Bar Supports and Spacers: Use non-stackable bar supports and spacers comprised of either reinforced or non-reinforced virgin or recycled plastic. Bar supports shall be able to meet the concentrated load requirements of 415-5.13.1 within a working temperature range of 20 to 150°F. Spacers shall be able to withstand a 50 pound concentrated load applied as directed by the State Materials Office without bar slippage, permanent deformation or breakage within a working temperature range of 20 to 150°F with the deformation under a 50 pound load being less than 5% of the support height.

All plastic rebar supports shall have a maximum water absorption of 0.5% at 14 days, as per ASTM D 570.

Protect plastic rebar supports from exposure to sunlight until placed in the form. Mold plastic rebar supports in a configuration which does not restrict concrete flow and consolidation around and under the rebar support. Do not use continuous legs or rails on concrete surfaces.

Due to the wide range of applications and heights, ensure that the manufacturer additionally certifies all plastic bar supports for 2 inch, 3 inch, 4 inch and 4 1/2 inch heights.

Provide each individual bar support with an identification number unique to the particular model permanently marked on the surface as included in the Qualified Products List.

415-5.13.4 Plastic Bar Supports and Wheel Spacers for Drilled Shafts: Wheel spacers shall be able to withstand a 500 pound concentrated load applied as directed by the State Materials Office without bar slippage, permanent deformation or breakage at room temperature with the deformation under a 500 pound load being less than 5% of the support height. The perimeter surface of the wheel spacer shall be smooth.

Bottom bolsters shall be able to withstand a 1000 pound concentrated load without permanent deformation or breakage at room temperature with the deformation under a 1000 pound load being less than 5% of the support height.

All plastic rebar supports shall have a maximum water absorption of 0.5% at 14 days, as per ASTM D 570.

415-5.13.5 Qualified Products List: Use plastic bar supports and spacers listed on the Department's Qualified Products List. Manufacturers seeking evaluation of products for inclusion on the Qualified Products List must submit an application in accordance with 6-1 and include certified test reports from an independent laboratory showing that the plastic bar supports and spacers meet all the requirements specified herein. Plastic bar supports and spacers made of recycled plastic products must meet the additional requirements of Section 972.

443 FRENCH DRAINS.
(REV 6-4-10) (FA 8-17-10) (1-11)

SUBARTICLE 443-2.3 (Page 464) is deleted and the following substituted:

443-2.3 Select Fill: Use select fill meeting the requirements of either Section 911, 913, 913A or 915.

ARTICLE 443-5 (Page 464) is deleted and the following substituted:

443-5 Placing Coarse Aggregate and Backfilling.

After placing the pipe and without disturbing the pipe, carefully place the coarse aggregate around the pipe to a depth shown in the plans. Fold the filter fabric over the coarse aggregate. Backfill and compact as described below.

443-5.1 French Drains Under Pavement: Fill the area above the coarse aggregate with select fill material meeting the requirements of this Section. Place and compact the select fill according to the requirements for pipe as specified in Section 125. The Department will allow use of additional coarse aggregate over the top of the pipe instead of select fill material. In this case, the filter fabric shall be extended to wrap the additional coarse aggregate. The top of the coarse aggregate shall not be higher than the bottom of the base, unless shown in the plans. The Department will not pay additional costs associated with substituting coarse aggregate for select fill.

443-5.2 French Drains not Under Pavement: Fill and compact the area above the coarse aggregate according to the requirements for pipe in Section 125, unless specific procedures are described in the plans as specified in Section 125.

ARTICLE 443-6 (Page 464) is deleted and the following substituted:

443-6 Method of Measurement.

The quantity of French Drains to be paid for under this Section will be the length in feet, measured in place, completed and accepted as specified on Design Standards, Index No. 285 for French Drains.

ARTICLE 443-7 (Pages 464 – 465) is deleted and the following substituted:

443-7 Basis of Payment.

The quantities determined as provided above will be paid for at the Contract unit price per foot for French Drains. Such prices and payments will be full compensation for all the work specified in this Section and will include all materials and all excavation, and will also include sheeting or shoring, if required, the disposal of surplus material, pavement restoration,

backfilling and tamping, but will not include payment for items paid for elsewhere in the specifications.

Payment shall be made under:

Item No. 443- 70- French Drains - per foot.

**446 EDGEDRAIN (DRAINCRETE) – CONTROL OF QUALITY.
(REV 1-15-10) (2-19-10) (7-10)**

ARTICLE 446-3 (Pages 438 – 439) is deleted and the following substituted:

446-3 Control of Quality.

446-3.1 Concrete Design Mix: Submit the proposed design mix prior to production, on the “Concrete Mix Design” form, for the Engineer’s approval. Use only draincrete design mixes having prior approval of the Engineer. Do not change the design mix component materials except as per 446-3.2.

The Department will verify the proposed mix design and may witness the trial batching. Meet the unit weight requirements as determined in accordance with FM 5-530, and the drain rate in accordance with FM 5-570. Also, provide one of the following with the design mix submittal:

(1) Evidence from three sets of production data, either from Department acceptance tests or independently verifiable commercial mixes, that draincrete produced in accordance with the proposed design mix meets the requirements of this Section.

(2) Test data from a single trial batch of 0.10 yd³ minimum is required, which demonstrates that the draincrete produced using the proposed mix, designated ingredients, and designated water-cement ratio meets the requirements of this Section.

446-3.2 Batch Adjustment - Materials: Meet the theoretical yield requirements of the approved mix design. Inform the Engineer of any adjustments to the approved mix design. Note any batch adjustments and record the actual quantities incorporated into the mix, on the concrete “Delivery Ticket/Certification” form.

446-3.3 Delivery Certification: Furnish to the Engineer a complete “Delivery Ticket/Certification” form with each batch of draincrete prior to unloading at the site.

**450 PRECAST PRESTRESSED CONCRETE CONSTRUCTION.
(REV 7-26-10) (FA 7-29-10) (1-11)**

SUBARTICLE 450-9.2 (Page 482 – 483) is deleted and the following substituted:

450-9.2 Other Embedded Materials:

450-9.2.1 Inserts and Lifting Devices:

450-9.2.1.1 Placement: Locate inserts and lifting devices in accordance with the tolerances listed in 450-2.1.

450-9.2.1.2 Corrosion Protection: Provide corrosion protection for embedded metal lifting devices that would remain exposed after construction.

After lifting operations using recessed metal lifting devices are complete, backfill block-outs with a Type F epoxy compound meeting the requirements of Section 926 for a minimum distance of 2 inches beyond the perimeter of the metal device as measured parallel to the exposed concrete surface. If the block-out extends less than 2 inches beyond the perimeter of the metal device, extend the epoxy compound beyond the block-out along the concrete surface. If Type 304 or 316 stainless steel lifting devices are used, non-shrink grout meeting the requirements of Section 934 may be used to backfill the block-out within its limits.

After lifting operations using flush or protruding metal lifting devices are complete, cut the lifting devices back to a minimum depth of 1 inch below the concrete surface and patch with a Type F epoxy compound meeting the requirements of Section 926. For all square prestressed piling, concrete sheet piling and concrete poles, cut and patch lifting devices before transporting from the casting yard.

450-9.2.2 Placement of Bearing Assemblies: Set bearing assemblies designed to transmit reaction forces to the concrete in the position shown in the plans. Place bearing plate assemblies or shoes which are to be cast in a product within appropriate tolerances as provided in 450-2.1. Check the assemblies for position after stripping from the forms.

SUBARTICLE 450-10.3.2.3 (Page 484) is deleted and the following substituted:

450-10.3.2.3 All Beams 63 Inches or Deeper: Place concrete in a minimum of three horizontal layers. The thickness of the first layer will be such that the top of the concrete is slightly above the top of the bottom flange. The thickness of the second layer will be such that the top of the concrete is slightly above the bottom of the top flange. Fill the beam forms by the last layer.

SUBARTICLE 450-12.4 (Page 492) is deleted and the following substituted:

450-12.4 Bearing Areas: Consider the bearing area to extend from the end of the product to 3 inches beyond the edge of the bearing contact area for the full product width.

Do not allow the bearing plate or bearing area plane of precast prestressed concrete beam and slab units to deviate from a true plane by more than 1/8 inch when tested in all directions with a steel straightedge. In the event that a 100% true plane is not achieved, the Engineer will accept a surface having not less than 80% of its area in a true plane provided the deviations are evenly distributed. Remove minor convex projections by grinding with an abrasive stone. The Engineer will accept minor depressions, provided that they amount to not more than 20% of the bearing area, are evenly distributed over the entire bearing area, and are not deeper than 1/8 inch.

455 STRUCTURES FOUNDATIONS.
(REV 6-14-10) (FA 7-29-10) (1-11)

SUBARTICLE 455-7.5 (Page 544) is deleted and the following substituted:

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

Cut and patch the metal lifting devices in accordance with 450-9.2.1.

SUBARTICLE 455-16.4 (Pages 570 and 571) is deleted and the following substituted:

455-16.4 Cross-Hole Sonic Logging (CSL) Tubes: Install CSL access tubes full length in all drilled shafts from the tip of shaft to a point high enough above top of shaft to allow cross-hole-sonic-logging testing, but not less than 30 inches above the top of the drilled shaft, ground surface or water surface, whichever is higher. Equally space tubes around circumference of drilled shaft. Securely tie access tubes to the inside of the reinforcing cage and align tubes to be parallel to the vertical axis of the center of the cage. Access tubes must be NPS 1 1/2 Schedule 40 black iron or steel (not galvanized) pipe. Ensure that the CSL access tubes are free from loose rust, scale, dirt, paint, oil and other foreign material. Couple tubes as required with threaded couplers, such that inside of tube remains flush. Seal the bottom and top of the tubes with threaded caps. The tubes, joints and bottom caps shall be watertight. Seal the top of the tubes with lubricated, threaded caps sufficient to prevent the intrusion of foreign materials. Stiffen the cage sufficiently to prevent damage or misalignment of access tubes during the lifting and installation of the cage. Repair or replace any unserviceable tube prior to concreting. Exercise care in removing the caps from the top of the tubes after installation so as not to apply excess torque, hammering or other stress which could break the bond between the tubes and the concrete.

Provide the following number (rounded up to the next whole number of tubes) and configuration of cross-hole sonic logging access tubes in each drilled shaft based on the diameter of the shaft.

Shaft Diameter	Number of Tubes Required	Configuration around the inside of Circular Reinforcing Cage
36 to 48 inches	4	90 degrees apart
Greater than 48 inches	1 tube per foot of Shaft Diameter	360 degrees divided by the Number of Tubes

Insert simulated or mock probes in each cross-hole-sonic access tube prior to concreting to ensure the serviceability of the tube. Fill access tubes with clean potable water and recap prior to concreting. Repair or replace any leaking, misaligned or damaged tubes as in a manner acceptable to the Engineer prior to concreting.

For drilled shaft foundations requiring anchor bolts, verify CSL access tubes will not interfere with anchor bolt installation before excavating the shaft. When CSL access tube locations conflict with anchor bolt locations, move the CSL access tube location +/- two inches

along the inner circumference of the reinforcing cage. Notify the Engineer before excavating the shaft if the CSL access tube locations cannot be moved out of conflict with anchor bolt locations.

SUBARTICLE 455-17.6.1.1 (Page 573) is deleted and the following substituted:

455-17.6.1.1 Equipment: Furnish Cross-Hole-Sonic logging test equipment as follows:

1. Include ultrasonic transmitter and receiver probes for 1.5 inch I.D. pipe which produce measurements with consistent signal strength and arrival time in uniform, good quality concrete with all tube spacings on the project.
2. Include a microprocessor based data acquisition system for display, storage, and transfer of data. Graphically display first pulse Arrival Time (FAT) during data acquisition.
3. Electronically measure and record the relative position (depth) of the probes in the tubes with each CSL signal.
4. Print the CSL logs for report presentation.
5. Provide report quality plots of CSL measurements that identify each individual test.
6. Electronically store each CSL log in digital format, with shaft identification, date, time and test details, including the transmitter and receiver gain.

**460 STRUCTURAL STEEL AND MISCELLANEOUS METALS
(REV 5-18-10) (FA 6-1-10) (1-11)**

SUBARTICLE 460-7.6 (Page 624) is deleted and the following substituted:

460-7.6 Tightening of Anchor Bolt/Rod Nuts:

460-7.6.1 Fixed and Expansion Pot Bearing: Tighten anchor bolts or rod nuts to a 'snug tight' condition such that the different mating surfaces (such as the top of concrete, neoprene and steel) are in firm contact. The nut or bolt is to be tight enough to develop friction between surfaces to prevent sliding, but not over-tightened that bulging or damage occurs in any of the mating materials.

460-7.6.2 Fixed and Expansion Bearings with Elastomeric Bearing Pads: Draw down the lower nut such that a total gap of 1/2 inch exists between the nut and bearing plate. Tighten a second nut of the same specification to a snug tight condition against the lower nut maintaining the required gap.

502 SHEAR CONNECTORS.
(REV 2-22-10) (FA 4-15-10) (1-11)

ARTICLE 502-1 (Page 635) is deleted and the following substituted:

502-1 Description.

Furnish and install welded shear connectors on steel beams and girders at locations shown in the Contract Documents. Field weld shear connectors located on the top flange only after the deck forms are in place. Installation of shear connectors in the fabrication plant is not permitted.

523 PATTERNED/TEXTURED PAVEMENT.
(REV 6-1-10) (FA 7-29-10) (1-11)

ARTICLE 523-2 (Pages 655 – 656) is deleted and the following substituted:

523-2 Materials.

523-2.1 Qualified Products List (QPL): Use only patterned/textured pavement products listed on the QPL. Meet manufacturer's specifications for all pattern/texture templates, coating and coloring materials. Use only material that is delivered to the job site in sealed containers bearing the manufacturer's original labels.

Material coatings used to achieve the pattern/texture and/or color shall produce an adherent, weather resistant, skid resistant surface capable of resisting deformation to traffic. Surface marking materials must meet the requirements of this Specification and Section 971 with the following exceptions:

1. Color and reflectivity requirements do not apply. Surfaces shall not be made retroreflective.
2. Requirements for minimum set to bear traffic time, do not apply. Do not open to traffic until the coating material has sufficiently dried or cured and is ready to withstand traffic.
3. For thermoplastic materials, the requirements for alkyd based materials only in 971-5.1 and minimum binder content of 971-5.2, do not apply.
4. For thermoplastic materials, the indentation resistance requirements and minimum flashpoint requirements of 971-5.5, do not apply.

Manufacturers seeking approval of their product for inclusion on the QPL must submit an application in accordance with Section 6 along with the following documentation:

1. Manufacturer's specifications and procedures for materials and installation.
2. Manufacturer's Laboratory test data from an independent laboratory verifying the material meets the requirements of this Section.
3. Test data from an independent source verifying that the patterned/textured pavement installed in accordance with the manufacturer's specifications and procedures has been tested in accordance with either the ASTM E-274, Skid Resistance of Paved Surfaces using a standard ribbed full Scale Tire at a speed of 40 mph (FN40R), and has a minimum FN40R value of 35, or ASTM E-1911, Measuring Paved Surface Frictional Properties

Using the Dynamic Friction Tester, at a speed of 40 mph (DFT40), and has a minimum DFT40 value of 40.

523-2.2 Performance Requirements: QPL approval will be contingent on a field service test demonstrating that the imprinted texture and coating materials meet the following performance measures at the end of three years from opening to traffic:

1. The imprint must maintain a depth of 50% of the original installed depth and width.

2. Wearing of the material coating shall not expose more than 15% of the underlying surface area.

3. Friction performance of patterned/textured pavement materials must meet or exceed one of the following test method values:

(a) FN40R value of 35 in accordance with ASTM E-274; or,

(b) DFT40 value of 40 in accordance with ASTM E-1911

The field service test installation shall be within a marked crosswalk on a roadway with an ADT of 8,000 to 12,000 vehicles per day per lane, approved by the Department. The test installation shall be a minimum six feet wide and extend from pavement edge to pavement edge across all traffic lanes and shoulder pavement at the crosswalk location. The test installation will be tested in accordance with FM 5-592.

524 CONCRETE DITCH AND SLOPE PAVEMENT.

(REV 8-13-09) (10-6-09) (7-10)

ARTICLE 524-2 (PAGE 657) is deleted and the following substituted:

524-2 Materials.

Concrete.....	Section 347
Preformed Expansion Joint Material and Hot Poured Sealer	Section 932
Filter Fabric	Section 985
Reinforcing Steel.....	Section 415

ARTICLE 524-9 (PAGE S 658 – 659) is deleted and the following substituted:

524-9 Method of Measurement.

524-9.1 Concrete Ditch and Slope Pavement: The quantities to be paid for Concrete Ditch Pavement and Concrete Slope Pavement will be the plan quantity, in square yards, completed and accepted. Where the plans show headers or cut-off walls at the end or edge of the pavement, the volume of the additional thickness of pavement that constitutes the headers, calculated in accordance with plan dimensions, will be converted into equivalent square yards of standard thickness pavement and included in the quantity to be paid for.

No deduction will be made for any areas occupied by manholes, inlets, or other drainage structures or by public utility appurtenances within the pavement area. The square yard quantity includes any ditch blocks with ditch or slope pavement on top. When steel reinforcement is called for in the plans, payment will be included in the square yard item.

524-9.2 Concrete Core Ditch Blocks: The quantity to be paid for Concrete Core Ditch Blocks will be the plan quantity of concrete, in cubic yards, completed and accepted. When steel reinforcement is called for in the plans, payment will be included in the cubic yard pay item. The cubic yard pay item includes any ditch block within a grass or earth ditch, without other pavement on top.

ARTICLE 524-10 (PAGE 659) is deleted and the following substituted:

524-10 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including all earthwork, skimmers, and incidental materials necessary to complete the work.

Payment will be made under:

- Item No. 524- 1- Concrete Ditch Pavement - per square yard.
- Item No. 524- 2- Concrete Slope Pavement - per square yard.
- Item No. 524- 3- Concrete Core Ditch Block- per cubic yard.

**527 DETECTABLE WARNINGS ON WALKING SURFACES.
(REV 7-6-09) (FA 7-10-09) (1-10)**

SECTION 527 (Pages 662-664) is deleted and the following substituted:

**SECTION 527
DETECTABLE WARNINGS ON WALKING SURFACES**

527-1 Description.

Furnish and install Detectable Warning devices on newly constructed and/or existing concrete or asphalt walking surfaces (curb ramps, sidewalks, shared-use paths, etc.) constructed in accordance with the Design Standards Index No. 304.

527-2 Materials.

527-2.1 Detectable Warning: Provide Detectable Warnings in accordance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) Section 4.29.2 - Detectable Warnings on Walking Surfaces. Use Detectable Warnings of materials intended for exterior use subject to routine pedestrian traffic and occasional vehicular traffic. Use Detectable Warnings with size and pattern shown in the plans comprised of truncated domes aligned in parallel rows in accordance with Index No. 304 of the Design Standards. Do not use detectable warnings with a diagonal pattern.

527-2.1.1 Preformed Materials: Use Detectable Warnings consisting of weather-resistant tiles, pavers or mats that are adhered to concrete or asphalt substrates and have mechanical bond or fasteners, or torch-applied preformed thermoplastic. Preformed products may be used only if listed on the Qualified Products List in accordance with 527-2.4.

527-2.1.2 Field-Formed Materials: Use Detectable Warnings applied as a secondary application to the substrate. Products applied as a secondary application may be used only if listed on the Qualified Products List in accordance with 527-2.4.

527-2.2 Material Properties: Provide Detectable Warnings that meet the following minimum material property requirements when tested in accordance with the indicated Standard appropriate to the material.

PROPERTY	STANDARD	MINIMUM THRESHOLD
Slip Resistance	ASTM C1028, F609, F1677, F1678, F1679; E303	Dry Coefficient of Friction – 0.8 min. and Wet Coefficient of Friction – 0.65 min.; Or 35 BPN (include recessed areas between truncated domes)
Wear Resistance	ASTM C501	Average wear depth on dome ≤ 0.030 " after 1000 abrasion cycles.
Water Absorption ¹	ASTM D570	Not to exceed 5%.
Adhesion/Bond Strength	ASTM C482	No adhesion failure
Non-Hazardous Classification	RCRA Subtitle C	Non-Hazardous

¹ Applies only to pavers and tiles consisting of plastic materials.

527-2.3 Color/Contrast: Use safety yellow, brick red or black colored Detectable Warnings on concrete walking surfaces. Use safety yellow colored Detectable Warnings on asphalt walking surfaces. Acceptable Detectable Warnings as listed on the Qualified Products List will meet the following criteria for a duration of three years.

COLOR	LIGHT REFLECTANCE VALUES (LRV) CAP Y*
Safety Yellow	25 – 45
Brick Red	5 – 15
Black	0 – 5

*When measured with a spectrophotometer

527-2.4 Qualified Products List: Methods or products used to form Detectable Warnings in wet concrete will not be permitted. Use Detectable Warnings listed on the Department Qualified Products List (QPL). Manufacturers of Detectable Warnings seeking evaluation of their product shall submit an application in accordance with Section 6. Manufacturers must demonstrate performance in accordance with the requirements of these Specifications and with the acceptance criteria detailed in Index No. 304 of the Design Standards. Submit Applications that include certified test reports from an independent laboratory that shows the Detectable Warning meets the material properties and all requirements specified herein. Application must include manufacturer’s installation drawings that describe detailed quality control requirements for installation including, but not limited to: special materials and/or equipment; recommendations for cleaning/preparing substrate surfaces; bonding method describing thickness, spread rate and/or curing time(s) of grout or adhesive materials; mechanical anchorage; and protection of Detectable Warning materials during set-up/curing period.

In addition, manufacturer’s drawings must provide recommended quality control procedures for touch-up and repair of localized areas of installations, for compliance with the acceptance criteria provided in Index No. 304 of the Design Standards.

527-3 Installation Procedures.

527-3.1 Surface Preparation and Installation: Prepare the surface in accordance with the Detectable Warning manufacturer’s recommendations. Install Detectable Warnings in accordance with the manufacturer’s instructions, using materials and/or equipment recommended and approved by the Detectable Warning manufacturer. Ensure that all installations are made in accordance with the manufacturer’s installation drawings referenced by the QPL.

527-4 Method of Measurement.

Detectable Warnings applied to newly constructed walking surfaces will be included in the cost of the walking surface. Detectable Warnings applied to existing walking surfaces will be paid per each location where Detectable Warnings are furnished, installed and accepted.

527-5 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section, including all labor, surface preparation, materials and incidentals necessary to complete the work for Detectable Warnings installed on existing walking surfaces.

Payment will be made under:

Item No. 527- 1- Detectable Warnings on Existing Walking Surfaces - each.

534 SOUND BARRIERS.

(REV 7-19-10) (FA 7-29-10) (1-11)

Section 534 (Pages 669 – 672) is deleted and the following substituted:

**SECTION 534
SOUND BARRIERS**

534-1 Description.

Furnish and install sound barriers with pile, posts and panels constructed in accordance with Design Standards Index Nos. 5200 thru 5207 or with pre-approved alternatives listed on the Department’s Qualified Products List (QPL), unless the Plans otherwise indicate limitations based on specific design or aesthetic criteria unique to the project.

Obtain Precast Concrete Sound Barrier components from a manufacturing plant that is currently on the list of Producers with Accepted Quality Control Programs. Producers seeking inclusion on the list shall meet the requirements of 105-3.

534-2 Materials.

Meet the following requirements:

- Portland Cement ConcreteSection 346
- Reinforcing SteelSection 415

534-3 Component Construction.

Construct concrete components in accordance with Section 400. Precast wall components are produced using certification acceptance; therefore, assume responsibility for performance of all quality control testing and inspections required by Sections 346 and 400 for the precast

component construction. Perform all Quality Control Testing using Construction Training and Qualification Program (CTQP) qualified testing personnel. Perform compressive strength testing in a laboratory inspected by the Cement and Concrete Reference Laboratory (CCRL) or Construction Materials Engineering Council (CMEC), with all deficiencies corrected.

Ensure that each panel and post is permanently and clearly marked by ink stamping the tongue and groove portion of the panel and post. Mark the panel with the panel type, date cast, project number, manufacturer's name or symbol and the post with the date cast, project number and manufacturer's name or symbol.

534-4 Approved Proprietary Sound Barrier Panels and Systems.

Proprietary panels or systems listed on the QPL that have been pre-determined by the Engineer to be in compliance with the project design and aesthetic criteria shown in the Plans may be used.

Manufacturers seeking evaluation of products for inclusion on the QPL must submit an application in accordance with Section 6, independently certified test reports, and written certification that the product meets the requirements of this Section, Design Standards Index Nos. 5200 thru 5207, and the Sound Barrier Evaluation Criteria contained in the State Structures Design Office's Structures Manual.

Provide written certification from the manufacturer of the panels that the product meets the requirements of this Section and is the same product listed on the QPL.

534-5 Shop Drawing Submittal.

Do not include shop drawings of the basic panel details, submit only the information requested. Submit shop drawings in accordance with Section 5, showing a plan and elevation of the sound walls with the following project specific information provided:

1. Begin and end wall stations with offsets
2. Horizontal and vertical alignments of the wall
3. Fire hose access hole locations
4. Drainage panel locations and type
5. Graphic details and graphic panel location
6. Panel locations
7. Post locations
8. Elevations of top of panel, bottom of panel, and panel joints
9. Existing and proposed ground elevations
10. Utility locations
11. Special post and panel details
12. Post and pile connection details
13. Post Cap Details
14. Lifting devices

534-6 Construction Methods.

A. Prior to beginning earthwork on the project, stake the wall location in the field, and establish the final ground line elevations at the base of the walls. Use these elevations to develop the shop drawings, including a complete elevation view of each wall indicating top and bottom elevations as well as the roadway grade. Protect the final ground elevations established in the field for the duration of the project, and do not adjust without prior approval of the Engineer.

Keep to a minimum the clearing and grubbing, and trimming of trees as necessary to construct the walls.

B. Do not mix wall types or colors at any one site. Install the walls in accordance with the Plans, and in accordance with shop drawings submitted to and approved by the Engineer. Secure joints and connections in such a manner as to be structurally sound and without visible openings in the system allowing sound transmission. Ensure metal walls do not produce a secondary source of noise transmission due to vibration.

C. Repair marred, chipped, scratched, or spalled areas of walls at no expense to the Department in accordance with the manufacturer's recommendations or at the Engineer's direction.

D. The Contractor may substitute welded for fixed bolt connections or vice versa on metal walls, where applicable, provided load calculations are submitted for the specific modified connection and uses a minimum safety factor of 3.0.

E. Place trench backfill for wall construction in accordance with 125-8. Use select materials for the trench backfill.

If, in the opinion of the Engineer, the trench is too narrow to compact, backfill the trench excavation with flowable fill meeting the requirements of Section 121 or concrete meeting the requirements of Section 346 or 347 to the satisfaction of the Engineer at no expense to the Department.

F. Dispose of all excess excavation in a manner satisfactory to the Engineer.

G. Keep right-of-way fence that is scheduled to be salvaged in place until completing the wall or, in the opinion of the Engineer, as long as possible.

H. After erecting the wall, leave the disturbed area in a finished condition at the direction of the Engineer, and grass or sod the area as indicated in the Plans.

I. Erection Tolerances:

1. Variation from plumb: plus or minus 1/4 inch/ post height
2. Panel alignment: plus or minus 1/4 inch
3. Top of panel elevation: plus or minus 3/4 inch
4. Elevation difference of adjacent panels: plus or minus 1/2 inch
5. Joint taper over panel length: plus or minus 1/2 inch
6. Top of collar elevation: plus or minus 3/4 inch

7. Post placement:

- a. Variation from specified location plus or minus 1/2 inch
- b. variation from specified elevation plus or minus 1/4 inch

8. Continuity of graphics, fracture fins, etc across joints: 1/4 inch

J. When building sound barriers on top of earth berms, construct the berms of fill material compacted to 95% of the maximum density as determined by AASHTO T 99.

K. Provide the concrete wall (Precast or Cast-in-Place) with a uniform color, pattern, and texture.

534-7 Test Wall.

Erect a test wall section not less than 50 feet in length before starting general wall construction at the project site. The Engineer will use the erection of the test wall to determine if the Contractor's methods and equipment are sufficient to produce a sound barrier that meets the requirements of the Contract Documents. The Contractor may revise his methods and equipment as necessary, at any time during the positioning of the test wall, in order to satisfactorily meet all

Contract requirements. Build the test wall at a permanent wall location, as directed by the Engineer. If the test wall does not meet the construction tolerances, remove and dispose of it at no expense to the Department. Include the cost of the test wall in the cost of the sound barrier.

534-8 Repairs or Rejection.

For precast concrete sound barrier components that have not been installed, evaluate cracks, spalls and other deficiencies in accordance with 450-12. Repair deficiencies in accordance with 450-13 or the plant's approved repair methods that are included as part of the QCP. Ensure that the original performance and durability of repaired sound barrier components are maintained. Use materials for concrete repair that will meet or exceed the strength requirement for the class of concrete used. Materials meeting the requirements of Section 930 may be substituted for non-shrink grout when required by 450-13. Precast concrete sound barrier components are subject to rejection if they fail to conform to any of the requirements after repair. For precast concrete sound barrier components that have been installed, the disposition of concrete cracks shall be in accordance with 400-21.

534-9 Method of Measurement.

The quantity to be paid for will be the plan quantity, in square feet, measured in place, completed and accepted, of the area bounded by the top of the top panel and the bottom of the bottom panel without deductions for openings in the panels, and the beginning to end limits shown in the control drawings.

534-10 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section, including but not limited to: furnishing all materials, labor, panels, special panels, posts, post caps, collars, reinforcing steel, foundations, drain holes, fire hose access holes, grating, neoprene pads, equipment, alignment pins, etc. necessary to construct the sound barriers. Include in this price, the cost of any charges for power stoppages, sound barrier wall realignments, special erection methods, etc. required to construct the wall.

Payment will be made under:

Item No. 534- 72- Sound Barrier - per square foot.

536 GUARDRAIL.

(REV 6-9-10) (FA 7-16-10) (1-11)

SUBARTICLE 536-2.4 (Page 674) is deleted and the following substituted:

536-2.4 Offset Blocks: Use guardrail offset blocks of either timber, steel, recycled plastic, or rubber, and of the sizes specified in the Design Standards.

Treat timber blocks in accordance with the requirements for posts in 955-5.3. Ensure that penetration of preservative is in accordance with requirements for round piles and fence posts in 955-6.2. For timber offset blocks, meet the requirements of the latest edition of the Southern Pine Inspection Bureau's Standard Grading Rules for Southern Pine Lumber, for No.1 grade timber. Dress all timber offset blocks on all four sides (S4S). Ensure that timber offset blocks do not vary more than 0.25 inch from the specified length.

Use rubber or recycled plastic blocks that have a minimum Durometer hardness of 50 (ASTM D 2240), show no cracking at the end of an ozone exposure of 100 plus or minus 10 pphm for 15 hours at 100°F (ASTM D 1149 mounting type A), do not exceed 15 points change in Durometer hardness in oven ageing for 70 hours at 158°F (ASTM D 573), and show no cutting or tearing under a 6,500 lb load applied through a guardrail section. Ensure that the blocks present a neat appearance and have plane surfaces. Provide rubber or recycled plastic blocks that are 6 inches wide, 8 inches deep and 14 inches high. Allow dimensional tolerances of plus or minus 5/8 inch in height, plus or minus 3/8 inch in width, and plus or minus 3/8 inch in depth.

Use recycled plastic offset blocks that meet the requirements of Section 972 and are listed on the Qualified Products List (QPL). Manufacturers seeking evaluation of their product shall submit an application in accordance with Section 6 and include certified test reports from an approved independent test laboratory that shows the material meets all the requirements of this Section and Section 972.

544 CRASH CUSHIONS.
(REV 6-17-10) (8-12-10) (1-11)

SECTION 544 (Pages 678 – 679) is deleted and the following substituted:

SECTION 544
CRASH CUSHIONS

544-1 Description.

Install redirective and non-redirective crash cushions (of the sizes and types designated in the plans. Redirective crash cushions are safety devices with capabilities to redirect the impacting vehicle over the full length of the device. Non-redirective crash cushions allow controlled penetration of the impacting vehicle over the full length of the device.

544-2 Qualified Products List (QPL).

Use crash cushions listed on the QPL. Manufacturers seeking evaluation of their crash cushions shall furnish certified test reports showing that their products meet all test requirements of NCHRP 350 or the Manual for Assessing Safety Hardware 2009 (MASH).

544-3 Construction.

Handle and install manufactured materials or articles in accordance with the manufacturer's instructions and the Design Standards.

Use attenuators delineated with a Type I Object Marker specified in Section 705 or sheeting in accordance with 990-2.

Perform repairs necessary due to defective material, work, or operations without additional cost to the Department.

Restore the attenuator damaged by the traveling public after the installation is completed, accepted and serving its intended purpose on an open section of bridge or roadway within 24 hours.

544-4 Compensation.

Price and payment will be full compensation for the complete system or module in place and accepted, including object marker or sheeting, and restoration of damaged attenuators.

Relocation of an existing attenuator system to a permanent location called for in the plans shall be paid for at the Contract unit price for relocating existing systems. Price and payment will be full compensation for relocating and reinstalling the system in accordance with the manufacturer's instructions and the Design Standards.

Payment will be made under:

- Item No. 544- 74- Relocate Crash Cushion, - each.
- Item No. 544- 75- Crash Cushion - each.

546 RUMBLE STRIPS.

(REV 7-6-09) (FA 8-31-09) (1-10)

ARTICLE 546-2 (Page 679) is deleted and the following substituted:

546-2 Materials for Raised Rumble Strips.

Construct Raised Rumble Strips using one of the following:

(a) Thermoplastic materials listed on the Qualified Products List (QPL), meeting the requirements of 971-1 and 971-6. Ensure that the material used can be restored to its original dimensions by using a self bonding overlay meeting these requirements. Submit a certified test report to the Engineer indicating that the materials meet all requirements specified.

Before applying thermoplastic materials on portland cement concrete surfaces, apply a primer sealer recommended by the manufacturer.

(b) Any plant-mixed hot bituminous mixture meeting the requirements of a job-mix formula issued by the Department, except open-graded friction course.

Prior to the application of any plant-mixed hot bituminous material, apply a tack coat meeting the requirements of 300-2.3.

The mixture will be accepted on the basis of visual inspection by the Engineer with no further testing required.

548 RETAINING WALL SYSTEMS

(REV 5-17-10) (FA 6-1-10) (1-11)

ARTICLE 548-2 (Pages 681 – 683) is deleted and the following substituted:

548-2 Materials.

Purchase the precast components, soil reinforcement, attachment devices, joint filler, filter fabric, and all necessary incidentals from the wall supplier chosen.

548-2.1 Concrete: Ensure that concrete utilized for wall components is as specified in the Contract Documents and is consistent with the concrete class, environmental classification and admixture requirements for durability as stated in the Contract Documents. Produce and supply concrete for all wall components meeting the requirements of Section 346.

Produce and supply concrete for the leveling pad meeting the requirements of Section 347. Assume responsibility for performance of all testing required by Section 346. Use Department approved mix designs.

548-2.2 Reinforcing Steel: Meet the requirements of Section 931 utilizing Grade 60 (Black) steel.

548-2.3 Backfill Reinforcement: For walls utilizing backfill reinforcement, use reinforcement consisting of steel wire mesh, metal strips or structural geosynthetics as required for the wall system chosen.

Use steel wire mesh and embedded loops shop fabricated from cold drawn steel wire meeting the minimum requirements of ASTM A 82, and weld into the finished mesh fabric in accordance with ASTM A 185. Use steel strips hot rolled from bars to the required shape and dimensions with physical and mechanical properties meeting ASTM A 572 Grade 65 or as shown in the Contract Documents. Use shop-fabricated hot rolled steel tie straps meeting the minimum requirements of ASTM A 1011/A 1011 M, Grade 50, or as shown in the Contract Documents.

Ensure that steel reinforcing strips, tie strips, reinforcing mesh and connectors used in permanent walls are galvanized in accordance with ASTM A 123 or ASTM A 153, as applicable.

Use structural geosynthetics made of polypropylene, select high density polyethylene or high-tenacity polyester fibers having cross-sections sufficient to permit significant mechanical interlock with the backfill. Use geosynthetics having a high tensile modulus in relation to the backfill. Use geosynthetics having high resistance to deformation under sustained long term design load while in service and resistant to ultraviolet degradation, to damage under normal construction practices and to all forms of biological or chemical degradation normally encountered in the material being reinforced. Do not use uncoated polyester (PET) reinforcements or reinforcements weakened or damaged by high pH environments within the flowable fill.

Store the geosynthetics in conditions above 20°F and not greater than 140°F. Prevent mud, wet cement, epoxy, and like materials from coming into contact with and affixing to the geosynthetic material. Rolled geosynthetic may be laid flat or stood on end for storage. Cover the geosynthetic and protect from sunlight prior to placement in the wall system.

Carefully inspect all reinforcement, steel and geosynthetics to ensure they are the proper size and free from defects that may impair their strength and durability.

548-2.4 Attachment Devices: Use backfill reinforcement attachment devices as required by the wall system chosen.

548-2.5 Joint Materials and Filter Fabrics:

548-2.5.1 Horizontal Joint Filler: Use elastomeric or polymeric pads/fillers in all horizontal joints between precast components as recommended by the wall manufacturer. Ensure that the pads are of sufficient size and hardness to limit vertical stresses on the pad and concrete surface and to prevent concrete to concrete contact at the joints.

548-2.5.2 Joint Covers: Cover joints and other wall openings with geotextile fabric meeting the requirements of Section 985 and Type D-5 of the Design Standards, Index No. 199. Apply an adhesive approved by the Engineer to the back of the precast component for attachment of the fabric material.

548-2.5.3 Alignment Pins: Ensure that pins used to align the precast components during construction are of the size, shape and material required for the wall system chosen.

548-2.6 Backfill Material:

548-2.6.1 General: Provide compacted select backfill or flowable fill within the retaining wall volume when the option for flowable fill is shown in the plans. The retaining wall volume is defined to extend from the top of the leveling pad or footing, or bottom of walls which do not have footing or leveling pads, to the finish grade line and from the face of the wall to a vertical plane passing through the end of the extreme wall component (straps, counterforts, etc.) plus 1 foot.

548-2.6.2 Compacted Select Backfill: Meet the requirements of Sections 105 and 120 except as noted within this Section. Have the backfill material tested for every soil type for pH, resistivity, sulfate and chloride content by a Department approved independent testing laboratory prior to placement. Provide certification to the Engineer, that the results have met the requirements of this Section and are signed and sealed by a Professional Engineer, registered in the State of Florida.

For constructing the retaining wall volume, do not use backfill material containing more than 2.0% by weight of organic material, as determined by FM 1-T 267 and by averaging the test results for three randomly selected samples from each stratum or stockpile of a particular material. If an individual test value of the three samples exceeds 3%, the stratum or stockpile will not be suitable for constructing the retaining wall volume.

Ensure that the material is non-plastic as determined by AASHTO T 90 and the liquid limit as determined by AASHTO T 89 is less than 15. The pH, as determined by FM 5-550, shall not be lower than five and not higher than nine.

Use backfill for walls using soil reinforcements that meets the following gradation limits determined in accordance with AASHTO T 27 and FM 1-T 011:

Sieve Size	Percent Passing
3 1/2 inches	100
3/4 inch	70-100
No. 4	30-100
No. 40	15-100
No. 100	0-65
No. 200	0-12

In addition, for permanent walls utilizing metallic soil reinforcement, use backfill that meets the following electro-chemical test criteria for determining corrosiveness:

Criteria	Test Method
Resistivity: > 3000 ohm -cm	FM 5-551
Soluble sulfate content: < 200 PPM	FM 5-553
Soluble chloride content < 100 PPM	FM 5-552

For walls not using soil reinforcement, use backfill that meets the following gradation limits determined in accordance with AASHTO T 27 and FM 1-T 011:

Sieve Size	Percent Passing
3 1/2 inches	100
No. 200	0-12

548-2.6.3 Flowable Fill: Meet the requirements of Section 121 except as noted within this Section and the plans.

SUBARTICLE 548-6.5 (Page 686) is deleted and the following substituted:

548-6.5 Backfill Placement:

548-6.5.1 Compacted Select Backfill: Perform work in accordance with an approved Quality Control Plan (QCP) meeting the requirements of 105-3. A LOT is defined as a single lift of finished embankment not to exceed 500 feet in length. Isolated compaction operations will be considered as separate LOTs. For multiple phase construction, a LOT will not extend beyond the limits of the phase.

Place the backfill closely following the erection of each course of precast components or soil reinforcement layers and spread by moving the machinery parallel to the wall face. Do not allow equipment heavier than 8 tons closer than 3 feet behind the wall face. Place backfill in a manner to avoid any damage or disturbance to the wall materials or misalignment of the facing materials. Remove and replace any wall materials which become damaged or disturbed during backfill placement at no cost to the Department, or correct as directed by the Engineer. Remove and reconstruct any misalignment or distortion of the wall facing due to placement of backfill outside the limits of this specification at no cost to the Department.

Sheepfoot, grid rollers or other types of equipment employing a foot are not allowed. Achieve compaction within 3 feet of the back of the wall face using a power operated roller or plate weighing less than 1,000 lbs. At a distance greater than 3 feet from the back of the wall, a vibratory roller may be used, provided that the frequency and amplitude combined with bulk weight of the roller has performed satisfactorily at a trial section of the same type of wall. A smooth wheel or rubber tire roller is considered adequate. Ensure that the maximum lift thickness after compaction does not exceed 6 inches. Decrease the lift thickness if necessary, to obtain specified density.

Perform backfill compaction in a way that the compactor moves in a direction parallel to the wall face and proceeds from a distance not less than 3 feet behind the wall face toward the end of the soil reinforcement element.

Ensure that the moisture content of the backfill material prior to and during compaction is uniformly distributed throughout each layer of material. Use backfill material having a placement moisture content at the dry side of the Optimum Moisture content. To achieve the required compaction moisture content, use water that meets the requirements of Section 923. Do not use saltwater. Do not transport excessively moist backfill materials to the site for any reason. The Engineer will determine the Optimum Moisture Content in accordance with FM 5-521.

At the end of each day's operation, shape the last level of backfill to permit runoff of rainwater away from the wall face or provide a positive means of controlling runoff away from the wall such as temporary pipe, etc.

548-6.5.2 Flowable Fill: Perform work in accordance with an approved Quality

Control Plan (QCP) meeting the requirements of 105-3. Metallic wall components (including metallic soil reinforcements) must not be in partial contact with the flowable fill. If the metallic components contact the flowable fill, the metallic components must be completely encapsulated by the flowable fill.

SUBARTICLE 548-10 (Page 689) is deleted and the following substituted:

548-10 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section, including the design of the wall system, excavation required specifically for wall construction below the normal roadway template, backfill reinforcement, leveling pad, footings, copings, fabric material, horizontal joint materials, alignment pins, repairs, labor, equipment, and other materials necessary to complete the wall in an acceptable manner as shown on the Contract drawings. The cost of backfill for the normal roadway template will be included in the cost of embankment or borrow excavation, as applicable.

Payment will be made under:

- Item No. 548-12- Retaining Wall System (Permanent) - per square foot.
- Item No. 548-13- Retaining Wall System (Temporary) - per square foot.

550 FENCING

(REV 5-14-10) (FA 7-20-10) (1-11)

SUBARTICLE 550-3.1 (Page 690) is deleted and the following substituted:

550-3.1 Type A Fence (Farm Fence): Meet the requirements of Section 954 for timber posts and braces. For metal posts and braces, and for recycled plastic fence posts, meet the requirements of the Design Standards.

For the fabric and all other accessories, meet the requirements of the Design Standards.

555 DIRECTIONAL BORE.

(REV 6-22-10) (FA 7-29-10) (1-11)

ARTICLE 555-8 (Page 700-701) is deleted and following substituted:

555-8 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section, including furnishing and installing pipe or conduit, from plan point of beginning to plan point of ending at plan depth, removal of excavated materials and spoils, removal and disposal of drilling fluids, backfilling, and complete restoration of the site. Bundled product in a single bore will be paid for as a single bore based on the required drill bit head or back reamer head size. Separate payment shall not be made for individual products in a bundle.

The installation and attachment of tracking conductors (wire or tape) will be included in the cost of the bore and will not be paid for separately.

No payment will be made for failed bore paths, injection of excavatable flowable fill, products taken out of service or incomplete installations.

No payment will be made for directional boring until a Bore Path Report has been delivered to the Engineer.

Payment will be made under:

Item No. 555- 1- Directional Bore - per foot of bore diameter.

560 COATING STRUCTURAL STEEL. (REV 6-11-09) (FA 6-25-09) (1-10)

PAGE 714. The following new Section is added after Section 557:

SECTION 560 COATING STRUCTURAL STEEL

560-1 Description

Coat new structural steel in accordance with the requirements of this Section.

560-2 Materials.

560-2.1 Coating System: Use only coating products and systems meeting the requirements of Section 975 and listed on the Departments Qualified Products List (QPL).

Use Type M coal tar epoxy coatings meeting the requirements of Section 926 and listed on the Department's QPL for coating of permanent bulkhead sheet piles and H piles.

560-2.2 Thinners, Solvents and Cleaners: Use thinners, solvents and cleaners listed on the coating manufacturer's product data sheet.

560-2.3 Caulking: Use caulks that are paintable, compatible with the coating system and recommended by the coating manufacturer as part of the coating system.

560-2.4 Soluble Salts Test Kit: Use a soluble salts test kit in accordance with SSPC-Guide 15 utilizing a Class A retrieval method. Ensure the test sleeve or cell creates a sealed, encapsulated environment during ion extraction and is suitable for testing all structural steel surfaces.

560-2.5 Abrasives: Use properly sized abrasives to achieve the required cleanliness and anchor profile. Use abrasives meeting the requirements of SSPC-AB 1, Mineral and Slag Abrasives, SSPC-AB 2, Cleanliness of Recycled Ferrous Metallic Abrasives, or SSPC-AB 3, Newly Manufactured or Re-Manufactured Steel Abrasive and do not introduce any contamination that interferes with the coating application and performance.

Provide certification to the Engineer that the abrasives used meet the requirements of this Section and do not contain any chlorides and other salts.

For recycled abrasives, verify compliance with the conductivity and cleanliness requirements of SSPC-AB 2 after each recycling or more frequently if required by the Engineer. Select a sample from each recycling machine in use and conduct the water-soluble contaminant and oil content tests outlined in SSPC-AB 2 at least one time each week or more frequently if directed by the Engineer. Conduct the non-abrasive residue and lead content tests as directed by

the Engineer. If test results do not meet requirements, notify the Engineer immediately, remove and replace the abrasive, clean the recycling equipment, and conduct tests each day to confirm the equipment is functioning properly. Return to the weekly testing interval as directed by the Engineer.

560-2.6 Rust Preventative Compound: Use a Class 3 rust preventative compound meeting the requirements of Military Specification MIL-C-11796C, Corrosion Preventative Compound, Petrolatum, Hot Applied.

560-2.7 Storage: Store materials in conformance with the manufacturer's recommendations.

560-3 Equipment.

560-3.1 Compressed Air: Use a compressed air system capable of delivering clean, dry, continuous nozzle pressure to achieve the required surface cleanliness and profile or spray pattern. The system must comply with the instructions and recommendations of the manufacturer of the abrasive blasting system or coating application system.

560-3.2 Abrasive Blasting System: Design the blasting system to produce the specified cleanliness and profile.

560-3.3 Coating Application System: Use the coating application equipment approved by and in accordance with the Coating Manufacturer's technical data requirements.

560-4 Environmental, Health and Safety Requirements.

Isolate the work areas with containment devices, canvasses, tarpaulins or screens during all surface preparation and coating application operations. Dispose of all debris and waste products generated in accordance with all Federal, State and Local regulations.

560-5 Quality Control.

560-5.1 Shop Preparation and Application: Prior to applying coatings, provide a current Corporate Quality Control Plan approved by the American Institute of Steel Construction (AISC) under the Sophisticated Paint Endorsement program or SSPC under the SSPC-QP3 certification to the State Materials Office for approval.

560-5.2 Field Preparation and Application: Provide a current Corporate Quality Control Plan approved by SSPC under the SSPC-QP1 and/or SSPC-QP2 certifications as appropriate and a site specific Coating Quality Control Plan to the Engineer at least 14 calendar days prior to beginning coatings work. Do not begin coatings work until the site specific Coating Quality Control Plan has been approved by the Engineer.

560-5.3 Inspection: Ensure that all inspection equipment is maintained in accordance with the manufacturer's instructions, calibrated, and in good working condition. Ensure that all activities are observed and approved by a quality control coatings inspector meeting the requirements of this Section. Maintain daily inspection reports at the job site for review by the Engineer. Provide all daily inspection reports upon completion of the project to the Engineer or more frequently as requested by the Engineer.

560-6 Qualifications.

560-6.1 Shop: Provide documentation to the Engineer at least 14 days prior to beginning work that the shop performing any work in accordance with this Section is certified by AISC Sophisticated Paint Endorsement or by SSPC to the requirements of SSPC-QP3.

560-6.2 Field Contractor: Provide documentation to the Engineer at least 14 days prior to beginning work that the field contractor performing any work in accordance with this Section is certified by SSPC to the requirements of SSPC-QP1 and/or SSPC-QP2 as appropriate.

560-6.3 Quality Control Inspectors in the Shop and Field: Provide documentation to the Engineer that all personnel performing quality control inspections are certified at a minimum as a National Association of Corrosion Engineers (NACE) Coating Inspector Level I or a SSPC Level 1 Bridge Coating Inspector and that they report directly to a Quality Control Supervisor who is certified either as a NACE Coating Inspector Level 3 or a SSPC Level 2 Bridge Coating Inspector.

560-6.4 Certifications: Maintain certifications for the duration of the Contract. If the certifications expire, do not perform any work until certifications are reissued.

Notify the Engineer of any change in certification status.

560-7 Surface Preparation.

560-7.1 General: Ensure all surfaces to be coated are clean, dry, and free from oil, grease, dirt, dust, soluble salts, corrosion, peeling coating, caulking, weld spatter, mill scale and any other surface contaminants. Prepare all surfaces that will become inaccessible after fabrication, erection, or installation while accessible. Sequence the surface preparations and coating operations so that freshly applied coatings will not be contaminated by dust or foreign matter. Protect all equipment and adjacent surfaces not to be coated from surface preparation operations. Protect working mechanisms against intrusion of abrasive. In the event that any rusting or contamination occurs after the completion of the surface preparation, prepare the surfaces again to the initial requirements. Perform surface preparation work only when the temperature of the steel surface is at least 5°F above the dew point temperature.

560-7.2 Mechanical Removal of Surface Defects: Break all corners resulting from sawing, burning, or shearing. In areas where burning has been used, remove the flame hardened surface of the steel to the extent necessary to achieve the required surface profile after abrasive blast cleaning. Remove all weld slag and weld spatter. Conduct all of this work in accordance with AASHTO/NSBA Steel Bridge Collaboration S 8.1.

560-7.3 Cleaning: Clean all steel surfaces in accordance with the requirements of SSPC-SP 1.

560-7.4 Washing: Wash all steel surfaces in accordance with the requirements of SSPC-SP 12.

560-7.5 Soluble Salts Detection and Removal: Determine the chloride, sulfate and nitrate concentrations on all steel surfaces using soluble salts test kits meeting the requirements of 560-2.4. Measure the concentration levels using the method described in SSPC-TU 4. Perform the tests after washing and after each applied coat of the coating system. Test three random locations in the first 1000 square feet and one random location for each subsequent 1000 square feet. Ensure the non-visible surface contaminant concentrations on blast-cleaned surfaces do not exceed the levels in SSPC-SP 12 Table A1 NV12 for chloride, soluble ferrous iron and sulfate and 10 µg/cm² for nitrate. When any concentration exceeds these levels rewash the entire surface area and retest. If additional washing does not reduce the concentration to the acceptable level, a surface treatment or water additive may be used. Use a surface treatment or water additive that is approved by the coating system supplier and the Engineer.

560-7.6 Abrasive Blast Cleaning: Prepare steel by abrasive blast cleaning to “Near-White” metal condition as defined in SSPC-SP 10. Use SSPC VIS 1 as an aid in establishing cleanliness. After abrasive blast cleaning, ensure the surface profile meets the requirements of

the coating manufacturer's product data sheet. Determine the surface profile using replica tape in accordance with ASTM D 4417, Method C.

Perform all abrasive blast cleaning within a containment system to ensure confinement of all particulates. Design the containment system to comply with all applicable Federal, State, and Local regulations. Ensure the abrasive blast cleaning does not produce holes, cause distortion, remove metal, or cause thinning of the substrate.

560-7.7 Hand and Power Tool Cleaning: Prepare steel by power and hand tool cleaning as defined in SSPC-SP 11, SSPC-SP 3, and SSPC-SP 2 for touch up and repair when approved by the Engineer. Use SSPC-VIS 3 as an aid in establishing cleanliness.

560-8 Surfaces Not to be Coated.

560-8.1 Galvanized Surfaces: Do not coat galvanized surfaces unless specified in the Contract Documents.

560-8.2 Surfaces to be in contact with Concrete: Do not coat the areas of contact surfaces of steel to be encased or embedded in concrete, or coated with concrete unless specified in the Contract Documents. When specified, prepare the contact surfaces and apply primer.

560-8.3 Faying Surfaces: After application of the primer, protect the contact surfaces of members to be joined by high-strength bolts in friction type joints from all other coatings and foreign material.

560-8.4 Machine Finished Surfaces: Apply a coating of rust preventative compound to all machine finished or similar surfaces that are not to be coated, or will not be coated immediately.

560-8.5 Surfaces to be Welded: Mask off surfaces within 1 inch of field welded connections before the application of any shop coating. Apply a mist coat of primer that is less than 1 mil dry film thickness to surfaces where shear studs will be welded.

560-9 Application.

560-9.1 General: Apply a complete coating system to all structural steel surfaces except surfaces indicated in 560-8. Apply a complete coating system to all surfaces that will become inaccessible after fabrication, erection, or installation.

Apply the prime coat in the shop. Apply the intermediate coat in the shop or field. Only apply the finish coat after erection and after concrete work is complete.

Prior to the application of any coating, inspect the substrate for contamination and defects, and prepare the surface in accordance with 560-7 before application of the next coat.

Apply each coat including a stripe coat in a color that contrasts with the substrate or preceding coat. For exterior surfaces, apply a finish coat color meeting Federal Standard, 595B, Shade 36622, unless otherwise specified in the Contract Documents.

560-9.2 Weather and Temperature Limitations: Do not spray coating when the measured wind speed in the immediate coating area is above 15 miles per hour. Do not apply coatings when contamination from rainfall is imminent or when the ambient air temperature, relative humidity, dew point temperature, or temperature of the steel is outside limits of the coating manufacturer's product data sheet.

560-9.3 Sealing Using Caulk: Completely seal the perimeter of all faying surfaces, cracks and crevices, joints open less than 1/2 inch, and skip-welded joints using caulk. Apply the caulk to the joint following the caulk manufacturer's recommendations. Ensure the caulk bead has a smooth and uniform finish and is cured according to the caulk manufacturer's recommendation prior to the application of the coating system.

560-9.4 Protection of Adjacent Surfaces: Protect all surfaces and working mechanisms not intended to be coated during the application of coatings. Clean surfaces that have been contaminated with coatings until all traces of the coating have been removed. Do not allow material from cleaning and coating operations to be dispersed outside the work site.

560-9.5 Mixing and Thinning: Mix all coatings in accordance with the manufacturer's product data sheet. Only mix complete kits. Use thinners and solvents in accordance with the requirements of the coating manufacturer's product data sheet and confirm that the amount of thinner added does not result in the coating exceeding VOC regulations stated in Section 975.

Perform all mixing operations over an impervious surface with provisions to prevent runoff to grade of any spilled material.

560-9.6 Application Methods: Use coating application equipment and apply coatings per the coating manufacturer's product data sheet. Application with brushes may be permitted for minor touchup of spray applications, stripe coats, or when otherwise approved by the Engineer. Adjust spray equipment to produce an even, wet coat with minimum overspray. Apply coatings in even, parallel passes, overlapping 50 percent. Agitate coatings during application as required by the coating manufacturer's product data sheet.

560-9.7 Stripe Coating: Apply stripe coats to achieve complete coverage and proper thickness on welds, corners, crevices, sharp edges, bolts, nuts, rivets, and rough or pitted surfaces.

560-9.8 Thickness of Coats: Apply coatings to the thickness as identified in the manufacturer's product data sheet. After application of each coat, thoroughly inspect the surfaces and measure the dry film thickness (DFT) in accordance with SSPC-PA 2. When the DFT is deficient or excessive, correct in accordance with the coating manufacturer's recommendations and retest the area.

560-9.9 Coating Drying, and Curing: Apply coatings within the time specified by the coating manufacturer's product data sheet for drying and recoating. Test the coating for proper cure before handling and shipping. Test for cure in accordance with the manufacturer's recommended method. Meet the requirements of ASTM D 4752 for inorganic zinc primers or ASTM D5402 for organic zinc primers when the manufacturer's technical data sheet does not state a specified cure test. Obtain the acceptance criteria from the coating manufacturer and report the results to the Engineer.

Prior to assembling bolted connections, test and verify that the primer coating on the faying surfaces has cured to a resistance rating of 5 in accordance with ASTM D 4752, ASTM D 5402, or the coating manufacturer's requirements. If cure testing is performed per the coating manufacturer's requirements, submit the test results to the Engineer for approval prior to assembling the bolted connection.

560-9.10 Coating Finish: Apply each coat free of runs, sags, blisters, bubbles, and mud cracking; variations in color, gloss, or texture; holidays; excessive film buildup; foreign contaminants; orange peeling; and overspray.

560-10 Touchup and Repair.

Clean and coat all welds, rivets, bolts, and all damaged or defective coating and rusted areas in accordance with 560-7 and 560-9. Upon approval by the Engineer, aluminum mastic may be used in accordance with the manufacturer's recommendations. Aluminum mastic must contain aluminum pigment and minimum 80% volume solids.

560-11 Coal Tar-Epoxy Coating of Permanent Bulkhead Sheet Piles and H Piles.

560-11.1 Surface Preparation: Prepare the substrate in accordance with 560-7. Provide a depth of anchor profile in accordance with the manufacturer's product data sheet, but in no case less than 2.5 mils. Re-blast piles not coated during the same shift or if the surface to be coated no longer meets the requirements SSPC-SP 10.

560-11.2 Application of Coating: Unless otherwise shown in the Contract Documents, apply the inorganic zinc and coal tar-epoxy coatings to all sides of H piles and the exposed side of sheet and pipe piles from the top of the piles to a depth of five feet below the lower of the design ground surface or the design scour depth. Apply the inorganic zinc in accordance with this Section. Apply the coal tar-epoxy in accordance with the following specific requirements:

(1) Apply the coal tar-epoxy system in two coats. The time interval between the first coat and the second coat will be in strict accordance with the coating manufacturer's published specifications. Apply the first coat to yield a dry film thickness of 8 to 10 mils. Apply the second coat to attain a total dry film thickness of the two coats between 16 and 20 mils. For sheet piles, give the inside portion of the interlock claw and the interlock ball a single coat that will yield a dry film thickness of 2 to 4 mils. Build up and puddling of the coating in these areas is not permitted.

(2) Ensure that no portion of the coating is less than the specified minimum film thicknesses. The total minimum film thickness for any combination of coats will be the sum total of the averages of the specified thickness range of the individual coats.

(3) After applying the coating on the steel piles, the Engineer will thoroughly inspect the surfaces and make film thickness measurements at the approximate rate of one for each 25 ft² of area unless deficient thickness is found. In this case, the rate of sub-measurements will be increased as required to determine the extent of the deficient area.

560-12 Basis of Payment.

No separate payment will be made for coating new structural steel. Include the cost in the cost of the structural steel.

563 ANTI-GRAFFITI COATING SYSTEM – DESCRIPTION.

(REV 4-27-09) (FA 5-27-09) (1-10)

ARTICLE 563-1 (Page 715) is deleted and the following substituted:

563-1 Description.

Apply an anti-graffiti coating system to the areas shown in the plans. Perform the painting in accordance with this Section, using materials meeting the requirements of Section 975 and listed on the Department's Qualified Products List (QPL). Use anti-graffiti coating systems that are recommended for the substrate by the anti-graffiti coating system manufacturer. On concrete substrates, use sacrificial or non sacrificial anti-graffiti coatings. On steel substrates, use non sacrificial anti-graffiti coatings only.

570 PERFORMANCE TURF.
(REV 10-14-09) (FA 12-28-09) (7-10)

SECTION 570 (Pages 717 - 722) is deleted and the following substituted:

SECTION 570
PERFORMANCE TURF

570-1 Description.

Establish a growing, healthy turf over all areas designated on the plans. Use sod in areas designated on the plans to be sodded. Use seed, hydroseed, bonded fiber matrix, or sod in all other areas. Maintain turf areas until final acceptance of all contract work in accordance with Section 5-11.

570-2 Materials.

Meet the following requirements:

Turf Materials	Section 981
Fertilizer	Section 982
Water.....	Section 983

570-3 Construction Methods.

570-3.1 General: Incorporate turf installation into the project at the earliest practical time.

Shape the areas to be planted to the plan typical sections and lines and grade shown in the Contract Documents.

Except in areas where the Contract Documents requires specific types of grass to match adjoining private property, any species of grass designated in Section 981 may be used. Use the methods and materials necessary to establish and maintain the initial grassing until acceptance of the Contract work in accordance with 5-11. All of the permanent grassing material shall be in place prior to final acceptance.

The Department will only pay for replanting as necessary due to factors determined by the Engineer to be beyond control of the Contractor.

Complete all grassing on shoulder areas prior to the placement of the friction course on adjacent pavement.

570-3.2 Seeding: At the Contractor's option, wildflower seed may be included in the turf seeding operation or performed separately from the turf seeding.

Use of compost meeting the requirements of Section 987 as mulch is acceptable unless otherwise specified.

570-3.3 Sod: Place the sod on the prepared surface, with edges in close contact. Do not use sod which has been cut for more than 48 hours.

Place the sod to the edge of all landscape areas as shown in the plans and as shown in the Design Standards.

Peg sod at locations where the sod may slide. Drive pegs through sod blocks into firm earth, flush with the sod soil surface, at intervals approved by the Engineer. The work and materials for pegging of sod as directed by the Engineer will be paid for as Unforeseeable Work.

Place rolled sod parallel with the roadway and cut any exposed netting even with the sod edge.

Monitor placed sod for growth of pest plants and noxious weeds. If pest plants and/or noxious weeds manifest themselves within 30 days of placement of the sod during the months April through October, within 60 days of placement of the sod during the months of November through March treat affected areas by means acceptable to the Department at no expense to the Department. If pest plants and/or noxious weeds manifest themselves after the time frames described above from date of placement of sod, the Engineer, at his sole option, will determine if treatment is required and whether or not the Contractor will be compensated for such treatment. If compensation is provided, payment will be made as Unforeseeable Work as described in 4-4.

Remove and replace any sod as directed by the Engineer.

570-3.4 Hydroseeding: Use equipment specifically designed for mixing the mulch, seed, fertilizer, tackifier and dye, and applying the slurry uniformly over the areas to be hydroseeded.

Use mulch that does not contain reprocessed wood or paper fibers. Ensure that 50% of the fibers will be retained on a twenty-five mesh screen.

Mix fertilizer as required into the hydroseeding slurry.

Ensure that the dye does not contain growth or germination inhibiting chemicals.

When polyacrylamide is used as part of hydroseeding mix, only anionic polymer formulation with free acrylamide monomer residual content of less than 0.05% is allowed. Cationic polyacrylamide shall not be used in any concentration. Do not spray polyacrylamide containing mixtures onto pavement. These may include tackifiers, flocculants or moisture-holding compounds.

570-3.5 Bonded Fiber Matrix (BFM): Meet the minimum physical and performance criteria of this Specification for use of BFM in hydroseeding operations or temporary non-vegetative erosion and sediment control methods.

Provide evidence of product performance testing, manufacturer's certification of training and material samples to the Engineer at least seven calendar days prior to installation.

Provide documentation to the Engineer of manufacturer's testing at an independent laboratory, demonstrating superior performance of BFM as measured by reduced water runoff, reduced soil loss and faster seed germination in comparison to erosion control blankets.

Use only BFMs that contain all components pre-packaged by the manufacturer to assure material performance. Deliver materials in UV and weather resistant factory labeled packaging. Store and handle products in strict compliance with the manufacturer's directions.

When polyacrylamide is used as part of hydroseeding mix, only anionic polymer formulation with free acrylamide monomer residual content of less than 0.05% is allowed. Cationic polyacrylamide shall not be used in any concentration. Do not spray polyacrylamide containing mixtures onto pavement. These may include tackifiers, flocculants or moisture-holding compounds.

Meet the following requirements after application of the formed matrix:

Ensure that the tackifier does not dissolve or disperse upon re-wetting.

Ensure that the matrix has no gaps between the product and the soil and that it provides 100% coverage of all disturbed soil areas after application.

Ensure that the matrix has no germination or growth inhibiting properties and does not form a water-repelling crust.

Ensure that the matrix is comprised of materials which are 100% biodegradable and 100% beneficial to plant growth.

Mix and apply the BFM in strict compliance with the manufacturer's recommendations.

Apply the BFM to geotechnically stable slopes at the manufacturer's recommended rates.

Degradation of BFM will occur naturally as a result of chemical and biological hydrolysis, UV exposure and temperature fluctuations. Re-application, as determined by the Engineer, will be required if BFM-treated soils are disturbed or water quality or turbidity tests show the need for an additional application. The work and materials for re-application, will be paid for as Unforeseeable Work.

570-3.6 Watering: Water all turf areas as necessary to produce a healthy and vigorous stand of turf. Ensure that the water used for turf irrigation meets the requirements of Section 983.

570-3.7 Fertilizing: Fertilize as necessary based on soil testing performed in accordance with Section 162. Refer to Section 982 for fertilizer rates.

For bid purposes, base estimated quantities on an initial application of 265 lbs/acre and one subsequent application of 135 lbs/acre of 16-0-8.

570-4 Turf Establishment.

Perform all work necessary, including watering and fertilizing, to sustain an established turf until final acceptance, at no additional expense to the Department. Provide the filling, leveling, and repairing of any washed or eroded areas, as may be necessary.

Established turf is defined as follows:

Established root system (leaf blades break before seedlings or sod can be pulled from the soil by hand).

No bare spots larger than one square foot.

No continuous streaks running perpendicular to the face of the slope.

No bare areas comprising more than 1% of any given 1,000 square foot area.

No deformation of the turf areas caused by mowing or other Contractor equipment.

Monitor turf areas and remove all competing vegetation, pest plants, and noxious weeds (as listed by the Florida Exotic Pest Plant Council, Category I "List of Invasive Species", Current Edition, www.fleppc.org). Remove such vegetation regularly by manual, mechanical, or chemical control means, as necessary. When selecting herbicides, pay particular attention to ensure use of chemicals that will not harm desired turf or wildflower species. Use herbicides in accordance with 7-1.7.

If at the time that all other work on the project is completed, but all turf areas have not met the requirements for established turf set forth in 570-4, continuously maintain all turf areas until the requirements for established turf set forth in 570-4 have been met.

During the entire establishment period and until turf is established in accordance with this specification, continue inspection and maintenance of erosion and sedimentation control items in accordance with Section 104. Take responsibility for the proper removal and disposal of all erosion and sedimentation control items after turf has been established.

Notify the Engineer, with a minimum of seven calendar days advance notice, to conduct inspections of the turf at approximate 90-day intervals during the establishment period to determine establishment. Results of such inspections will be made available to the Contractor

within seven calendar days of the date of inspection. Determination of an established turf will be based on the entire project and not in sections.

Upon the determination by the Engineer that the requirements of 570-4 have been met and an established turf has been achieved and all erosion and sedimentation control items have been removed, the Engineer will release the Contractor from any further responsibility provided for in this Specification.

The Contractor's establishment obligations of this specification will not apply to deficiencies due to the following factors, if found by the Engineer to be beyond the control of the Contractor, his Subcontractors, Vendors or Suppliers:

a. Determination that the deficiency was due to the failure of other features of the Contract.

b. Determination that the deficiency was the responsibility of a third party performing work not included in the Contract or its actions.

The Department will only pay for replanting as necessary due to factors determined by the Department to be beyond the control of the Contractor.

570-5 Responsible Party.

For the purposes of this Specification, the Contractor shall be the responsible party throughout construction and establishment periods.

Upon final acceptance of the Contract in accordance with 5-11, the Contractor's responsibility for maintenance of all the work or facilities within the project limits of the Contract will terminate in accordance with 5-11; with the sole exception that the facilities damaged due to lack of established turf and the obligations set forth in this Specification-for Performance Turf shall continue thereafter to be responsibility of the Contractor as otherwise provided in this Section.

570-6 Disputes Resolution.

The Contractor and the Department acknowledge that use of the Statewide Disputes Review Board is required and the determinations of the Statewide Disputes Review Board for disputes arising out of the Performance Turf Specification will be binding on both the Contractor and the Department, with no right of appeal by either party, for the purposes of this Specification.

Any and all Statewide Disputes Review Board meetings after final acceptance of the Contract in accordance with 5-11 shall be requested and paid for by the Contractor. The Department will reimburse the Contractor for all fees associated with meetings.

570-7 Failure to Perform.

Should the Contractor fail to timely submit any dispute to the Statewide Disputes Review Board, refuse to submit any dispute to the Statewide Disputes Review Board, fail to provide an established turf in accordance with 570-4 within one-year of final acceptance of the Contract in accordance with 5-11, or fail to compensate the Department for any remedial work performed by the Department in establishing a turf and other remedial work associated with lack of an established turf, including but not limited to, repair of shoulder or other areas due to erosion and removal of sediments deposited in roadside ditches and streams, as determined by the Statewide Disputes Review Board to be the Contractor's responsibility, the Department shall suspend, revoke or deny the Contractor's certificate of qualification under the terms of Section 337.16(d)(2), Florida Statutes, until the Contractor provides an established turf or makes full and

complete payment for the remedial work performed by the Department. In no case shall the period of suspension, revocation, or denial of the Contractor's certificate of qualification be less than six (6) months. Should the Contractor choose to challenge the Department's notification of intent for suspension, revocation or denial of qualification and the Department's action is upheld, the Contractor shall have its qualification suspended for a minimum of six (6) months or until the remedial action is satisfactorily performed, whichever is longer.

570-8 Method of Measurement.

The quantities to be paid for will be plan quantity in square yards based on the area shown in the plans, completed and accepted.

570-9 Basis of Payment.

Prices and payments will be full compensation for all work and materials specified in this Section.

Payment will be made under:

Item No. 570- 1- Performance Turf - per square yard.

603 GENERAL REQUIREMENTS FOR THE INSTALLATION AND EVALUATION OF TRAFFIC CONTROL SIGNALS AND DEVICES.

(REV 1-20-10) (FA 1-28-10) (7-10)

SECTION 603 (Pages 727 – 730) is deleted and the following substituted:

**SECTION 603
GENERAL REQUIREMENTS FOR THE INSTALLATION
AND EVALUATION OF TRAFFIC CONTROL SIGNALS AND
DEVICES**

603-1 Description.

The provisions contained in this Section include general requirements for all traffic control signals and devices.

603-2 Equipment and Materials.

603-2.1 General: Except as provided in 603-2.2, only use traffic control signals and devices meeting the requirements of the Minimum Specifications for Traffic Control Signals and Devices (MSTCSD), the Contract Documents, and listed on the Department's Approved Product List (APL).

Only use new equipment and materials, except as specified in the Contract Documents.

603-2.2 Exceptions: The Department may grant exceptions to the requirements of 603-2.1 by Temporary Permit or Conditional Approval for Limited Use to evaluate new technology or for other circumstances that are found to be in the public interest.

603-2.3 Uniformity: Only use compatible units of any one item of equipment, such as signal heads, detectors, controllers, cabinets, poles, signal system or interconnection equipment, etc.

603-2.4 Hardware and Fittings: Ensure that all bolts and nuts less than 5/8 inch in diameter are passivated stainless steel, Type 316 or Type 304 and meet the requirements of ASTM F 593 and ASTM F 594 for corrosion resistance.

Ensure that all bolts and nuts 5/8 inch and over in diameter are galvanized and meet the requirements of ASTM A 307.

Use high-strength steel anchor bolts and U-bolts, having a minimum yield strength of 55,000 psi and a minimum ultimate strength of 90,000 psi.

603-2.5 Galvanizing: Meet the requirements of Section 962 when galvanizing for fittings and appurtenances for all structural steel (including steel poles).

603-3 Definitions.

Traffic Control Signals and Devices: Any signal or device; manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed or controlled in any manner. Traffic Control Signals and Devices regulate, warn, or guide traffic on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency having jurisdiction. Traffic Control Signals and Devices include, but are not limited to, controller assemblies (controller cabinets and their contents); signal heads including their hanging or mounting devices; vehicle detection systems (loops, sealant, amplifier, lead-in wire, or cable); pedestrian detection systems (push button, push button housing, lead-in wires, and signal); Motorist Information Systems, Video Equipment, Network Devices, Dynamic Message Signs, Highway Advisory Radios, Road Weather Information Systems, Cameras, Vehicle Detection Systems, and other equipment used within a traffic control system.

Minimum Specifications for Traffic Control Signals and Devices: The current edition of the MSTCSD, maintained by the State Traffic Engineering and Operations Office, which provides standards and specific technical requirements for electronic equipment and materials for the evaluation of traffic control signals and devices.

Approved Product List (APL): A listing of certified or approved traffic control signals and devices and hardware, compiled and maintained by the State Traffic Engineering and Operations Office.

Temporary Permit: A permit issued by the State Traffic Engineering and Operations Office. A Temporary Permit is issued to a public or private entity for the temporary installation of a device for the purpose of evaluating the device's operational effectiveness and safety. Under a Temporary Permit, the device shall be provided at no cost to the Department for the duration of the evaluation. The State Traffic Engineering and Operations Office maintains the list of temporarily permitted traffic control signals and devices.

Conditional Approval for Limited Use: A limited approval issued by the State Traffic Engineering and Operations Office for a specified time period at a specific location(s) for products requiring approval by the Department and that are determined to be in the best interest of the public. All conditions of the approval must be met for the device to be allowed to remain installed and in use. This approval is issued to a public or private entity for the purpose of evaluating the device's operational effectiveness and safety. The State Traffic Engineering and Operations Office maintains the list of conditionally approved traffic control signals and devices.

603-4 Systems Approval Requirement.

The Engineer will review and approve any system design plan of traffic control signals and devices, that is controlled and/or operated from a remote location by computers or similar devices, and which affects the movement of traffic on any portion of the State Highway System,

prior to installation. Within such system, only use traffic control signals and devices that meet all certification or approval requirements contained herein.

603-5 Device Approval Process.

The traffic control signals and devices approval process is described in detail in Section A601 of the MSTCSD.

603-6 Marking of Approved Equipment.

Ensure that traffic control signals and devices are marked in accordance with Section A601-6 of the MSTCSD.

603-7 Submittal Data Requirements.

Prior to the installation of equipment and within 30 days after the preconstruction conference, submit a completed listing of all traffic control signals, devices, or hardware with APL certification number(s) to the Engineer for approval on form 750-010-02, Submittal Data – Traffic Control Equipment, provided by the Department. On all non-structural equipment or materials that do not have a Florida Department of Transportation Certification Number, submit one copy of the manufacturer’s descriptive literature and technical data fully describing the types of equipment that will be used to the Engineer.

Develop shop drawings for all structural support materials and other special designs, such as non-electrical, non-mechanical, or other fabricated items, which may not be specifically detailed in the plans. Have the Specialty Engineer approve all shop drawings. Do not submit shop drawings for those items that have been previously evaluated and approved. Meet the requirements of 5-1.4 for shop drawings. Send two copies of the shop drawings signed and sealed by the Specialty Engineer to the Engineer.

The Engineer will approve submittal data for devices having a Florida Department of Transportation APL Certification Number.

The Department is not liable for any equipment or material purchased, work done, or delay incurred prior to such approval.

Provide a complete operable signal installation as specified in the Contract regardless of any failure of the Department to discover or note any unsatisfactory material. Meet the requirements of Section 608.

603-8 Documentation for Electronic Equipment.

Prior to final acceptance, furnish the Engineer with two copies of the following documentary items obtained from the manufacturer for the electronic equipment listed below:

1. Operation Manual
2. Troubleshooting and Service Manual
3. Assembly and Installation Instructions
4. Pictorial layout of components and schematics for circuit boards
5. Parts list, including the location
6. Diagram of the field installation wiring (not applicable to the detectors)
7. Warranty information

Furnish documentary items for the following equipment:

1. Controllers
2. Vehicle detectors
3. Load switches

4. Flasher units
5. Preemption units
6. Conflict monitors
7. Special sequence relays
8. Cameras
9. Dynamic Message Signs
10. Highway Advisory Radios
11. Road Weather Information Systems
12. Any other equipment which has a logic, timing, or communications function
13. Other equipment specified in the Contract Documents

603-9 Department-Furnished Equipment Installed By Contractor.

Where the Contract includes installation of Department-furnished equipment, the Department will turn over such equipment to the Contractor when the construction progress allows or as designated in the Contract Documents. The Department will test and certify the equipment to be in proper condition and ready to use and will bear the costs of correcting any defects in the equipment prior to pick-up by the Contractor. The Engineer will coordinate the pick-up and installation of the equipment. Maintain the equipment in proper operational condition after pick-up at no cost to the Department, until either final acceptance or the equipment is returned to the Department.

**608 GUARANTIES FOR TRAFFIC CONTROL SIGNALS AND DEVICES.
(REV 1-20-10) (FA 1-28-10) (7-10)**

SECTION 608 (Page 730) is deleted and the following substituted:

**SECTION 608
GUARANTIES FOR TRAFFIC CONTROL SIGNALS AND DEVICES**

608-1 Description.

This Section sets forth guaranty requirements for traffic control signals and devices furnished to the Department. The Department will consider manufacturer and Contractor costs associated with providing and delivering equipment guaranties, requirements, terms, and conditions incidental to the payment for equipment or construction feature utilizing the equipment.

608-2 Guaranty Provisions.

608-2.1 Contractor's Responsibility: Secure all guaranties that are customarily issued by the equipment manufacturer for the specific equipment included in the Contract. Ensure that all manufacturers' warranties are fully transferable to the Department and meet or exceed the Department's minimum warranty requirements for the equipment. The Contractor shall ensure that the form in which such guaranties are delivered to the Contractor includes the provision that they are subject to transfer to the maintaining agency as named by the Department, and is accompanied by proper validation of such fact. Transfer guaranties at final acceptance of the work (or equipment) by the Department.

608-2.2 Terms: Ensure that the terms of guaranties are stipulated by the manufacturer when submitting a request to the Department for certification and equipment submittals for construction projects. Include terms for a specified service performance with provisions for repair parts and labor, or for replacement. Provisions shall define the equipment “installation date” as the date for such guaranty to be in effect. For construction projects, the “installation date” is the first day of equipment “burn-in”. For warehouse purchases, the “installation date” is the date of visual inspection approval, not to exceed ten days after delivery date.

608-2.3 Conditions: When guaranty is available, ensure that a written and signed guaranty accompanies the manufacturer’s billing invoice. The Engineer will sign and retain the original and provide a copy to the maintaining agency and to the manufacturer. If the Contractor does not comply with the terms of the guaranty, the Department may suspend the certification. Comply with additional terms and conditions as stated in purchasing agreements.

611 ACCEPTANCE PROCEDURES FOR TRAFFIC CONTROL SIGNALS AND DEVICES.

(REV 6-22-10) (FA 7-26-10) (1-11)

SECTION 611 (Pages 731 – 736) is deleted and the following substituted:

SECTION 611 ACCEPTANCE PROCEDURES FOR TRAFFIC CONTROL SIGNALS AND DEVICES

611-1 Description.

This Section sets forth Contract acceptance procedures for installations of traffic control signals and devices and for equipment purchase contracts.

611-2 Acceptance of Traffic Control Signal and Device Installations.

611-2.1 Partial Acceptance: The Engineer may make inspection for partial acceptance under the Contract in accordance with 5-10 of a complete traffic control signal and device installation upon its completion in accordance with the Contract Documents and at such time that other parts of the total Contract are at a stage of completion that either require or allow the installation to operate in a manner which is in accordance with the Contract Documents. Before inspection for partial acceptance, the Engineer will require the satisfactory completion of all field tests of completed installations in accordance with the requirements of 611-4. The Engineer will make inspection for partial acceptance in accordance with 5-10 in company with a Contractor's representative and, when applicable, a representative of the agency designated to accept maintenance responsibility.

611-2.2 Final Acceptance: The Engineer will make inspection for final acceptance of traffic control signal and device installations as part of all work under the Contract in accordance with 5-11, only after satisfactory completion of all field tests of completed installations in accordance with the requirements of 611-4 and on the basis of a comprehensive final field inspection of all equipment installations. Submit three copies of Form 750-010-02, Submittal Data – Traffic Control Equipment, to the Engineer. The Engineer will make the final inspection with a Contractor's representative and, when applicable, a representative of the agency designated to accept maintenance responsibility. Transfer warranties and guarantees on

equipment to the Department in accordance with Section 608. For traffic signal installations, submit three completed copies of form 700-010-22, Final Acceptance of Traffic Signal Installation(s) and Transfer of Maintenance, to the Engineer.

611-2.3 As-Built Drawings: As a condition precedent to acceptance under 611-2.1 or 611-2.2, furnish as-built drawings of all installations in accordance with the following requirements:

611-2.3.1 Submittal Requirements: Submit three sets of as-built plans for review by the Engineer on reproductions of the original 11 by 17 inch sheets. Record all as-built information using block lettering or typed text to ensure legibility. Signing and pavement marking plan sheets may be used instead of signalization plan sheets, if a substantial number of changes from the original plans must be recorded. ITS as-built plans must include an accurate table (spreadsheet) that provides the true final location of devices by mile post to three decimal places, plus an offset dimension given for each above-ground structure. Global positioning system (GPS) coordinates can be utilized as supplemental information in the table. Aerial photographs may be furnished with the table to provide supplementary information. The aerials should not include the extra features of the ROW, baseline, or roadway edges being drawn in. The aerials may be used as a base for the as-built plans with mile post and offset dimensions. If, in the opinion of the Engineer, the changes can not be clearly delineated on reproductions of the original 11 by 17 inch sheets, clearly delineate all changes on 11 by 17 inch detail sheets, enlarged 200% from the reproductions. Make any corrections resulting from the Engineer's review, and resubmit three sets of the completed as-built plans as a condition precedent to acceptance of the installation.

611-2.3.2 Components: Include as-built information for all components of the installation. As a minimum, identify the following components in the format indicated below.

611-2.3.2.1 Conduit and Cable: Identify all conduit and cable with unique linestyles for routing (overhead, conduit, saw cut, etc.) that are clearly identified in a legend on each sheet. Identify the type of cable (i.e., 7 conductor signal cable) and label the number of conductors, fiber strands or other identifying features of the cable. For conduit, clearly note conduit size and number of runs.

611-2.3.2.2 Loops and Detection Zones: Identify the location of all installed loops (including the distance from the stop bar for the advance loops), the path of each loop to the pull box, the loop window and the path of the loop lead-in to the controller cabinet. Identify the device location and the approximate detection area for detection systems that are not embedded in or under pavement.

611-2.3.2.3 Pull Boxes: Label unused and out of service pull boxes clearly. Show distances to each pull box from the nearest edgeline, stop bar, or other permanent feature. If an edgeline is not near a pull box or would not clearly identify its location, a fixed monument may be used (i.e. FDOT pole or structure).

611-2.3.2.4 Poles: Locate Poles from the nearest edgeline of both approaches. If an edgeline is not near a pole or would not clearly identify its location, a fixed monument may be used.

611-2.3.2.5 Signal Heads: Locate all signal heads with respect to the pavement markings. Each signal head shall be identified by its corresponding movement number.

611-2.3.2.6 Cabinet: Clearly locate all cabinets. The type of cabinets and inventory of internal components must be documented. Controller manufacturer along with the controller model number shall be provided for all traffic signal cabinets. A cabinet corner "blow

up” shall be provided detailing pull box locations with all conduit and cable per 611-2.3.2.1 and 611-2.3.2.3.

611-2.3.2.7 Preemption: Clearly locate all preemption equipment. The type of preemption equipment and the manufacturer along with the model number shall be provided. Additionally, the type of communication medium (i.e. closed loop) shall be identified. Any underground conduit and cable as well as pull boxes shall be per 611-2.3.2.1 and 611-2.3.2.3.

611-2.3.3 Compensation: All costs involved with providing as-built drawings are incidental to the other items of work associated with traffic control signals and devices.

611-2.4 Installation Inspection Requirements: Meet the requirements of Section 105.

611-3 Signal Timing.

Set the timing of a traffic signal or system of traffic control devices in accordance with the Contract Documents, unless approved otherwise in writing by the Engineer.

611-4 Field Tests of Installations.

Perform the following tests in the presence of the Engineer and, when applicable, a representative of the agency designated to accept maintenance responsibility.

Continuity: Test each signal head circuit, pedestrian detector circuit, vehicle detector loop circuit, and interconnect signal circuit for continuity.

Functional: Perform a functional test that demonstrates that each and every part of the installation functions as specified.

Induced Voltage on traffic signal connections: Measure the voltage between each signal head indication field terminal and the AC neutral circuit in the controller cabinet during the off (dark) state of each signal head indication. Ensure that the voltage does not exceed $2 V_{AC, RMS}$. If this value is exceeded, take the following action to reduce the value to $2 V_{AC, RMS}$:

(1) Check for loose or broken connections in the signal head circuit from the controller cabinet to the signal heads.

(2) If (1) above does not correct the problem, connect additional neutral circuits between the signal head and the controller cabinet.

Inductive Loop Assembly: An inductive loop assembly is defined as a loop plus the lead-in cable. Measure and record the series resistance of each inductive loop assembly. Ensure that the resistance does not exceed 10Ω . Perform an insulation resistance megger test, at $500 V_{DC}$, for each inductive loop assembly at the cabinet in which the inductive loop assembly is terminated. Do not connect the inductive loop assembly to the cabinet terminal strips during the test, except for the drain wire of a shielded lead-in cable. Insulation resistance is defined as the resistance between one wire of the lead-in cable and a ground rod or bussbar. Record the insulation resistance of each inductive loop assembly. Ensure that the resistance is equal to or greater than $100 M\Omega$.

Perform the 48 hour test only after achieving acceptable results from the other tests listed in 611-4.

Forty-Eight Hour Test for Traffic Signal installations:

(a) Before beginning the 48 hour test, place all new signal installations (no existing signals) in flash for 48 to 336 hours. The length of the flash period will be determined by the Engineer.

(b) Continuously operate each new or modified traffic signal installation or system for not less than 48 hours. If unsatisfactory performance of the system develops, correct the condition, and repeat the test until obtaining 48 hours of satisfactory continuous operation.

(c) During the 48 hour test period, the Contractor is fully responsible for the signal or signal systems. Provide a responsible representative (technically qualified) who can monitor signal operation and troubleshoot any malfunctions within a one hour period.

When coordination is specified in the Contract Documents, provide a two hour training session on the operation and programming of the coordination features of the controller units during the 48 hour test. Arrange the time and place of the training session with the Engineer.

(d) Perform a 48 hour test for flashing beacon installations in the same manner as for traffic signal installations.

(e) Start the 48 hour test on a Monday, Tuesday, or Wednesday. However, do not start the 48 hour test on the day preceding a holiday.

(f) Start the 48 hour test between 9:00 AM and 2:00 PM.

(g) Before the 48 hour test, install and have standing by all equipment specified in the Contract Documents.

611-5 Contractor's Warranty Period for Installations.

611-5.1 General Requirements: After satisfactory completion of all field tests in accordance with 611-4, repair or replace any defective components or work of the installations for a 90 day period after final acceptance in accordance with 5-11.

611-5.2 Contractor's Responsibilities: During the warranty period, the Contractor is responsible for the following:

(a) Repair or replacement of equipment that fails to function properly due to defective materials or workmanship.

(b) Upon notification by the Engineer of a malfunction, restore the equipment to proper operating condition within 12 hours after notification by the Engineer.

If the Contractor fails to restore the equipment to proper operating condition within 12 hours after notification, the Engineer has the authority to have the remedial work performed by other forces. The Contractor is responsible for all incurred costs of the work performed by other forces. Remedial work performed by other forces does not alter any of the requirements, responsibilities or obligations of this warranty.

(c) In the event that the equipment does not function or malfunctions due to defective materials or workmanship, the Contractor is liable for any impairment to the safety of pedestrian and vehicular traffic resulting from such malfunction.

611-5.3 Department's Responsibilities: During the warranty period, the Department is responsible for the following:

(a) Electrical energy costs which are paid for by the local maintaining agency.

(b) All adjustments, such as timing, necessary for the normal operations of equipment.

(c) Documentation of the individuals involved and the time of Contractor notification upon failure or malfunction of equipment.

(d) Repair or replacement of any part of the installation damaged as a result of natural causes or those resulting from vehicular or pedestrian traffic not associated with Contractor activities.

611-6 Manufacturer's Tests and Certifications.

For materials which may not require formal testing, the Engineer reserves the right to require certifications from the manufacturer of such equipment and material, to the effect that they meet all Specification requirements, and, in the event of questionable equipment or material, to require that such material or equipment be tested at no expense to the Department.

The Engineer reserves the right to withhold any payments which may be due; if the Engineer determines that the equipment does not meet the Specifications or evaluation criteria.

611-7 Contracts for Purchase of Equipment.

611-7.1 Acceptance Tests Required: For each unit of equipment furnished under purchase contracts (furnish only), the Engineer will perform the following tests:

(a) Visual inspection within five days after delivery.

(b) Operational tests which determine whether the equipment performs in accordance with the requirements of the Contract Documents. The Engineer will complete such tests within 15 days after delivery. If the equipment is listed on the Department's Approved Product List (APL), the Engineer may verify the APL Certification number in lieu of the operational tests.

611-7.2 Eligibility for Payment:

The Department will base payment for equipment furnished under purchase contracts on satisfactory completion of the visual inspection and operational tests required by 611-7.1.

Before any payment will be made for each functional group, deliver to the Engineer and receive from the Engineer acceptance of all units of each functional group of equipment required to be furnished by the Contract Documents. The Department will make separate payment for a staged delivery of each functional group of equipment only when staged delivery is specified in the Contract Documents.

611-7.3 Equipment Failing to Pass Acceptance Tests:

When any unit of equipment fails to pass the acceptance tests, correct the deficiencies (by repair or replacement), at no expense (including all freight costs) to the Department, to attain compliance. If the original Contract Time has expired, the Department will charge and continue to assess liquidated damages in accordance with 8-10 until final acceptance of the equipment. Upon compliance with such correction requirements, the Engineer will perform tests on the equipment as specified above and will determine their eligibility for payment.

The Department will not assess liquidated damages during the acceptance test period in 611-7.1. The Department will allow only one acceptance test exclusion with regard to liquidated damages assessment per lot of units required to be delivered.

635 PULL AND JUNCTION BOXES.
(REV 7-28-10) (FA 8-3-10) (1-11)

ARTICLE 635-3 (Page 749) is deleted and the following substituted:

635-3 Pull Boxes Installation.

Install pull boxes in accordance with the Design Standards, Index No. 17700. Ensure that the pull box cover is flush with the finished grade or sidewalk. Do not install pull boxes in roadways, driveways, parking areas, ditches or public sidewalk curb ramps.

650 VEHICULAR SIGNAL ASSEMBLIES – INSTALLATION.
(REV 6-17-09) (FA 6-18-09) (1-10)

SUBARTICLE 650-3.7 (Page 761) is deleted and the following substituted:

650-3.7 Vertically Mounted Polycarbonate (Light-Weight) Signal Head Assemblies:

The top section of all multi- section (5- section, 3- section), vertically mounted, light- weight signal heads must be constructed of die cast aluminum, unless the entire 3-section polycarbonate signal head assembly is specifically approved and listed on the APL as a 12” Polycarbonate 3-Section Vehicle Assembly. Ensure that all sections of multi- section assemblies are from the same manufacturer.

Single section signals may be constructed of die cast aluminum or polycarbonate construction.

690 REMOVAL OF EXISTING TRAFFIC CONTROL SIGNALS AND DEVICES.
(REV 6-16-10) (FA 7-26-10) (1-11)

SECTION 690 (Pages 772 – 775) is deleted and the following substituted:

SECTION 690
REMOVAL OF EXISTING TRAFFIC CONTROL SIGNALS AND DEVICES

690-1 Description.

Remove existing traffic control signals and devices including electrical and electronic equipment, supporting hardware and structures, electrical wiring, conduit, and all other elements specified and required to clear the areas of concern for new installations.

When removing existing traffic signals and devices , salvage and protect all equipment and materials designated for removal in the Contract Documents.

690-2 Ownership.

The Department retains ownership of the equipment removed unless otherwise stated in the Contract Documents.

690-3 General Removal Operations.

Remove and salvage all equipment, appurtenances, and materials designated on the plans to remain the property of the Department or other owner.

Where the removals require excavation, backfill, compact, and level the excavated areas (unless to be used as areas for other installations) so as to form a smooth contour, uniform in density with adjacent ground areas.

Where the removal operations require the removal or disturbance of overlying pavement, curb, grass, or sidewalk, remove such pavement and subsequently replace it in kind (or equivalent).

Remove, handle, and transport electronic equipment to be removed with all due care. Correct any damage to such equipment caused by negligence at no expense to the Department regardless of whether the damage occurs before or after removal of the equipment.

When removing all electronic equipment, also remove all attaching devices and all other devices and auxiliaries related to the electronic unit which the Department does not require to remain in place for use with replacing equipment.

Perform all removals in such a manner as to not damage or disturb adjacent property, utilities, or other equipment.

When replacing existing functioning installations with new installations, do not remove the existing installations until the new installations are in place and operating or until temporary traffic control approved by the Engineer is in place.

Notify the proper authorities or the owners of affected adjacent installations at least 24 hours in advance of any removal operations which might endanger or otherwise affect the operations of their facilities.

When the Contract Documents indicate that owners (or others) will remove their own poles, carefully remove and handle all equipment from such poles prior to such removal of the poles.

690-4 Specific Removal Operations.

690-4.1 Removal of Poles: Remove direct burial, strain poles, steel strain poles, mast arm and monotube assemblies and associated foundations as specified in the plans. Obtain the Engineer's approval for the removal process before beginning any removal work. These requirements do not apply to poles used for highway lighting, unless they are jointly used to support traffic control signals and devices, signal mast arm, or span wire assemblies.

Accomplish the removal process of each pole/foundation in such a manner as not to result in a safety hazard to motorists or adjacent property or damage to existing utilities. Ensure that all utilities have been located prior to removal.

When shallow pole removal is specified in the plans, ensure the remaining pole/foundation and any protrusions, such as pole keys, dead men, guying apparatus, conduit, anchor bolts, or reinforcing steel, are removed to a minimum depth of 4 feet below existing grade.

When deep pole removal is specified in the plans completely remove each pole including the foundation and all accessories or attachments, such as pole keys, dead men, guying apparatus, conduit, anchor bolts, and reinforcing steel.

Do not remove or disturb utility poles located within the right-of-way.

690-4.2 Removal of Signal Pedestal: Remove each signal pedestal and associated foundations as specified in the plans. Obtain the Engineer's approval for the removal process before beginning any removal work.

Accomplish the removal process of each pedestal/foundation in such a manner as not to result in a safety hazard to motorists, pedestrians or adjacent property or damage to existing utilities. Ensure that all utilities have been located prior to removal.

Completely remove each pedestal including the foundation and all accessories or attachments, such as pole keys, conduit, anchor bolts, and reinforcing steel.

690-4.3 Removal of Controllers and Cabinets: When removing controller assemblies, also remove the cabinet. For base mounted cabinets, completely remove the concrete base and technician pad.

Prior to removal, conduct an inventory of the cabinet and all cabinet contents, including identification of the model number and serial numbers of each item. Submit the inventory list to the Engineer for retention by the Department and provide a copy of the list to the equipment owner.

690-4.4 Removal of Signal Heads (Vehicular and Pedestrian): Remove all signal head assemblies and attachment hardware in such a manner as to avoid unnecessary damage.

690-4.5 Removal of Detectors (Vehicular and Pedestrian): Divide the removal of detector assemblies into the following categories:

(a) Vehicular Detector Assemblies: When the removal of vehicular detector assemblies is specified in the Contract Documents, remove the amplifier from the controller cabinet, the loop, and the lead-in wiring that is in the conduit and pull boxes.

When removing pressure type vehicular detector assemblies, remove the amplifier and the detector pad and its framework from the roadway pavement. After removing such detector assemblies, repair the roadway areas by backfilling and tamping with an approved asphalt concrete mix or concrete pavement mix so as to restore the roadway to the satisfaction of the Engineer.

When removing non-intrusive detectors that are not embedded in or under pavement, remove the roadside detector assembly, cabling, mounting hardware, and detector electronics in cabinet.

(b) Pedestrian Detector Assemblies: Include in the removal of pedestrian detector assemblies the removal of the push button detector, sign, and all mounting hardware, including the supporting post and foundation.

690-4.6 Removal of Mast Arms and Span Wires: Disconnect the mast arms and span wires carefully at the pole, and salvage all usable hardware and attachment devices as determined by the Engineer. Remove all devices supported by the mast arm or span wire (including wiring) prior to the removal of the mast arm or span wire.

For integrally installed mast arms and mast arm poles, remove the pole and mast arm combination as a unit after removing the devices supported by the mast arms.

690-4.7 Removal of Cabling and Conduit: After removing the conductor cable and conduit, carefully stub, or protect with other appropriate procedures, the remaining conductor cable and conduit at the point of removal.

If the removal of any cables and conduit requires excavation, restore disturbed areas compatible with adjacent ground areas.

690-5 Transporting and Storing Removed Equipment.

When the Contract Documents specify special handling, deliver equipment and materials that are not stipulated to be reused in the new installations to the location(s) designated in the Contract. When the Contract Documents note no special handling, stockpile or dispose of the removed materials as approved by the Engineer. The Engineer will determine ownership of

removed equipment and will approve of the removal of any salvaged equipment from the project in advance.

Provide disposal areas, and dispose of removed concrete strain poles in such areas.

690-6 Method of Measurement.

690-6.1 General: The quantities to be paid for will be measured in accordance with the different work tasks required in this Section. The Contract unit price for each different work task as specified in the Contract Documents will include all labor and equipment required to remove the specified items specified by the Pay Item Numbers.

690-6.2 Remove Poles:

690-6.2.1 Pole Removal Shallow: The quantity to be paid for will be the removal of each pole including the foundation and all accessories or attachments to a depth not less than 4 feet below existing grade.

690-6.2.2 Pole Removal Deep: The quantity to be paid for will be the complete removal of the pole and foundation including all accessories or attachments.

690-6.3 Remove Signal Pedestal: The quantity to be paid for will be the complete removal of each pedestal including the foundation and all accessories or attachments.

690-7 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section.

Payment will be made under:

Item No. 690- 10-	Remove Traffic Signal Head Assembly - each.
Item No. 690- 20-	Remove Pedestrian Signal Assembly - each.
Item No. 690- 31-	Remove Signal Pedestal - each.
Item No. 690- 32-	Pole Removal Shallow - each.
Item No. 690- 34-	Pole Removal Deep - each.
Item No. 690- 50-	Remove Controller or Cabinet - each.
Item No. 690- 60-	Remove Vehicular Detector Assembly - each.
Item No. 690- 70-	Remove Pedestrian Detector Assembly - each.
Item No. 690- 80-	Remove Span Wire Assembly - each.
Item No. 690- 90-	Remove Cabling and Conduit - per intersection or interchange.
Item No. 690-100-	Remove Miscellaneous Traffic Control Signals and Devices - per site.

700 HIGHWAY SIGNING.
(REV 8-11-10) (FA 8-16-10) (1-11)

SECTION 700 (Pages 779-786) is deleted and the following substituted:

SECTION 700
HIGHWAY SIGNING

700-1 Description.

Furnish and erect roadway signs, at the locations shown in the plans, in accordance with the details shown in the plans. All overhead cantilever and truss mounted signs are to be lighted and retroreflective unless otherwise noted in the plans.

The Department designates Ground Traffic Signs as signs erected on the shoulders, slopes, or medians, but not extending over the traveled roadway.

The Department designates signs erected partially or completely over the traveled roadway or mounted on bridges as Overhead Traffic Signs, and may further classify some of these signs as Overhead Cantilever Traffic Signs.

The Department designates signs that include certain electronic display components as Electronic Display Signs (EDS) and may further classify them as Electronic Warning Signs (EWS), Electronic Regulatory Signs (ERS), Electronic Speed Feedback Signs (ESFS), or Blank Out Signs (BOS). EDS may be erected on the shoulders, slopes, or in the medians, or installed on mast arms, monotube assemblies, or span wires.

700-2 Sign Assembly Design Requirements.

700-2.1 General: Sign assemblies as specified in the plans fall into three general categories: ground sign assemblies, overhead sign assemblies, and electronic display signs.

700-2.2 Sign Panels: All sign panels shall be aluminum. Fabricate standard sign panel messages in accordance with details included in the Standard Highway Signs Manual published by the U.S. Department of Transportation. The Engineer will not require the submittal of shop drawings for these signs or for non-standard sign panels and messages fabricated in accordance with details shown in the plans. Submit seven copies of shop drawings indicating detailed layout of the sign legend, spacing, and border for all other signs to the Engineer prior to fabrication.

If the size of a sign is not specified in the plans, provide the size sign for conventional roadways as shown in the MUTCD.

700-2.3 Breakaway Support Mechanisms for Ground Traffic Signs:

700-2.3.1 Frangible Supports: Provide posts for all frangible sign assemblies consisting of aluminum tubes up to 3 1/2 inches outside diameter with 3/16 inch wall thickness. Alternatives to the round aluminum tubes shall meet the requirements of NCHRP 350, Structures Manual for wind load requirements and be listed on the Qualified Products List (QPL).

700-2.3.2 Slip Bases: For posts with slip base assemblies, use galvanized steel in accordance with the requirements in the Design Standards. Alternative slip plane, plastic hinge, fracture elements, or combination sign support systems meeting the requirements of NCHRP 350 and Structures Manual wind load requirements may be used, subject to approval by the Department and listing on QPL. The QPL shall classify these systems as directional or omnidirectional systems.

700-2.4 Overhead Sign Structures:

700-2.4.1 Department's Design: When the overhead sign structure is detailed in the plans, submit shop drawings to the Department for approval as specified in Section 5. Prior to the submittal of the shop drawings, determine the actual length of support columns for all sign structures on the basis of existing field conditions and include these lengths on the shop drawings.

700-2.4.2 Contractor's Design: When the overhead sign structure is not detailed in the plans, submit to the Department a foundation design and a sign structure design utilizing steel structural members. Meet the requirements of this Section and the FDOT Structures Manual.

Have designs and shop drawings prepared by a Specialty Engineer or the Contractor's Engineer of Record, and submit them to the Department for review and approval in accordance with Section 5.

Determine the actual length of support columns for all sign structures on the basis of existing field conditions, and include these lengths in the shop drawings and calculations.

700-2.4.3 Installation: Install nuts on anchor bolts in accordance with 649-5 and 649-6. Use ASTM A325 bolt, nut and washer assemblies for all installations other than anchor bolts as follows. Use bolt, nut and washer assemblies that are free of rust and corrosion and that are lubricated properly as demonstrated by being able to easily hand turn the nut on the bolt thread for its entire length. Tighten nuts to the full effort of an ironworker using an ordinary spud wrench to bring the faying surfaces of the assembly into full contact which is referred to as snug tight condition. After bringing the faying surfaces of the assembly into full contact and to a snug tight condition, tighten nuts to achieve the minimum torque as specified in Table 700-1 unless the connection is an alternate splice connection of a span sign structure, in which case, tighten nuts in accordance with the turn-of-nut method of Table 460-7 of Section 460. Maintain uniform contact pressure on the faying surfaces during snugging and the subsequent final tightening process, by using a bolt tightening pattern that balances the clamping force of each bolt, as closely as possible, with the equal clamping force of a companion bolt. Within 24 hours after final tightening, the Engineer will witness a check of the minimum torque using a calibrated torque wrench for 3 bolts or a minimum of 10% of the bolts, whichever is greater, for each connection; however, do not perform this check on alternate splice connections of span sign structures.

Bolt Diameter (in.)	Minimum Torque (ft.-lbs.)
3/8	15
1/2	37
5/8	74
3/4	120
7/8	190
1	275
1 1/8	375
1 1/4	525

700-2.5 Sign Retroreflective Sheeting: Meet the requirements of Section 994. Use Type III, IV, V or VII sheeting for background sheeting, white legends, borders and shields on all signs, excluding STOP, DO NOT ENTER, and WRONG WAY. Use Type VII sheeting for STOP, DO NOT ENTER and WRONG WAY signs. Use Type III, IV, V or VII yellow-green fluorescent sheeting for S1-1 school advance signs and supplemental panels used with S1-1, S3-1 and S4-5 school signs. Do not mix signs having fluorescent yellow-green sheeting with signs having yellow retroreflective sheeting.

Use fluorescent orange Type VI or VII for all orange work zone signs.

Mesh signs shall meet the color, daytime luminance and nonreflective property requirements of Section 994, Type VI.

700-2.6 Breakaway Support Mechanisms for Electronic Display Signs: Provide posts or posts with slip bases as shown in the plans.

700-3 Materials.

700-3.1 General: Meet the materials requirements shown below and any additional requirements which the plans might show.

700-3.2 Concrete: Use concrete meeting the requirements of Section 346.

700-3.3 Reinforcing Steel: For reinforcing steel in footings, meet the requirements of Section 415.

700-3.4 Aluminum Materials:

700-3.4.1 General: For aluminum materials, meet the general provisions of 965-1.

700-3.4.2 Sheets and Plates: For aluminum sheets and plates for sign panels, meet the requirements of ASTM B 209, Aluminum Association Alloy 6061-T6, 5154-H38 or 5052-H38 and those shown in the plans.

700-3.4.3 Extruded Tubing: For extruded aluminum tubing, meet the requirements shown in the plans.

700-3.4.4 Castings: Provide aluminum castings of the alloys shown in the plans. For aluminum alternates the Engineer will allow a cast base, provided the Contractor submits test reports giving evidence that the base to be used for each pole size is as strong as the pole with which it is to be used. Perform physical tests and submit certified reports for one base to be used with each pole size. Use Alloy A 356-T6 for the castings. Use aluminum bolts for connecting parts of the cast base.

700-3.4.5 Channels: For aluminum channels, meet the requirements of ASTM B 308 for the alloys shown in the plans.

700-3.4.6 Bolts, Nuts, and Lockwashers: For aluminum bolts, nuts, and lockwashers, meet the requirements shown in the plans. Ensure that finished bolts and washers are given an anodic coating of at least 0.0002 inch in thickness and are chromate-sealed.

700-3.5 Steel:

700-3.5.1 General: Only use structural steel, including bolts, nuts, and washers, that have been hot dip galvanized or metalized after fabrication. Perform hot dip galvanizing in accordance with ASTM A 123 or ASTM A 153 and metalizing in accordance with Section 562. For galvanized steel members meet the general requirements of Section 962 and the specific requirements of 962-9.

700-3.5.2 Specific Uses of Aluminum and Galvanized Steel: Use aluminum bolts, nuts, and hardware to connect parts of the cast base.

Use galvanized steel anchor bolts for anchoring base plates to concrete bases and for the nuts and washers.

For all other metal parts of the cast base, the Engineer will allow galvanized steel as an alternate to aluminum.

700-3.6 Bearing Pads: For bearing pads, meet the requirements of 932-2.

700-3.7 Retroreflective Sheeting: All retroreflective sheeting must be listed on the QPL and meet the retroreflective sheeting requirements of Section 994.

700-3.8 Process Colors: Use transparent and black opaque process colors listed on the QPL meeting the requirements of 994-4 on retroreflective and nonreflective sheeting.

700-3.9 Electronic Display Signs: Use electronic display signs and mounting hardware that meet the requirements of the MSTCSD and are listed on the Department's Approved Products List.

Use only new signs and mounting hardware.

Provide signs marked in accordance with Section 603 and ensure the markings are visible after installation.

Provide installation guides and operator's manuals for each EDS. Ensure the manuals include functional block diagrams and wiring diagrams; with information required to operate, maintain, troubleshoot, and repair the EDS; and with recommended maintenance and calibration procedures.

Ensure signs have a manufacturer's warranty covering defects in assembly, fabrication, and materials for a minimum of three years from the date of final acceptance in accordance with 5-11. Ensure Guaranties on EDS comply with Section 608.

700-4 Preparation of Sign Blanks.

700-4.1 De-greasing and Etching for Aluminum Sign Blanks:

700-4.1.1 General: Prior to the application of retroreflective sheeting, use any of the methods shown below to de-grease and etch the aluminum sign blanks.

700-4.1.2 Hand Method: Under this method, de-grease and etch the blanks in one operation, using steel wool (medium grade) with any of the following combinations of materials:

- (1) An abrasive cleanser of a commercial grade kitchen scouring powder.
- (2) Acid and a suitable detergent solution.
- (3) An alkaline solution.

Thoroughly rinse the blanks with clean water following all hand de-greasing operations.

700-4.1.3 Power-Washer Method: Under this method, de-grease the blanks with an inhibited alkaline cleanser, by spraying for 90 seconds with the solution between 135 and 249°F, the exact temperature to be as recommended by the manufacturer of the cleanser. After the spraying, rinse the blanks with clean water. Then etch the blanks by immersing them in a 6 to 8% solution of phosphoric acid at a temperature of 100 to 180°F for 60 seconds. After immersion, rinse the blanks in clean water.

700-4.1.4 Immersion Method: Under this method, de-grease the blanks by immersing them in a solution of inhibited alkaline cleanser at a temperature between 160 and 180°F for three to five minutes, and then rinsing with clean water. Then etch blanks by immersing them in a 6 to 8% solution of phosphoric acid at a temperature of 100°F for three minutes. After immersion, rinse the blanks in clean water.

700-4.1.5 Vapor De-greasing Method: Under this method, de-grease the blanks by totally immersing them in a saturated vapor of trichloroethylene. Remove trademark printing with lacquer thinner or a controlled alkaline cleaning system.

700-4.1.6 Alkaline De-greasing Method: De-grease the blanks by totally immersing them in a tank containing an alkaline solution, controlled and titrated in accordance with the solution manufacturer's directions. Adapt immersion time to the amount of soil present and the thickness of the metal. After immersion, thoroughly rinse the blanks with running water.

700-4.1.7 Etching Method when De-greasing is Separate Operation: If using either of the de-greasing methods described under 700-4.1.5 and 700-4.1.6, accomplish etching by one of the following alternate methods:

(1) Acid Etch: Etch well in a 6 to 8% phosphoric acid solution at 100°F, or in a proprietary acid etching solution. Rinse thoroughly with running cold water, which may be followed by a hot water rinse.

(2) Alkaline Etch: Etch aluminum surfaces in an alkaline etching material that is controlled by titration. Meet the time, temperature, and concentration requirements specified by the solution manufacturer. After completing etching is complete, rinse the panel thoroughly.

700-4.2 Drying: Dry the panels using a forced-air drier. Use a device or clean canvas gloves, to handle the material between all cleaning and etching operations and the application of retroreflective sheeting. Do not allow the metal to come in contact with greases, oils or other contaminants prior to the application of retroreflective sheeting.

700-4.3 Fabrication of Sign Blanks: Fabricate all metal parts to ensure a proper fit of all sign components. Complete all fabrication, with the exception of cutting and punching of holes, prior to metal de-greasing and applying the retroreflective sheeting. Cut metal panels to size and shape and keep free of buckles, warp, dents, burrs, and defects resulting from fabrication. Provide all sign panels with a flat surface.

700-5 Fabrication of Retroreflectorized Sign Faces.

700-5.1 Application of Sheeting: Apply retroreflective sheeting to the base panels with mechanical equipment in a manner specified for the manufacture of traffic control signs by the sheeting manufacturer. Ensure that sheeting applied to extruded aluminum sections adheres over and around the side legs of all panels to a minimum distance of 1/16 inch beyond the radius of top edge.

Match sign faces comprising two or more pieces of retroreflective sheeting for color and retroreflectivity at the time of sign fabrication. Reverse and apply consecutively alternate successive width sections of either sheeting or panels to ensure that corresponding edges of sheeting lie adjacent on the finished sign. The Engineer will not accept nonconformance that may result in non-uniform shading and an undesirable contrast between adjacent widths of applied sheeting.

700-5.2 Finish: Seal retroreflective sheeting splices and sign edges with materials the sheeting manufacturer supplies in a manner the sheeting manufacturer specifies for traffic control signs.

700-5.3 Screening-on Message: Screen message and borders on retroreflective sheeting in accordance with the recommendations of the ink or overlay manufacturer. Process either before or after applying the sheeting to the base panels.

700-5.4 Finished Sign Face: Provide finished signs with clean cut and sharp messages and borders. Ensure that finished background panels are essentially a plane surface.

700-5.5 Stenciling: For permanent roadway signs, mark the back of all finished panels at the bottom edge with “FDOT”, the date of fabrication, the date of installation, and the fabricator’s initials. Make the markings unobtrusive, but legible enough to be easily read by an observer on the ground when the sign is in its final position. Apply the markings in a manner that is at least as durable as the sign face.

700-6 Acceptance of Signs.

700-6.1 Manufacturer’s Certification and Recommendations: Ensure that the sign manufacturer certifies that the delivered signs conform to this Section and provides recommendations for storing and repairing signs.

700-6.2 Packaging and Shipping: Have the manufacturer package and ship the signs in a manner which will minimize possible damage.

700-6.3 Storage of Signs: If signs are stored prior to installation, store them in accordance with the manufacturer’s recommendations.

700-6.4 Sign Inspection: Do not install signs until the Engineer inspects them for conformance with this Section. Provide all manufacturer certifications and recommendations prior to the Engineer’s inspection. The Engineer will inspect the signs upon delivery to the storage or project site and again at the final construction inspection. Repair and replace signs deemed unacceptable by the Engineer at no expense to the Department.

700-6.5 Imperfections and Repairs: Repair and replace signs containing imperfections or damage regardless of the kind, type, or cause of the imperfections or damage. Make repairs according to the manufacturer’s recommendations and to the satisfaction of the Engineer. Ensure that completed repairs provide a level of quality necessary to maintain the service life warranty of the sign and are satisfactory in appearance to the Engineer.

700-6.6 Electronic Display Signs: In addition to the requirements of this Section, meet the requirements of Section 611.

700-7 Foundations.

700-7.1 Footings:

700-7.1.1 Excavation and Backfilling: Perform excavation and backfilling for the footings in accordance with Section 125, with the exceptions that no specific density is required and that the backfill may be tamped in 4 inches maximum layers. Use material that is at near optimum moisture and neither dry or saturated, and tamp to the extent directed by the Engineer. The Department may require that the backfilling be done with poured concrete.

Install spread footings which support sign structures overhanging the roadway as required in 455-25 through 455-37.

700-7.1.2 Mixing and Placing Concrete: For batching and mixing of concrete for footings, meet the requirements of Section 346, except that the Engineer will allow hand mixing by approved methods where the quantity to be mixed does not exceed 1/2 yd³. Use cast-in-place or precast concrete for the footings. Obtain precast concrete footings from a plant that is currently on the list of Producers with Accepted Quality Control Programs. Producers seeking inclusion on the list shall meet the requirements of 105-3.

700-7.1.3 Forms: The Engineer will not require forms when the ground is sufficiently firm, in which case, sufficiently moisten the adjacent earth to prevent it from absorbing the moisture from the concrete. Where forms are required and the soil is not moist, place sufficient water, as directed by the Engineer, in the hole, and pour the concrete as soon as

the water has been absorbed. Place at least 4 inches of loose earth, free from clods or gravel, over the top of the footing to effect curing.

700-7.1.4 Finishing Concrete: Trowel the top of the concrete to a smooth finish.

700-7.2 Drilled Shafts: Meet the requirements of Section 455.

700-8 Erection of Signs and Sign Supports.

Do not erect overhead sign supports until the concrete strength in the support footing is at least 2,500 psi. Determine concrete strength from tests on a minimum of two test cylinders sampled and tested in accordance with ASTM C 31 and ASTM C 39 and verifying test results have been provided to the Engineer.

Erect the signs and sign structures in accordance with the details shown in the plans. The Contractor may fabricate the structural steel sign trusses in sections that will fit into available galvanizing vats. Prior to galvanizing, weld the joints as specified in 460-6 and in accordance with the details shown in the plans. Re-galvanize damaged parts as specified in Section 562.

Weld aluminum structures in accordance with 965-3.

Attach electronic display signs to the supporting structure in accordance with the manufacturer's recommendations using the mounting hardware provided by the manufacturer.

700-9 Removal or Relocation of Signs.

Relocation of signs shall consist of removing the existing sign assembly and installing the sign on a new foundation.

When the plans call for existing ground-mounted signs to be relocated or removed, immediately remove supports and footings that project more than 6 inches above the ground surface after removing the sign panel from the assembly. Remove existing footings to a depth at least 12 inches below the ground surface. The costs will be included in the Contract unit price of the item to which it is incidental.

Notify the Engineer a minimum of 30 days prior to removal of existing Logo sign structures.

700-10 Overlay Existing Sign Panels.

Use 0.040 inch thick aluminum sheeting for overlays larger than 3 square feet placed on a sign panel. Replace hex head bolts on the sign surface using stainless steel flat head machine screws with nuts and lock washers to give a flat surface for the overlay panel. Install the overlay panels starting at the edge away from traffic. Place each panel against the sign using a clamp at the top to hold the panel in place. Drill 1/8 inch holes 1 inch inside the panel edge every 6 inches to 8 inches and install 1/4-inch to 3/8 inch length pop rivets. Install additional rivets along the outer edge 6 inches to 8 inches. Place the remaining panels using the same procedure with the overlap in the direction away from the traffic and with rivets along the overlap on 12 inch centers.

700- 11 Method of Measurement.

The quantities to be paid for will be:

- (1) The number of ground traffic signs of each designated class of assembly, complete.
- (2) The number of lighted overhead traffic signs of each designated class of assembly, complete.

(3) The number of existing signs removed, relocated, modified of each designated class of assembly, complete.

(4) The number of overhead signs span wire mounted, bridge mounted, and lighted sequential, of each designated class of assembly, complete.

(5) The number of electronic display signs, of each designated class of assembly, complete.

(6) The number of flashing beacon signs, of each designated class of assembly, complete.

For the purpose of payment, a sign assembly consists of all the signs mounted on a single structure (one, two or three posts, or overhead structure) or all the signs on a bridge mounted sign structure and the sign structure.

700-12 Basis of Payment.

Price and payment will be full compensation for furnishing and installation of all materials necessary to complete the signs in accordance with the details shown in the plans; including sign panels complete with sheeting, painting, and message; sign posts and supports, foundations, excavation, etc.; for lighted signs, include all costs of the electrical installation for lighting, up to the point of connection by others; for flashing beacon signs, include all costs of beacons, controllers, and electrical installation, up to the point of connection by others; and all other work specified in this Section, including all incidentals necessary for the complete item.

701 AUDIBLE AND VIBRATORY PAVEMENT MARKINGS.

(REV 4-28-10) (FA 5-7-10) (8-10)

SECTION 701 (Pages 787 – 790) is deleted and the following substituted:

SECTION 701 AUDIBLE AND VIBRATORY PAVEMENT MARKINGS

701-1 Description.

Apply audible and vibratory pavement markings in accordance with the Contract Documents.

701-2 Materials.

701-2.1 Thermoplastic: Use thermoplastic material meeting the requirements of 971-1 and 971-9 and listed on the Qualified Products List (QPL) as an approved system. The Engineer will take random samples of the materials in accordance with the Department's Sampling, Testing and Reporting Guide schedule.

701-2.2 Retroreflective Elements: Use reflective elements recommended by the manufacturer that meet the requirements of 971-1.7 and are part of the system listed on the QPL.

701-3 Equipment.

Use equipment capable of providing continuous, uniform heating of the striping material to temperatures exceeding 390°F, mixing and agitating the material in the reservoir to provide a homogenous mixture without segregation. Use equipment that will maintain the striping material

in a plastic state, in all mixing and conveying parts, including the line dispensing device until applied. Use equipment which is capable of producing a consistent pattern of transverse bumps positioned at regular and predetermined intervals. Use equipment which meets the following requirements:

(a) capable of traveling at a uniform rate of speed, both uphill and downhill, to produce a uniform application of striping material and capable of following straight lines and making normal curves in a true arc.

(b) capable of applying reflective elements to the surface of the completed stripe by automatic dispensers attached to the striping machine such that the reflective elements are dispensed closely behind the installed line. Use reflective element dispensers equipped with an automatic cut-off control that is synchronized with the cut-off of the thermoplastic material and applies the reflective elements uniformly on the entire traffic stripe surface with 50 to 60% embedment.

(c) equipped with a special kettle for uniformly heating and melting the striping material. The kettle must be equipped with an automatic temperature control device and material thermometer for positive temperature control and to prevent overheating or scorching of the thermoplastic material.

(d) meets the requirements of the National Fire Protection Association, state and local authorities.

701-4 Application.

701-4.1 General: Before applying traffic stripes and markings, remove any material that would adversely affect the bond of the traffic stripes by a method approved by the Engineer.

Before applying traffic stripes to any Portland cement surface, apply a primer, sealer or surface preparation adhesive of the type recommended by the manufacturer. Offset longitudinal lines at least 2 inches from construction joints of Portland cement concrete pavement.

Apply traffic stripes or markings only to dry surfaces, and when the ambient air and surface temperature is at least 50°F and rising for asphalt surfaces and 60°F and rising for concrete surface.

Apply striping to the same tolerances in dimensions and in alignment specified in 710-5. When applying traffic stripes and marking over existing markings, ensure that not more than 2 inches on either end and not more than 1 inch on either side of the existing line is visible.

Conduct field tests in accordance with FM 5-541. Remove and replace markings not meeting the requirements of this Section.

701-4.2 Thickness: Apply base lines having a thickness of 0.100 to 0.150 inches, exclusive of the audible bumps, when measured above the pavement surface at the edge of the base line.

As an alternative to the flat base line, a profiled baseline meeting the following dimensions may be applied. The profiled baseline shall have a minimum height of 0.155 inches, when measured above the pavement surface at the edge of the inverted rib profile. The thickness in the bottom of the profile marking shall be 0.035 to 0.050 inches. The individual profiles shall be located transversely across the full width of the traffic stripe at approximately 1.0 inch on center, with a bottom width between 0.090 to 0.310 inches.

Measure, record and certify on a Department approved form and submit to the Engineer, the thickness of white and yellow pavement markings in accordance with FM 5-541.

701-4.3 Dimensions of Audible Bumps: Apply the raised bumps with a profile such that the leading and trailing edges are sloped at a sufficient angle to create an audible and vibratory warning.

Bumps on shoulder and centerline markings shall have a minimum height of 0.45 inches, including the base line. The height shall be measured above the pavement surface at the edge of the marking, after application of drop-on reflective elements. Bumps shall have a minimum dimension of 2.5 inches. The bumps may have a drainage channel, the width of each drainage channel will not exceed 1/4 inch at the bottom of the channel. The longitudinal distance between bumps shall be approximately 30 inches.

701-4.4 Retroreflectivity: Apply white and yellow audible and vibratory markings that will attain an initial retroreflectance of not less than 300 mcd/lx·m² and not less than 250 mcd/lx·m², respectively. Measure, record and certify on a Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with FM 5-541.

The Department reserves the right to test the markings within 3 days of receipt of the Contractor's certification. If the retroreflectivity values measure below values shown above, remove and reapply the striping.

701-4.5 Color: Use pavement marking materials that meet the requirements of 971-1.

701-4.6 Reflective Elements: Apply reflective elements to all markings at the rates determined by the manufacturer's recommendations as identified for the QPL System.

701-4.7 Loss: If more than 1% of the bumps or more than three consecutive bumps are missing or broken (less than half a bump remaining) within the first 45 days under traffic, replace all failed bumps at no expense to the Department. If more than 2% of the bumps fail within the first 45 days under traffic, the replacement period will extend an additional 45 days from the date all replacement bumps were installed. If, at the end of the additional 45 days, more the 2% of all bumps (initial and replacement) fail, replace all failed bumps at no expense to the Department. Measure, record and certify on a Department approved form and submit to the Engineer, the loss of bumps.

701-5 Contractor's Responsibility for Notification.

Notify the Engineer prior to the placement of audible and vibratory markings. Furnish the Engineer with the manufacturer's name and batch numbers of the thermoplastic materials and reflective elements to be used. Ensure that the batch numbers appear on the thermoplastic materials and reflective elements packages.

701-6 Protection of Newly Applied Audible and Vibratory Markings.

Do not allow traffic onto or permit vehicles to cross newly applied pavement markings until they are sufficiently dry. Remove and replace any portion of the pavement markings damaged by passing traffic or from any other cause.

701-7 Observation Period.

Pavement markings are subject to a 180 day observation period under normal traffic. The observation period will begin with the satisfactory completion and acceptance of the pavement marking work.

The pavement markings shall show no signs of failure due to blistering, excessive cracking, chipping, discoloration, poor adhesion to the pavement, loss of reflectivity or vehicular

damage. The retroreflectivity shall meet the initial requirements of 701- 4.4. The Department reserves the right to check the color and retroreflectivity anytime prior to the end of the observation period.

Replace, at no expense to the Department, any pavement markings that do not perform satisfactorily under traffic during the 180 day observation period.

701-8 Corrections for Deficiencies.

Correct all deficiencies by removal and reapplication of a 1.0 mile section centered around the deficiency at no cost to the Department.

701-9 Submittals.

701-9.1 Submittal Instructions: Prepare a certification of quantities, using the Department's current approved form, for each project in the Contract. Submit the certification of quantities and daily worksheets to the Engineer. The Department will not pay for any disputed items until the Engineer approves the certification of quantities.

701-9.2 Contractor's Certification of Quantities: Request payment by submitting a certification of quantities no later than Twelve O'clock noon Monday after the estimate cut-off date or as directed by the Engineer, based on the amount of work done or completed. Ensure the certification of quantities consists of the following:

(a) Contract Number, FPID Number, Certification Number, Certification Date and the period that the certification represents.

(b) The basis for arriving at the amount of the progress certification, less payments previously made and less any amount previously retained or withheld. The basis will include a detailed breakdown provided on the certification of items of payment.

701-10 Method of Measurement.

The quantities to be paid for under this Section will be as follows:

(a) The length, in net miles, of 6 inches Solid Traffic Stripe, authorized and acceptably applied.

(b) The total traversed distance in gross miles of 10-30 skip line. The actual applied line is 25% of the traverse distance for a 1:3 ratio. This equates to 1,320 feet of marking per mile of single line.

701-11 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including, all cleaning and preparing of surfaces, furnishing of all materials, application, curing and protection of all items, protection of traffic, furnishing of all tools, machines and equipment, and all incidentals necessary to complete the work. Final payment will be withheld until all deficiencies are corrected.

Payment will be made under:

Item No. 701- 1 Audible and Vibratory Pavement Markings.

705 OBJECT MARKERS AND DELINEATORS.
(REV 5-17-10) (FA 7-16-10) (1-11)

SUBARTICLE 705-2.1 (Page 790) is deleted and the following substituted:

705-2.1 General: Meet the following requirements:

- Object Markers and Delineators.....Section 993
- Retroreflective and Nonreflective
- Sign Sheeting.....Section 994

709 TRAFFIC STRIPES AND MARKINGS – TWO REACTIVE COMPONENTS.
(REV 9-24-09) (FA 12-2-09) (7-10)

SECTION 709 (Pages 793 – 795) is deleted and the following substituted:

SECTION 709
TRAFFIC STRIPES AND MARKINGS –
TWO REACTIVE COMPONENTS

709-1 Description.

Apply Two Reactive Component traffic stripes and markings in accordance with the Contract Documents.

709-2 Materials.

709-2.1 Two Reactive Components: Use only Two Reactive Component materials listed on the Qualified Products List (QPL) as an approved system and meet the requirements of 971-1 and 971-8. The Engineer will take random samples of the materials in accordance with the Department’s Sampling, Testing and Reporting Guide schedule.

709-2.2 Reflective elements: Use only reflective elements recommended by the manufacturer that meet the requirements of 971-1.7 and are part of the system listed on the Qualified Products List (QPL).

709-3 Equipment.

Use equipment capable of applying the Two Reactive Component material to the pavement. Use equipment which can produce varying width traffic stripes and which meets the following requirements:

(a) capable of traveling at a uniform rate of speed, both uphill and downhill, to produce a uniform application of the Two Reactive Component material and capable of following straight lines and making normal curves in true arcs.

(b) capable of applying reflective elements to the surface of the completed stripe by an automatic reflective element dispenser attached to the striping machine such that the reflective elements are dispensed closely behind the installed line. Use a reflective element dispenser equipped with an automatic cut-off control that is synchronized with the cut-off of the material and applies the reflective elements in a manner such that the reflective elements appear uniform on the entire traffic stripes and markings surface with, 50 to 60% embedment.

(c) capable of providing the manufacturer's recommended mixing ratio between the components in a thorough and consistent manner.

709-4 Application.

709-4.1 General: Remove existing pavement markings, such that scars or traces of removed markings will not conflict with new stripes and markings by a method approved by the Engineer.

Before applying traffic stripes and markings, remove any material by a method approved by the Engineer that would adversely affect the bond of the traffic stripes.

Offset longitudinal lines at least 2 inches from construction joints of portland cement concrete pavement.

Apply traffic stripes or markings only to dry surfaces, and when the ambient air and surface temperature is at least 40°F and rising. Do not apply pavement markings when winds are sufficient to cause spray dust.

Apply striping to the same tolerances in dimensions and in alignment specified in 710-5. When applying traffic stripes and marking over existing markings, ensure that not more than 2 inches on either end and not more than 1 inch on either side of the existing line is visible.

Apply the Two Reactive Component product to the pavement in accordance with the manufacturer's instructions or as directed by the Engineer.

Conduct field tests in accordance with FM 5-541. Remove and replace traffic stripes and markings not meeting the requirements of this Section at no additional cost to the Department.

Apply all final pavement markings prior to opening the road to traffic.

709-4.2 Thickness: Apply traffic stripes and markings to attain a minimum wet film thickness in accordance with the manufacturer's recommendations as identified on the QPL system.

709-4.3 Retroreflectivity: Apply white and yellow traffic stripes and markings that will attain an initial retroreflectivity of not less than 450 mcd/lx·m² and not less than 350 mcd/lx·m², respectively for all longitudinal and transverse lines.

Measure, record and certify on the Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with Florida Method FM-5-541.

The Department reserves the right to test the markings within 3 days of receipt of the Contractor's certification. Failure to afford the Department opportunity to test the markings will result in non-payment. The test readings should be representative of the Contractor's striping performance. If the retroreflectivity values measure below values shown above, the striping will be removed and reapplied at the Contractor's expense.

709-4.4 Color: Use materials that meet the requirements of 971-1.

709-4.5 Reflective elements: Apply reflective elements to all white and yellow traffic stripes or markings, at the rates determined by the manufacturer's recommendations as identified on the QPL system.

709-5 Contractor's Responsibility for Notification.

Notify the Engineer prior to the placement of the materials. Furnish the Engineer with the manufacturer's name and batch numbers of the materials and reflective elements to be used. Ensure that the approved batch numbers appear on the materials and reflective elements packages.

709-6 Protection of Newly Applied Traffic Stripes and Markings.

Do not allow traffic onto or permit vehicles to cross newly applied pavement markings until they are sufficiently dry. Remove and replace any portion of the pavement markings damaged by passing traffic or from any other cause, at no additional cost to the Department.

709-7 Observation Period.

Pavement markings are subject to a 180 day observation period under normal traffic. The observation period shall begin with the satisfactory completion and acceptance of the work. The pavement markings shall show no signs of failure due to blistering, excessive cracking, chipping, discoloration, poor adhesion to the pavement, loss of reflectivity or vehicular damage. The retroreflectivity shall meet the initial requirements of 709-4.3. The Department reserves the right to check the color and retroreflectivity any time prior to the end of the observation period.

Replace, at no additional expense to the Department, any pavement markings that do not perform satisfactorily under traffic during the 180 day observation period.

709-8 Corrections for Deficiencies.

Deficiencies will be corrected by removal and reapplication of a 1.0 mile section centered around the deficiency at no additional cost to the Department.

709-9 Method of Measurement.

The quantities to be paid for under this Section will be as follows:

- (a) The length, in net miles, of 6 inch Solid Traffic Stripe, authorized and acceptably applied.
- (b) The total traversed distance in gross miles of 10-30 or 3-9 skip line. The actual applied line is 25% of the traverse distance for 1:3 ratio. This equates to 1,320 feet of marking per mile of single line.
- (c) The net length, in feet, of all other types of lines and stripes, authorized and acceptably applied.
- (d) The area, in square feet, of Remove Existing Pavement Markings, acceptably removed.

709-10 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including, all cleaning and preparing of surfaces, furnishing of all materials, application, curing and protection of all items, protection of traffic, furnishing of all tools, machines and equipment, and all incidentals necessary to complete the work. Final payment will be withheld until all deficiencies are corrected.

Payment will be made under:

Item No. 709	Two Reactive Components
	Traffic Stripes, Solid – per net mile.
	Traffic Stripes, Solid – per foot.
	Traffic Stripes, Skip – per gross mile.
	Traffic Stripe – Two Reactive Components, Remove – per square foot.

710 PAINTED PAVEMENT MARKINGS.
(REV 7-9-09) (FA 7-20-09) (1-10)

ARTICLE 710-2 (Page 796) is deleted and the following substituted:

710-2 Materials.

Use only materials listed on the Qualified Products List (QPL) meeting the following requirements:

Raised Retro-reflective Pavement Markers and Bituminous Adhesive	Section 970
Standard Waterborne Fast Dry Traffic Paint	971-1 and 971-3
Fast Dry Solvent Paint	971-1 and 971-4
Glass Spheres	971-1 and 971-2

The Engineer will take random samples of all material in accordance with the Department's Sampling, Testing and Reporting Guide schedule.

SUBARTICLE 710-4.1 (Pages 796 and 797) is deleted and the following substituted:

710-4.1 General: Remove existing pavement markings, such that scars or traces of removed markings will not conflict with new pavement markings, by a method approved by the Engineer. Payment for marking removal will be in accordance with 102-5.8.

Before applying traffic stripes and markings, remove any material by a method approved by the Engineer that would adversely affect the bond of the traffic stripes.

Apply traffic stripes and markings only to dry surfaces, and when the ambient air and surface temperature is at least 40°F and rising. Do not apply traffic stripes and markings when winds are sufficient to cause spray dust.

Apply traffic stripes and markings, having well defined edges, over existing pavement markings such that not more than 2 inches on either end and not more than 1 inch on either side is visible.

Mix the paint thoroughly prior to pouring into the painting machine. Apply paint to the pavement by spray or other means approved by the Engineer.

Conduct field testing in accordance with FM 5-541. Remove and replace traffic stripes and markings not meeting the requirements of this Section at no additional cost to the Department.

Apply all pavement markings prior to opening the road to traffic.

SUBARTICLE 710-4.1.1 (Page 797) is deleted and the following substituted:

710-4.1.1 Final Surface: Painted Pavement Markings (Final Surface) will include two applications of standard painted pavement markings and one application of retro-reflective pavement markers applied to the final surface. Wait at least 14 days after the first application to apply the second application of Painted Pavement Markings (Final Surface). Second application must be applied prior to final acceptance of the project.

Apply all retro-reflective pavement markers per the requirements of Section 706.

SUBARTICLE 710-4.3 (Page 797) is deleted and the following substituted:

710-4.3 Retroreflectivity: Apply white and yellow standard pavement markings that will attain an initial retroreflectance of not less than 300 mcd/lx·m² and not less than 250 mcd/lx·m², respectively. Measure, record and certify on a Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with Florida Method FM 5-541.

The Department reserves the right to test the markings within 3 days of receipt of the Contractor's certification. Failure to afford the Department opportunity to test the markings will result in non-payment. The test readings should be representative of the Contractor's striping performance. If the retroreflectivity values measure below values shown above, reapply the striping at no additional cost to the Department.

For standard pavement markings, ensure that the minimum retroreflectance of white and yellow pavement markings are not less than 150 mcd/lx m². If the retroreflectivity values fall below the 150 mcd/lx m² value within six months of initial application, the striping will be reapplied at the Contractor's expense.

**711 THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS.
(REV 5-6-09) (FA 6-24-09) (1-10)**

SUBARTICLE 711-2.1.2 (Page 800) is deleted and the following substituted:

711-2.1.2 Refurbishing Existing Stripes and Markings: Use materials meeting the requirements of 971-1 and 971-5.

SUBARTICLE 711-2.1.3 (Page 800) is deleted and the following substituted:

711-2.1.3 Preformed Stripes and Markings: Use Materials meeting the requirements of 971-1 and 971-6.

SUBARTICLE 711-4.1 (Pages 801 and 802) is deleted and the following substituted:

711-4.1 General: Remove existing pavement markings such that scars or traces of removed markings will not conflict with new stripes and markings by a method approved by the Engineer. Cost for removing conflicting pavement markings during maintenance of traffic operations to be included in Maintenance of Traffic, Lump Sum.

Before applying traffic stripes and markings, remove any material by a method approved by the Engineer that would adversely affect the bond of the traffic stripes. Before applying traffic stripes to any Portland cement concrete surface, apply a primer, sealer or surface preparation adhesive of the type recommended by the manufacturer. Offset longitudinal lines at least 2 inches from any longitudinal joints of Portland cement concrete pavement.

Apply traffic stripes or markings only to dry surfaces, and when the ambient air and surface temperature is at least 50°F and rising for asphalt surfaces and 60°F and rising for concrete surfaces.

Apply striping to the same tolerances in dimensions and in alignment specified in 710-5. When applying traffic stripes and markings over existing markings, ensure that not more than 2 inches on either end and not more than 1 inch on either side of the existing line is visible.

Apply thermoplastic material to the pavement either by spray, extrusion or other means approved by the Engineer.

Conduct field tests in accordance with FM 5-541. Remove and replace traffic stripes and markings not meeting the requirements of this Section at no additional cost to the Department.

Apply all final pavement markings prior to opening the road to traffic.

SUBARTICLE 711-4.3 (Page 802) is deleted and the following substituted:

711-4.3 Retroreflectivity: Apply white and yellow traffic stripes and markings that will attain an initial retroreflectivity of not less than 450 mcd/lx·m² and not less than 350 mcd/lx·m², respectively for all longitudinal lines. All transverse lines, messages and arrows will attain an initial retroreflectivity of not less than 300 mcd/lx·m² and 250 mcd/lx·m² for white and yellow respectively. All pedestrian crosswalks, bike lane symbols or messages in a proposed bike lane shall attain an initial retroreflectivity of not less than 275 mcd/lx·m².

Measure, record and certify on Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with Florida Method FM-5-541.

The Department reserves the right to test the markings within three days of receipt of the Contractor's certification. The test readings should be representative of the Contractor's striping performance. If the retroreflectivity values measure below values shown above, the striping will be removed and reapplied at the Contractor's expense.

ARTICLE 711-7 (Page 803) is deleted and the following substituted:

711-7 Observation Period.

Pavement markings are subject to a 180 day observation period under normal traffic. The observation period shall begin with the satisfactory completion and acceptance of the work.

The pavement markings shall show no signs of failure due to blistering, excessive cracking, chipping, discoloration, poor adhesion to the pavement, loss of reflectivity or vehicular damage. The retroreflectivity shall meet the initial requirements of 711-4.3. The Department reserves the right to check the color and retroreflectivity any time prior to the end of the observation period.

Replace, at no additional expense to the Department, any pavement markings that do not perform satisfactorily under traffic during the 180 day observation period.

713 PERMANENT TAPE STRIPES AND MARKINGS.
(REV 5-6-09) (FA 6-25-09) (1-10)

ARTICLE 713-2 (Page 805) is deleted and the following substituted:

713-2 Materials.

Use only permanent tape traffic stripes and markings materials listed on the Qualified Products List (QPL), meeting the requirements of 971-1 and 971-7. The Engineer will take random samples of the materials in accordance with the Department's Sampling, Testing and Reporting Guide schedule.

SUBARTICLE 713-4.1 (Pages 805 and 806) is deleted and the following substituted:

713-4.1 Removal of Existing Traffic Stripes: Remove existing traffic stripes and markings, such that scars or traces of removed markings will not conflict with new stripes and markings by a method approved by the Engineer.

Before applying traffic stripes and markings, remove any material by a method approved by the Engineer that would adversely affect the bond of the traffic stripes.

Apply a primer, sealer or surface preparation adhesive of the type recommended by the manufacturer. Ensure the tape stripes and markings adheres to the pavement surface.

Offset longitudinal lines at least 2 inches from construction joints on portland cement concrete pavement.

Apply traffic stripes or markings only to dry surfaces, and when the ambient air and surface temperature is at least 55°F and rising.

Apply striping to the same tolerances in dimensions and in alignment specified in 710-5. When applying traffic stripes and marking over existing markings, ensure that not more than 2 inches on either end and not more than 1 inch on either side of the existing line is visible.

Apply traffic stripes and markings to the pavement by means approved by the Engineer. The stripes and markings shall be installed immediately following the paving operation. Conduct field testing in accordance with FM 5-541. Remove and replace pavement stripes and markings not meeting the requirements of this Section at no additional cost to the Department.

Apply all final pavement markings prior to opening the road to traffic.

ARTICLE 713-7 (Page 806) is deleted and the following substituted:

713-7 Observation Period.

Pavement markings are subject to a 180 day observation period under normal traffic. The observation period shall begin with the satisfactory completion and acceptance of the work.

The pavement markings shall show no signs of failure due to blistering, excessive cracking, chipping, discoloration, poor adhesion to the pavement, loss of reflectivity or vehicular damage. The retroreflectivity shall meet the initial requirements of 713-4.3. The Department reserves the right to check the color and retroreflectivity any time prior to the end of the observation period.

Replace, at no additional expense to the Department, any pavement markings that do not perform satisfactorily under traffic during the 180 day observation period.

715 HIGHWAY LIGHTING SYSTEM.
(REV 1-22-10) (FA 2-10-10) (7-10)

ARTICLE 715-1 (Page 808) is expanded by the following:

715-1 Description.

Install a highway lighting system in accordance with the details shown in the plans. Include in the system the light poles, bases, luminaires, ballasts, pull boxes, cable, conduit, substations, expansion joints, protective devices, transformers and control devices; all as specified or required for the complete facility. Use pole assemblies listed on the Department's Qualified Products List (QPL) when standard aluminum pole assemblies or standard high mast light assemblies are required by the Contract Documents.

Provide metal lighting poles, excluding high mast lighting, with internal vibration damping devices in accordance with Design Standard 17515 in all installations on bridges, walls and concrete median barriers.

ARTICLE 715-16 (Pages 812 and 813) is deleted and the following substituted:

715-16 Method of Measurement.

The quantities to be paid for will be as follows, completed and accepted:

(a) Conduit: The length, in feet, including elbows, sweeps, connecting hardware, trenching and backfill as indicated in the plans and the Design Standards, and the cost of restoring cut pavement, sidewalks, sod, and etc., to its original condition.

(b) Luminaire and Truss Arm: The Contract unit price will include the truss arm, luminaire with lamp, and all necessary mounting hardware as indicated in the plans and the Design Standards.

(c) Load Center: The Contract unit price will include the service pole, insulators, weatherheads, transformers, enclosures, panel boards, breakers, safety switches, H.O.A. switches, lighting protectors, fuses, photo electric assembly, meter base, and all external and internal conduit and conductors for the service as indicated in the plans and the Design Standards.

(d) Light Pole Foundation: The Contract unit price will include the foundation and anchor bolts with lock nuts and washers as indicated in the plans and the Design Standards.

(e) Luminaire: The Contract unit price will include the luminaire with lamp and necessary mounting hardware as indicated in the plans and the Design Standards.

(f) Pull Box: The Contract unit price will include the pull box and cover as indicated in the plans and the Design Standards.

(g) High Mast Parts: The Contract unit price will include the part specified with all mounting hardware as indicated in the Contract Documents and the Design Standards.

(h) Frangible Base for Light Pole: The Contract unit price will include the frangible base, attachments, bolts, and washers as indicated in the plans and the Design Standards.

(i) Photo Electric Control Assembly: The Contract unit price will include the photo electric control, transformers, conduit, and conductors as indicated in the plans and the Design Standards.

(j) Pre-Fab Pilaster: The Contract unit price will include the pilaster and all mounting hardware as indicated in the plans.

(k) High Mast Lighting Pole Complete: The Contract unit price will include the pole, luminaires with lamps, lowering system, breakers, anchor bolts with lock nuts and washers, and foundation as indicated in the plans and the Design Standards.

(l) Conductor: The length, in feet, as indicated in the plans and the Design Standards.

(m) Lighting Pole Complete: The Contract unit price will include the pole, internal vibration damping device, truss arm, luminaire with lamp, anchor bolts with lock nuts and washers, frangible base and foundation.

(n) Pole Cable Distribution System: The Contract Unit price will include the surge protector, fuse holders with fuses, waterproof connectors and the waterproof wiring connection to the luminaries.

**780 INTELLIGENT TRANSPORTATION SYSTEMS-GENERAL REQUIREMENTS.
(REV 8-7-06) (FA 8-15-06) (1-10)**

PAGE 813. The following new Section is added after Section 715:

**SECTION 780
INTELLIGENT TRANSPORTATION SYSTEMS
GENERAL REQUIREMENTS**

780-1 Description.

The provisions contained in this Section include general requirements for all intelligent transportation system (ITS) devices and equipment used on Florida's limited-access and non-limited-access corridors and in transportation management centers (TMCs).

780-2 Equipment and Materials.

Use only ITS equipment and components that meet the requirements of these specifications, and which are listed on the Department's Approved Product List (APL). Use only new equipment and materials, except as specified in the Contract Documents. Ensure that firmware and software furnished and installed as part of an ITS project are the most current and approved releases or versions. Firmware and software updates released during Contractor and manufacturer warranty periods shall be made available at no cost to the Department.

Meet the following requirements:

General Requirements for the Installation and Evaluation of	
Traffic Control Signal Equipment and Materials.....	Section 603
Guaranties	Section 608
Acceptance Procedures	Section 611
ITS Motorist Information Systems	Section 781
ITS Video Equipment	Section 782
ITS Fiber Optic Cable and Interconnect	Section 783
ITS Network Devices.....	Section 784
ITS Infrastructure.....	Section 785

780-3 Installation Requirements.

Install ITS equipment as detailed in the plans, following the manufacturer’s recommendations, and with the review and approval of the Engineer.

Furnish all tools, equipment, materials, supplies, and manufactured hardware necessary for a complete installation. Perform all operations and equipment integration necessary to ensure that the finished ITS equipment functions as depicted in the plans.

Materials and workmanship shall conform to the requirements of the NEC, the National Electrical Safety Code (NESC), and applicable codes of governing jurisdictions.

780-4 Grounding and Transient Voltage Surge Suppression.

Properly ground all ITS equipment and materials to provide personnel and equipment protection against faults, surge currents, and lightning transients. Ensure that the grounding system used meets the grounding requirements defined in Section 620 and in Section 785-1.

Install all ITS components with surge suppressors and lightning arrestors as shown in the plans and according to the ITS device manufacturer’s recommendations. Ensure that the surge suppressors and lightning arrestors are capable of meeting or exceeding the device protection requirements as contained in Section 785-1 and that they are listed on the Department’s APL. Consider multiple devices installed in the same field cabinet to be a single installation for the purpose of providing grounding and surge suppression under this paragraph. Protect all power, data, and video lines.

780-5 Testing.

Perform the required tests for the ITS equipment installed. Notify the Engineer of ITS installation testing at least 14 days in advance.

Provide the test procedures to the Engineer at least 14 days in advance for approval prior to commencement of testing. Ensure that the test plan demonstrates each and every functional requirement specified for the device or system under test.

Furnish all equipment, software, and supplies necessary for conducting the tests. Include in the test documentation the last calibration date of all test equipment, along with the test parameters as set on the equipment.

All test results shall be compared with their corresponding specifications. Failure to conform to the specifications of any test shall be considered a defect and the equipment shall be subject to rejection by the Engineer. Rejected equipment may be offered again for a retest, provided that all deficiencies have been corrected and evidence thereof has been submitted to the Engineer.

780-6 Electrical Power Service Assemblies.

Furnish and install electrical power service assemblies, either underground or overhead, for the ITS device, as shown in the plans and directed by the Engineer. Ensure that the installation meets all requirements of Section 639.

780-7 Method of Measurement.

The quantities to be paid for will be the quantity, per assembly, for electrical power service; the quantity, in feet, for electrical service wire; and the quantity, per each, for electrical service disconnect.

780-8 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including furnishing and installing all material and hardware as specified in the Contract Documents, and all labor and equipment necessary to make a complete and accepted installation.

Payment will be made under:

- Item No. 780-1-11 ITS Electrical Power Service – per assembly.
- Item No. 780-1-12 ITS Electrical Service Wire – per foot.
- Item No. 780-1-13 ITS Electrical Service Disconnect – each.

783 INTELLIGENT TRANSPORTATION SYSTEMS - FIBER OPTIC CABLE AND INTERCONNECT.

(REV 1-21-10) (FA 1-27-10) (7-10)

PAGE 813. The following new Section is added after Section 715:

**SECTION 783
INTELLIGENT TRANSPORTATION SYSTEMS
FIBER OPTIC CABLE AND INTERCONNECT**

783-1 Fiber Optic Cable System.

783-1.1 Description. Furnish and install a fiber optic cable system as shown in the plans.

783-1.2 Materials:

783-1.2.1 Fiber Optic Cable: Provide all-dielectric, dry-filled, loose-tube, dispersion- unshifted, single-mode fiber (SMF) with low water peak, gel free, and suitable for underground (i.e., in conduit) and aerial outside plant installation. All fiber optic cable shall be splice-compatible with the Department’s existing dispersion-unshifted SMF and require no electronic equipment for dispersion compensation between new and existing fiber. Ensure that all components that comprise a single length of cable are continuous and of the same material. Furnish only commercial off-the-shelf materials, equipment, and components.

783-1.2.1.1 Optical Fiber: Ensure that the optical fibers used in the cable meet or exceed the Telecommunications Industry Association (TIA) and Electronic Industries Alliance (EIA) TIA/EIA-492-CAAB specification, the U.S. Department of Agriculture Rural Utilities Service (RUS) 7 CFR 1755.900, and International Telecommunication Union ITU-T G.652.D requirements. Use only optical fibers meeting the additional requirements as follows:

Geometry
Cladding Diameter: 125µm, ±0.7 µm
Core-to-Cladding Concentricity: ≤0.5 µm
Cladding Noncircularity: ≤0.7%
Mode Field Diameter: 1,550 nm; 10.4 µm, ±0.5 µm
Coating Diameter: 245 µm, ±5 µm
Colored Fiber Nominal Diameter: 250 ±15 µm
Optical

Cabled Fiber Attenuation: 1,310 nm, ≤ 0.4 dB/km; 1,550 nm, ≤ 0.3 dB/km
Point Discontinuity: 1,310 nm, ≤ 0.05 dB/km; 1,550 nm, ≤ 0.05 dB/km
Cable Cutoff Wavelength (λ_{cef}): $\leq 1,260$ nm.
Total Dispersion: 1,625 nm ≤ 23.0 ps/(nm•km)
Macrobend Attenuation: Turns – 100; Outer diameter (OD) of the mandrel – 60 mm, ± 2 mm; ≤ 0.05 dB at 1,550 nm
Cabled Polarization Mode Dispersion: ≤ 0.5 ps/ $\sqrt{\text{km}}$

Ensure that each optical fiber is glass and consists of a germania-doped silica core surrounded by concentric silica cladding. Ensure that all fiber in the buffer tube is usable fiber that complies with attenuation requirements. Ensure that fibers do not adhere to each other. Ensure that the fiber is free of surface imperfections and inclusions. Ensure that all fiber optic core glass is from the same manufacturer.

783-1.2.1.2 Buffer Tubes: Ensure that the fiber optic cable includes loose buffer tubes that isolate internal optical fibers from outside forces and provide protection from physical damage as well as water ingress and migration. Ensure that buffer tubes provide freedom of movement for internal optical fibers. Ensure buffer tubes allow for expansion and contraction of the cable without damage to internal optical fiber. Ensure that fiber does not adhere to the inside of the tube. Ensure that buffer tubes permit intentional scoring and breakout without damage to the fiber. Ensure that each fiber optic cable buffer tube contains 12 fibers per tube unless otherwise noted in the plans.

783-1.2.1.3 Color Code: Ensure that the marking and color-coding of the fibers and buffer tubes conforms to telecommunication industry requirements as detailed in the TIA/EIA-598-B standard.

Ensure that colors are permanent and stable during temperature cycling, and not subject to fading or smearing onto each other or into the water-blocking material. Ensure that fibers are colored with UV curable inks that remain clearly distinguishable as the intended color.

783-1.2.1.4 Strength Member: Ensure that the fiber optic cable contains a dielectric central strength member and dielectric outside strength member to prevent buckling of the cable and provide tensile strength. Ensure that the fiber optic cable can withstand a pulling tension of 600 pounds during installation without increasing the fiber attenuation more than 0.8 decibel per mile, without changing other optical fiber characteristics after the tensile load is removed, and without damage to any components of the fiber optic cable.

783-1.2.1.5 Water Blocking Compound: Ensure that the fiber optic cable contains a dry water-blocking material to prevent the ingress of water within the outer cable jacket. Ensure that water-blocking materials are non-nutritive, dielectric, and homogeneous, and free from dirt and foreign matter. Use dry water-blocking material for fiber optic cables used for either aerial or underground installations. Apply dry water-blocking compound longitudinally around the outside of the central buffer tubes. Construct all cables with water-blocking material that complies with the requirements of the EIA/TIA-455-81B standard and is subjected to water penetration tests as defined in the EIA/TIA-455-82B standard.

783-1.2.1.6 Ripcord: Ensure that the cable contains at least one ripcord under the sheath. Ensure that the ripcord permits the removal of the sheath by hand or with pliers.

783-1.2.1.7 Filler: Fillers or rods may be included in the cable core to lend symmetry to the cable cross section if required.

783-1.2.1.8 Outer Jacket: Ensure that the fiber optic cable is jacketed with medium density polyethylene (MDPE) that is free of blisters, cracks, holes, and other deformities. Ensure that the nominal jacket thickness is a minimum of 0.03 inch. Apply the jacketing material directly over the tensile strength members and water-blocking material. Ensure that the MDPE contains carbon black to provide ultraviolet (UV) protection and does not promote the growth of fungus.

Mark the jacket with the cable manufacturer's name, fiber type, fiber count, date of manufacture, the words "FDOT FIBER OPTIC CABLE," and the sequential cable lengths marked in feet. Ensure that the actual length of the cable is within 1% of the length indicated by the marking. Provide legible marking with contrasting color to that of the cable jacket.

783-1.2.1.9 Performance Requirements:

783-1.2.1.9.1 Operating Temperature: Ensure that the shipping and the operating temperature range of fiber optic cable meets or exceeds -30° to 165° F as defined in the environmental requirements section of the NEMA TS 2 standard. Ensure that the installation temperature range of fiber optic cable meets or exceeds -22° to 140° F.

783-1.2.1.9.2 Bend radius: Ensure that the fiber optic cable is capable of withstanding a minimum unloaded bend radius of 10 times the cable diameter and a minimum loaded bend radius of 20 times the cable diameter when loaded to pulling tension of 600 pounds. Test the cable as required in the EIA-455-33A standard. Ensure that bending the fiber optic cable up to the minimum bend radius does not affect the optical characteristics of the fiber.

783-1.2.1.9.3 Cable Strength: Ensure that the fiber optic cable is capable of withstanding a pulling tension of 600 pounds during installation without increasing the fiber attenuation more than 0.8 decibel per mile and without changing other optical fiber characteristics after the tensile load is removed. Ensure that optical fiber is proof-tested by the fiber manufacturer at a minimum of 100 kilo pounds per square inch. Ensure that the cable will withstand 25 impact cycles and the change in attenuation does not exceed 0.2 decibel at 1,550 nanometers when tested according to the requirements as detailed in the TIA/EIA-455-25B standard. Ensure that the fiber optic cable can withstand a minimum compression load of 125 pounds per square inch when applied uniformly over the length of the sample at the rate of 0.15 to 0.8 inch per minute and maintained for 10 minutes as defined in the TIA/EIA-455-41A standard. Ensure that the change in attenuation will not exceed 0.15 decibel during loading at 1,550 nanometers, and that no fiber displays a measurable change in attenuation after load removal.

783-1.2.1.9.4 Water Penetration: Ensure that the fiber optic cable is capable of withstanding the tests for water penetration defined in the TIA/EIA-455-82 standard. Ensure that a one-meter length of cable is able to withstand a one-meter static head of water applied at one end for 24 hours without water leaking through the other open cable end.

783-1.2.2 Splicing Materials: Ensure that all splice enclosures, organizers, cable end preparation tools, and procedures are compatible with the fiber optic cable, and are approved by the Engineer.

783-1.2.2.1 Splice Enclosures: Contain all optical fiber splices within a splice enclosure. Ensure that the enclosures provide storage for fiber splices, nonspliced fiber,

and buffer tubes. Ensure that the splice enclosure restores the mechanical and environmental integrity of the fiber optic cable, encases the sheath opening in the cable, and organizes and stores optical fiber. Ensure all hinges and latching devices are stainless steel. Ensure that the enclosure is airtight and prevents water intrusion. Ensure that the splice enclosure can accommodate pressurization and has the ability to be reentered without requiring specialized tools or equipment. Ensure that the enclosure provides fiber and splice organizers including splice trays and strain relief.

Ensure that splice enclosures allow re-entry and are hermetically sealed to protect internal components from environmental hazards such as moisture, insects, and UV light. Fiber optic splice enclosures shall also:

Comply with the Telcordia Technologies' GR-711-CORE standard and all applicable NEC requirements.

Provide space for future expansion equal to 100% of the initial utilization.

Provide fiber optic cable penetration end caps to accommodate a minimum installation of two trunk fiber optic cables and two fiber optic drop cables. Ensure that the enclosure end caps are factory-drilled to the proper diameter to accept and seal the fiber optic cable entries. Ensure that the cable entry locations can accommodate an assortment of cables with ODs ranging from 0.45 to 0.55 inch, +10%, without jeopardizing the waterproof characteristics of the enclosure.

Provide fiber optic splice enclosures meeting the following requirements:

Mechanical
Resist compression deformation to a maximum of 400 pounds.
Withstand an impact energy to a maximum of 40 foot-pounds at 0° F.
Axial Tension: 100 pounds for 30 minutes.
Cable Torsion: ten 90-degree rotations.
Cable Flexing: ten 90-degree bends.
Environmental
Hydrostatic Pressure Head: Up to 20 foot-pounds (-9 pounds per square inch).
Withstand 40 freeze/thaw temperature cycles.
Ultraviolet resistant during a maximum 30-day exposure in compliance with the requirements detailed in the ASTM B117 standard.
Chemical
Withstand a 90-day exposure to solutions of 3% sulfuric acid, 0.2 normal of sodium hydroxide, 10% Igepal®, kerosene, and be fungus resistant as required in the ASTM G21 standard.

783-1.2.2.2 Splice Trays: Ensure that the splice trays are securely attached and accessible, and provide adequate storage for the fiber cable. Ensure the splice trays provide access to individual fibers without disrupting other fibers in the tray. Ensure that the splice trays hold the buffer tubes rigidly in place and provide protection for fusion splices. Ensure that the raceway accommodates the minimum bend radius of the fiber. Ensure that splice

trays allow visible inspection of the fiber. Ensure that the splice tray includes a cover with a locking mechanism to hold it in place.

783-1.2.3 Cable Terminations: Use Type ST, SC, LC, or FC connectors only, as specified in the plans or by the Engineer. Ensure that all ST-type fiber optic connectors, whether factory pre-terminated or field-installed, are 0.1 inch physical contact with preradiused tips. Ensure that ST and FC connectors include a ceramic ferrule and a metallic body, and provide a strain relief mechanism when installed on a single fiber cable that contains strength elements. Ensure that the ST-type connector provides a minimum 50 pound pullout strength. Ensure that the optical fiber within the body of all connectors is mechanically isolated from cable tension, bending, and twisting.

Ensure that all connectors are compliant with the TIA/EIA-568-A and TIA/EIA-604 standards, as applicable, and are tested according to the Telcordia/Bellcore GR-326-CORE standard. When tested according to the TIA and EIA's Fiber Optic Test Procedure (FOTP)-171 (TIA/EIA-455-171), ensure that the connectors test to an average insertion loss of ≤ 0.4 decibel and a maximum loss of ≤ 0.75 decibel. Test the connectors as detailed in FOTP-107 (TIA/EIA-455-107) to reflectance values of ≤ -50 decibels.

Ensure that the ST-type connectors have an operating and storage temperate range of -30° to 165° F as per the NEMA TS 2 standard.

783-1.2.3.1 Pre-terminated Connector Assemblies (pigtailed): Ensure that pre-terminated connector assemblies are used for fiber termination. Ensure that the pre-terminated cable assemblies consist of fiber optic cables with factory-installed ST-type connectors on one end of the cable and an un-terminated optical fiber on the other. Ensure that the pre-terminated connector assemblies are installed with fusion splices. Ensure that all buffer tubes and fibers are protected once the attachment of pre-terminated connector assemblies is complete.

783-1.2.3.2 Buffer Tube Fan-out Kits: Ensure that a buffer tube fan-out kit is installed when fiber optic cables are terminated. Use a kit compatible with the fiber optic cable being terminated and that is color-coded to match the optical fiber color scheme. Ensure that the buffer tube fan-out kit supports 12 fiber strands. Ensure that output tubing and the fiber strands contained therein are of sufficient length for routing and attachment of fiber optic cable to connected electronics or as directed by the Engineer. Ensure that the kit and the connectors are supplied by the same manufacturer.

783-1.2.4 Patch Panels: Ensure that the patch panel is compatible with the fiber optic cable being terminated and color-coded to match the optical fiber color scheme. Ensure that the patch panel has a minimum of twelve ST-type panel connectors. Ensure that the patch panel dimensions do not exceed 14 x 6 x 4 inches for fiber counts of twelve or less. Ensure the patch panel is suitable for mounting within an approved cabinet at the field device location. Ensure patch panels are sized to accommodate specified coupler housings and maintain sufficient bend radius for cables to maintain their specified optical performance. Ensure the patch panel is sized to occupy the minimum space required to adequately accommodate fiber capacity.

783-1.2.4.1 Pre-terminated Patch Panels: Ensure that the pre-terminated patch panel is a termination panel that includes a factory installed all-dielectric SMF cable stub. Ensure that the panel includes factory-installed and terminated ST-type panel connectors. Ensure that the cable stub is of adequate length to splice the stub and provide a fiber connection between the panel and the backbone fiber cable or as directed by the Engineer.

783-1.2.4.2 Field Assembled and Terminated Patch Panels: Ensure that the field-assembled patch panel is a termination panel that includes a connector panel and the hardware required to mount the patch panel within an approved cabinet at the field device location and connect the panel to the backbone fiber cable.

783-1.2.4.2.1 Connector Panel: Ensure that the connector panel provides twelve ST-type, bulkhead-mount coupling connectors. Ensure that each coupling connector allows connection of a cable terminated on one side of the panel to a cable on the opposite side.

Ensure that each bulkhead-mount coupling connector includes a locknut for mounting the connector in predrilled or punched holes in the connector panel.

783-1.2.5 Handling:

783-1.2.5.1 Cable End-Sealing: Ensure that fiber optic cable ends are capped or sealed to prevent the entry of moisture during shipping, handling, storage, and installation. Equip one end of the fiber optic cable with flexible pulling eyes.

783-1.2.5.2 Protective Wrap: Ensure that the fiber optic cable is shipped and stored with a protective wrap or other approved mechanical reel protection device over the outer turns of the fiber optic cable on each reel. Ensure that the wrap is weather resistant and protects the cable reel from environmental hazards. Ensure that the cable reel remains wrapped until cable is to be installed.

783-1.2.5.3 Packaging, Shipping and Receiving: Ensure that the packaging and delivery of fiber optic cable reels comply with the following minimum requirements:

1. Ensure cable is shipped on reels of marked continuous length.
2. Ensure each cable is shipped on a separate, strongly constructed reel designed to prevent damage to the cable during shipment and installation.
3. Ensure each reel has a minimum of 6 feet on each end of the cable available for testing.
4. Ensure that all fiber optic cable is continuous and free from damage.
5. Ensure no point discontinuities greater than 0.1 decibel per reel.
6. Ensure that all cable delivered has been manufactured within 6 months of the delivery date.
7. Provide a copy of the transmission loss test results as required by the EIA/TIA-455-61 standard, as well as results from factory tests performed prior to shipping.
8. Ensure that the manufacturer provides the date of manufacture; product and serial numbers; cable data, including the reel length; refraction index; the project name and location; type of fiber and quantity of strands used; technical product data sheet(s); and reel number(s).

783-1.3 Installation: Install all equipment according to the latest version of the manufacturer's installation procedures and the industry-accepted installation standards, codes, and practices, or as directed by the Engineer. Ensure that all materials and installation practices are in accordance with the applicable OSHA requirements as found in 29 Code of Federal Regulations (CFR) Part 1926, Safety and Health Standards for Construction. In addition, perform the following:

1. Ensure conduit and inner-duct is clean and free from damage prior to installing fiber optic cable.

2. Document the sequential cable length markings at each splice box and pull box wall that the cable passes through, and include the information with the as-built documentation.

Provide all incidental parts needed to complete the installation, but not specified in the plans, as necessary for a complete and properly operating system.

783-1.3.1 Fiber Optic Cable Installation: Develop a nomenclature plan for identification of fiber optic cable. Submit the nomenclature plan to the Engineer for approval. Use approved cable nomenclature to create cable tags for the identification of fiber optic cable. Provide cable tag identification on all test results or fiber related documents provided to the Engineer.

Install cable tags within 1 foot of each splice and/or termination point indicating the cable type, fiber count, and each fiber optic cable's origination and termination points. Ensure that the cable tags are permanent labels suitable for outside plant applications and are affixed to all fiber optic cables. Ensure that lettering is in permanent ink and displays the phrase "FDOT FIBER OPTIC CABLE".

783-1.3.1.1 Pulling: Install the fiber optic cable by hand or by using a mechanical pulling machine. If a mechanical pulling machine is used, equip the machine with a monitored or recording tension meter. Ensure that at no time the manufacturer's recommended maximum pulling tension is exceeded. Ensure that the central strength member and aramid yarn are attached directly to the pulling eye during cable pulling. Use pulling attachments, such as "basket grip" or "Chinese finger" type, to ensure that the optical and mechanical characteristics are not degraded during the fiber optic cable installation.

Ensure that excess cable is coiled in a figure eight and fed manually when pulling through pull boxes and splice boxes by hand. If pulleys and sheaves will be used to mechanically pull through pull boxes and splice boxes, provide a drawing of the proposed layout showing that the cable will never be pulled through a radius less than the manufacturer's minimum bend radius. Use large diameter wheels, pulling sheaves, and cable guides to maintain the appropriate bend radius. Provide tension monitoring at all times during the pulling operation. Ensure that cable pulling lubricant used during installation is recommended by the optical fiber cable manufacturer.

783-1.3.1.2 Blowing: Use either the high-air-speed blowing (HASB) method or the piston method. When using the HASB method, ensure that the volume of air passing through the conduit does not exceed 600 cubic feet per minute or the conduit manufacturer's recommended air volume, whichever is more restrictive. When using the piston method, ensure that the volume of air passing through the conduit does not exceed 300 cubic feet per minute or the conduit manufacturer's recommended air volume, whichever is more restrictive.

783-1.3.1.3 Slack Cable Storage: Provide and store fiber optic cable at each pull box and splice box to allow for future splices, additions, or repairs to the fiber network. Store the fiber optic cable without twisting or bending the cable below the minimum bend radius.

Store a total of 200 feet of fiber optic cable in splice boxes, with 100 feet of cable on each side of the cable splice point or as shown in the plans.

Store 50 feet of spare fiber optic cable in pull boxes.

783-1.3.2 Splicing: Perform all optical fiber splicing using the fusion splicing technique, and according to the latest version of the manufacturer's cable installation procedures;

industry-accepted installation standards, codes, and practices; or as directed by the Engineer. Ensure that all splices match fiber and buffer tube colors unless shown otherwise in the plans. Where a fiber cable is to be accessed for lateral or drop signal insertion, only open the buffer tube containing the fiber to be accessed and only cut the actual fiber to be accessed. If a fiber end is not intended for use, cut the fiber to a length equal to that of the fiber to be used and neatly lay it into the splice tray. Treat any fibers exposed during splicing with a protective coating and place in a protective sleeve or housing to protect the fiber from damage or contaminants.

783-1.3.2.1 Splice Plan: Provide a splice plan showing the location and configuration of splices in the system for approval by the Engineer. Perform all splicing according to the plan. Document each splice location and identify the source and destination of each fiber in each splice tray. Document all fiber colors and buffer jacket colors used during installation, and develop a sequential fiber numbering plan as required in the TIA/EIA-598-A standard for color-coding in the documentation.

Neatly store all splice enclosures within a splice box. Attach the splice enclosure to the splice box interior wall to prevent the enclosure from lying on the bottom of the splice box.

783-1.3.2.2 Splice Equipment Specifications: Use a fusion splice machine to splice all optical fiber. Ensure that the unit is portable, and capable of 120 V_{AC} and internal battery-powered operation. Ensure that the unit is able to splice fibers with a 250-micrometer coating. The fusion splice machine shall have the following capabilities:

1. Splice loss measurement.
2. Splice protection sleeve heater.
3. Battery with charging unit and power cable.
4. Spare electrodes, fuses, and lamps.
5. Power meter/light source with carrying case.

Ensure that the power meter/light source is a calibrated pair that is portable and battery operated. Ensure that the power meter/light source operates at selectable wavelengths of 850/1,300/1,550 nanometers. Ensure that the power meter has a decibel milliwatt measurement scale with a range of +3 to -45 decibel milliwatts for SMF operation and an accuracy of 0.5 decibel or better.

Ensure that the splice machine is new from the factory, or serviced and certified by the factory or its authorized representative within the previous 6 months from the commencement of its use. Provide the Engineer with a letter from the manufacturer or his authorized representative certifying compliance. Clean all splicing equipment and calibrate according to the manufacturer's recommendations prior to each splicing session at each location.

783-1.3.3 Cable Termination Installation: Ensure that cables, buffer tubes, or strands are neatly routed, secured and terminated in a patch panel. Ensure all cable termination points include documentation regarding the identification, route, and function of each fiber installed at that location. Ensure that at least one copy of this information is placed alongside the installed equipment (for instance, in a document pouch or drawer within a field cabinet).

783-1.3.4 Patch Panel Installation: Ensure that patch panels neatly installed and secured in a weather proof enclosure. Ensure all patch panel connectors are clearly and permanently labeled. Ensure all installed patch panels include documentation regarding the identification, route, and function of each patch panel connector at that location. Ensure that at least one copy of this information is placed alongside the installed equipment.

783-1.4 Testing and Certification:

783-1.4.1 Manufacturer's Testing: Provide documentation of all factory tests performed by the manufacturer for all fiber optic cable, splicing material, cable terminations, and patch panels.

783-1.4.2 Installation Testing: Notify the Engineer of cable testing at least 14 calendar days in advance. Provide the testing procedures to the Engineer for approval prior to commencement of testing. Perform all tests at 1,310/1,550 nanometer wavelengths, and include the last calibration date of all test equipment with the test parameters set on the equipment in the test documentation. Test all installed fibers (terminated and un-terminated) using methods approved by the Engineer.

783-1.4.2.1 End to End Attenuation Testing: Perform testing on all fibers to ensure that end to end attenuation does not exceed allowable loss (0.4 db/km for 1310nm wavelength, 0.3 db/km for 1550nm wavelength, plus 0.5 db for any connectors and 0.1 db for splices). Repair or replace cable sections exceeding allowable attenuation at no cost to the Department.

783-1.4.2.2 OTDR Tracing: Test all fibers from both cable end points with an optical time domain reflectometer (OTDR) at wavelengths of 1310 and 1550 nm. Test the fibers that are not terminated at the time of installation using a bare fiber adapter. Present the results of the OTDR testing (i.e., traces for each fiber) and a loss table showing details for each splice or termination tested to the Engineer in an approved electronic format. Ensure all OTDR testing complies with the EIA/TIA-455-61 standard.

783-1.4.2.3 Splice Loss Testing: Ensure that the splice loss for a SMF fusion splice does not exceed a maximum bidirectional average of 0.1 decibel per splice. Repair or replace splices that exceed allowable attenuation at no cost to the Department.

783-1.4.2.4 Connector Loss Testing: Ensure that the attenuation in the connector at each termination panel and its associated splice does not exceed 0.5 decibel. Repair or replace connectors exceeding allowable attenuation at no cost to the Department.

783-2 Conduit and Locate System.

783-2.1 General: Furnish and install conduit and a locate system for fiber optic cable. Ensure that the conduit complies with the requirements of Section 630.

Place the locate system along any underground conduit installation. Ensure that the locate system includes aboveground route markers, warning tape, tone wire, and electronics that allow detection of buried conduit and other related underground facilities.

Furnish and install a system as shown in the plans and as directed by the Engineer. Ensure that the locate system provides:

1. An end-to-end electrical conductor, such as a locate wire, buried along the conduit system for conductive facility locating.
2. Visual notification of the presence of conduit installed on Department projects.
3. Public notification of potential hazards and contact information for public or private inquiries regarding the conduit system.
4. A means of locating any conduit system pull box or splice box that is buried.
5. Surge protection and dissipation of transient voltages that may be induced into the route marker system.

783-2.2 Materials:

783-2.2.1 Route Markers: Mark the location of the conduit system with rigid sign posts known as route markers. Use route markers of the type shown in the plans and approved by the Engineer. Route markers may be either a Standard Route Marker (SRM) type or an Electronic Route Marker (ERM) type. The SRM is a rigid, tubular, driven post used for location and notification purposes only. The ERM should be physically identical to the SRM, but also include a termination board to provide aboveground access to locate wire buried alongside conduit and cable runs.

Ensure that each SRM is labeled and identified as an FDOT fiber optic cable marker as shown in the plans and approved by the Engineer. Ensure that labels include the Department's logo, contact information for the local FDOT District, and a telephone number to call prior to any excavation in the area. Ensure that the identification information is permanently imprinted on the top fitting, and will not peel, fade, or deteriorate with prolonged exposure to the typical roadside environmental hazards. Ensure that all route markers used on the project are new and consistent in appearance.

783-2.2.1.1 Standard Route Marker: Ensure that the SRM post is white with a top fitting cover that is orange with white lettering and graphics. Ensure that the SRM is a tubular configuration, and both the marker post and the top fitting are made from virgin Type 111 high-density polyethylene (HDPE). Ensure that any fasteners used with the SRM are constructed of stainless steel.

Ensure that all SRMs have a minimum OD of 3.5 inches with a minimum 0.125-inch wall thickness. Ensure that the top fitting cover is a minimum of 1.5 feet long and has an OD of 3.75 inches with a 0.125-inch wall thickness. Ensure that each SRM provides a tensile strength of 4,200 pounds per square inch as required in the ASTM D638 standard. Ensure that each SRM is manufactured for use in temperatures range of -30° to 165° F as per the NEMA TS 2 standard.

Ensure that each SRM can withstand 70 foot-pounds of impact force at 32° F as required in the ASTM D2444 standard before and after UV conditioning for 2,000 hours as required in the ASTM G53-88 standard. Ensure that the control sample of any material employed maintains a minimum of 70 percent of its original tensile strength as required by the ASTM D638 standard.

Ensure that an SRM installed at the minimum 2-foot depth withstands at least one vehicle impact at 45 miles per hour by a car or truck weighing no less than 3,500 pounds. After impact, ensure that the post returns to an upright position within 10 degrees of vertical alignment within 30 seconds from the time of impact. Ensure that all SRMs withstand a 12-gauge shotgun blast without penetration by any pellets when fired from a 50-foot distance.

783-2.2.1.2 Electronic Route Marker: Ensure that the ERMs meet the same material and performance requirements as the SRMs with the following exceptions. Equip each ERM with a removable, top-fitting cover that is black with white lettering. Ensure that each ERM contains a terminal board equipped with locate wire and ground connectors.

Ensure that the terminal board is made from corrosion-resistant materials and includes terminal facilities labeled according to function. Ensure the terminal board includes uniform spacing between connection points.

783-2.2.2 Warning Tape: Ensure that the buried cable warning tape is flexible, elastic material 3 inches wide, 6 mil thick, intended for burial and use as an underground utility warning notice. Ensure that the surface of the warning tape is coated and sealed to prevent

deterioration caused by harsh soil elements. Ensure that the tape material and ink colors do not change when exposed to acids, alkalis, and other destructive chemical variances commonly found in Florida soils. Ensure that the warning tape color is orange as required by the American Public Works Association (APWA) Uniform Color Code, and has “CAUTION: FDOT FIBER OPTIC CABLE BURIED BELOW,” or other wording approved by the Engineer, permanently printed on its surface.

Include buried cable warning tape with all conduit.

Include buried cable warning tape with all conduit.

783-2.2.3 Locate Wire: Ensure that the locate wire and locate wire splices comply with Section 630.

783-2.2.3.1 Locate Wire Surge Protection: Furnish and install a locate wire surge protection system as shown in the plans or directed by the Engineer. Ensure that locate wires are attached to a surge protection system dedicated to safely dissipating high transient voltages or other foreign electrical surges induced into the designating system. Provide this grounding through a stand-alone system that does not include electric power or ITS device grounding. Ensure that the surge protection system allows signals generated by locate system transmitters to pass through the protection system without going to ground. Ensure that the protection system automatically resets and passes locate system transmitter signals after the unit has grounded to dissipate over-voltages. Ensure that the locate wire surge protection is intended for below- or above-grade applications. Ensure that the locate wire surge protection system is grounded to a driven rod within 10 feet of the system using a AWG #6 single conductor wire with green insulation. Ensure that the locate wire surge protection is enclosed for protection from environmental hazards and accessible for connection of portable locate system transmitters.

Ensure that the locate wire surge protection system meets the following minimum standards for surge protection:

Surge Element	3-element maximum duty fail-safe gas tube.
Rating	40,000 A surge capacity (single-cycle, 8 by 20 microsecond waveform).
Life	Minimum 1,000 surges (1000 A to ground).
Fail-Safe	Integral fail-shortened device.
Insulation Resistance	1,000 megohm minimum at 100 volts of direct current (V _{DC}).
Clamp Voltages	a. Impulse at 100 Volts per Microsecond: Typically 500 volts. b. Direct Current: 300 to 500 volts.

783-2.2.4 Locate System Electronic Equipment: Provide locate system electronic equipment that is designed specifically for locating buried pipes and cables. Ensure that the locate system electronic equipment is able to detect the location and depth of the locate wire buried alongside conduit and cable runs. Ensure that the locate system electronic equipment is capable of locating faults in the sheath of a buried locate wire. Ensure that locate system electronic equipment is provided with protective cases suitable for daily transport and storage of transmitters and receivers. Ensure that the locate system electronic equipment includes a transmitter, receiver, and electronic box markers as shown in the plans and approved by the Engineer.

783-2.2.4.1 Transmitter: Ensure that the transmitter is a portable unit designed to create and apply an identifiable signal onto a locate wire so that it can be located and traced with a receiver. Ensure the transmitter is capable of applying a trace signal using direct connection and inductive methods. Ensure that the transmitter output circuitry is protected against inadvertent connection to conductors carrying voltages up to 250V at 50/60Hz.

Deliver the transmitter to the Engineer upon completion of the installation and acceptance of the work.

783-2.2.4.1.1 Electrical Specifications: Ensure that the system operates using 120V_{AC} input power as well as self-contained, rechargeable battery power. Ensure that the transmitter can operate from battery power for a minimum of 10 hours per charge. Ensure that the transmitter is supplied with all chargers, cords, cables, and accessories required for standard operation.

783-2.2.4.1.2 Mechanical Specifications: Ensure that the transmitter's physical dimensions allow portability and storage in a case no larger than 16 inches x 12 inches x 5 inches. Ensure that the transmitter weight does not exceed 10 pounds.

783-2.2.4.1.3 Environmental Specifications: Ensure that the transmitter is constructed with impact-resistant materials, is weather resistant, and designed to operate unattended in all weather and climates found in the outdoor roadside environment. Ensure that operating temperature meets or exceeds -4° to 122° F.

783-2.2.4.1.4 Operation and Display: Ensure that the transmitter includes programming buttons and visual indicators or displays for self-contained setup and operation. Ensure that all transmitter functions and operational parameters are programmable using an onboard, man-machine interface. Ensure that the operational status, including battery strength and current device settings, are displayed on the transmitter.

783-2.2.4.1.4.1 Transmitter Output: Ensure that the transmitter is capable of generating radio frequency (RF) signals and audio tones. Ensure that RF and audio output levels are user selectable.

783-2.2.4.1.4.2 Output Frequency Requirements: Ensure that RF frequencies produced for locate operations are user-selectable. Ensure that the transmitter produces consistent, stable, and defined frequencies normally associated with locating and marking equipment. Ensure that the transmitter can transmit at least three different user-selectable frequencies, with at least one frequency in each of three general ranges, defined here as low (0-1 kHz), mid-range (1 kHz – 40 kHz), and high (40 kHz – 85 kHz) bands.

783-2.2.4.2 Receiver: Ensure that the receiver is a portable hand-held unit ergonomically designed and intended for the purpose of locating underground utilities, conduit, cable, and pull and splice boxes. Ensure the receiver is capable of receiving all of the signals generated by the transmitter as well as those associated with electronic box markers. Ensure that the receiver can serve as a marker locator by energizing and detecting electronic box markers. Ensure that the receiver can passively locate cables transmitting power and RF signals.

Deliver the receiver to the Engineer upon completion of the installation and acceptance of the work.

783-2.2.4.2.1 Electrical Specifications: Ensure that the system operates using self-contained, rechargeable battery power. Ensure that the receiver can operate from battery power for a minimum of 10 hours per charge. Ensure that the receiver is supplied with all chargers, cords, cables, and accessories required for standard operation.

783-2.2.4.2.2 Mechanical Specifications: Ensure that the receiver's physical dimensions allow portability and storage in a case no larger than 30 inches x 12 inches x 9 inches. Ensure that the receiver weight does not exceed 6 pounds.

783-2.2.4.2.3 Environmental Specifications: Ensure that the receiver is constructed with impact-resistant materials, is weather resistant, and designed to operate in all weather and climates found in the outdoor roadside environment. Ensure that operating temperature meets or exceeds -4° to 122° F.

783-2.2.4.2.4 Operation and Display: Ensure that the receiver includes programming buttons and a graphical display for self-contained setup and operation. Ensure that all receiver functions and operational parameters are programmable using an on-board man-machine interface. Ensure that current operational status, including battery strength and current device settings, and current signal strength from targets are displayed on the receiver. Ensure that receiver sensitivity is adjustable. Ensure that the receiver includes an internal speaker and headphone output that is able to provide audible tones that indicate received signal strength. Ensure audible outputs include on/off and volume control.

Ensure that the receiver is capable of locating buried locate wire and electronic box markers within $\pm 5\%$ of actual depth. Ensure that the receiver can detect the center line of a target locate wire within 3 inches of its actual location.

783-2.2.4.3 Electronic Box Marker: Equip all pull boxes and splice boxes buried below finish grade with an electronic box marker inside the pull box or splice box to mark the location. Ensure that the electronic box marker is a device specifically manufactured to electronically mark and locate underground facilities. Ensure that the electronic box marker includes circuitry and an antenna encased in a waterproof polyethylene shell. Ensure that the outer shell is impervious to minerals, chemicals, and temperature extremes normally found in underground plant environments. Ensure that the electronic box marker does not require any batteries or active components to operate. Ensure that electronic box markers used to mark fiber optic cable and general telecom applications are orange in color and operate at 101.4 kHz. When excited by a marker locator, ensure that the electronic box marker's passive circuits produce an RF field to direct the marker locator to its position. Ensure that the electronic box marker has a minimum operating range of 5 feet from the marker locator.

783-2.3 Installation Requirements:

783-2.3.1 Route Markers: Install route markers as shown in the plans and as directed by the Engineer. Ensure that route markers are plumb and level with the notification information clearly visible when viewed from the side facing the roadway. Place route markers at a 1 foot offset from the conduit system or as shown in the plans. Ensure that markers are set within the right-of-way.

Set the route markers concurrently with the conduit system installation and prior to the fiber cable installation. Install route markers of the type as shown in the plans and as follows:

1. So that a clear line of sight is maintained from one marker to the next.
2. A maximum distance apart of 500 feet.
3. On both sides of the road at any crossing point where the conduit system changes to the opposite side of the road.
4. At the center point of any conduit run between two pull or splice boxes.

- line.
5. At gate locations when the conduit system is adjacent to a fence
 6. On both sides of a stream, river, or other water crossing.
 7. On both sides of aboveground attachments, such as bridges and walls.

Remove and replace all marker posts damaged during installation at no additional cost. Ensure that the top of the marker post is a minimum of 5 feet and no more than 6 feet above the finish grade.

Ensure that route marker signs are labeled with a unique identification number, as detailed in the plans or as approved by the Engineer. Provide as-built documentation at the completion of installation that includes identification number and location of all installed route markers and correlates the marker to the fiber optic infrastructure that it signifies.

Ensure that installation of ERMs includes connection of the route marker to the locate wire associated with the conduit run that the markers identify. Install locate wire through the base of the marker and terminate the locate wires to connectors mounted on the terminal board inside the marker. Install an underground magnesium anode at a minimum of 10 feet away from the marker and perpendicular to the conduit system. Terminate the anode lead on the connector mounted on the terminal board inside the marker. Install the bond straps between the anode connector and all locate wire connectors to provide cathodic protection for the locate wire conductor.

783-2.3.2 Warning Tape: Install buried cable warning tape 1 foot below the finish grade, directly over any installed conduit and cable run.

783-2.3.3 Locate Wire: Ensure that the installation of locate wire and locate wire splices are compatible with Section 630.

783-2.3.4 Locate Wire Grounding Units: Install locate wire grounding units (WGU) in pull boxes and splice boxes as shown in the plans or directed by the Engineer. Mount the device in a location high enough from the bottom of the box to allow access to terminal facilities without disturbing cables present within the box. Terminate the locate wires and connect the surge protection device to ground per the manufacturer's instructions. Do not use power utility ground(s) or any ITS device grounding system as the grounding point for WGUs.

783-2.3.5 Locate System Electronic Box Marker: Install an electronic box marker inside all pull boxes and splice boxes buried below finish grade at the time of installation. Place the electronic box marker on the floor or wall of the box. Ensure that the electronic box marker is installed less than 5 feet below finish grade.

783-2.4 Testing and Certification. Inspect all conduit route marker system components and approve prior to installation. Fully test the locate wire system after installation to ensure that it functions and can be used to accurately locate the conduit system.

Ensure that the conduit route marker system is fully functional prior to installing the fiber optic cable.

783-3 Pull Boxes and Splice Boxes for Fiber Optic Cable.

783-3.1 Description: Furnish and install pull boxes and splice boxes of the type, size, and quantity as shown in the plans. Ensure that pull boxes and splice boxes also conform to the requirements of Section 635. Use only equipment and components that meet the requirements of these minimum specifications, and are listed on the Department's Approved Product List (APL).

Use pull boxes and splice boxes that provide:

1. At-grade access to fiber optic cables housed within conduit systems used for Department ITS communications.

2. At-grade access to aid in the installation of fiber optic cable.

3. Protection for installed fiber optic cable.

4. Adequate space for cable storage and splice enclosures.

Ensure that pull boxes and splice boxes containing fiber optic cable do not contain power cables for ITS devices or other equipment.

783-3.2 Materials:

783-3.2.1 General Requirements: Ensure that all pull boxes and splice boxes are compatible with the fiber optic cable and are approved by the Engineer. Use pull boxes and splice boxes that are stackable and are structurally designed to meet or exceed ANSI Tier 15 loading requirements. Ensure that pull boxes and splice boxes:

1. Are rated as having a minimum compressive strength of 20,000 pounds per square inch, and are suitable for installation and use through a temperature range of -40° to 194°F.

2. Are rated as having a flexural strength of 6,000 pounds per square inch as required in the ASTM D790 standard.

3. Are rated as having a tensile strength of 800 pounds per square inch as required in the ASTM C496 standard.

4. Are rated to withstand a minimum vertical load of 20,000 pounds and a lateral load on the pull box wall of 1,200 pounds.

5. Provide accelerated service as required in Procedure E of the ASTM D756 standard.

6. Provide water absorption as required in Sections 5, 6.1, and 6.5 of the ASTM D570 standard.

7. Provide an impact resistance of 72 foot-pounds when using a “C” tup as required in the ASTM D2444 standard.

8. Include covers that provide skid resistance with a 0.5 friction coefficient as required in the ASTM C1028 standard.

9. Comply with the flammability testing requirements as detailed in the ASTM D635 standard.

10. Comply with the ASTM G53 requirements for UV exposure using a 340-nanometer ultraviolet A (UVA) bulb.

11. Provide chemical resistance as required in Section 7, Procedure 1, of the ASTM D543 standard.

Ensure that all pull box and splice box covers are a single piece and provide a 20,000-pound gross vehicle weight capacity with a live load rating of 20,000 pounds as required for ANSI Tier 15 loading conditions. Ensure that pull box and splice box covers comply with the ASTM C857 standard. Ensure that all pull box and splice box covers include bolt holes and stainless steel hex head bolts to secure the cover to the box. Ensure that bolts are 0.375 inch in diameter with 16 unified coarse threads (UNC) for every 1 inch. Ensure that covers and bolts seat flush when installed on the box. Ensure that covers are equipped with a minimum 0.5 inch by 2 inch lifting slot with lift pin. Ensure that the pull box cover is constructed in compliance with the ASTM A48 Class 20 standard requirements.

Ensure that the pull box and cover complies with the structural capacity requirements of the FDOT State Materials Office.

783-3.2.2 Pull Box: Ensure that all pull boxes have an open bottom and are constructed of polymer concrete consisting of an aggregate matrix bound together with a polymer resin. Ensure that box construction includes internal reinforcement by means of steel or fiberglass, or a combination of the two. Ensure that the pull box is equipped with a nonskid cover secured by hex head bolts and any other miscellaneous hardware required for installation or as shown in the in the plans.

Ensure that the minimum pull box size is approximately 2 feet wide by 3 feet long by 3 feet deep, or as required in the plans. Ensure that the pull box is large enough to house fiber optic cable without subjecting the cable to a bend radius less than 14 times the diameter of the cable.

783-3.2.3 Splice Box: Use splice boxes at all fiber optic splice locations, as shown in the plans, and at other locations as approved by the Engineer. Ensure that all splice boxes have an open bottom and are constructed of polymer concrete consisting of an aggregate matrix bound together with a polymer resin. Ensure that box construction includes internal reinforcement by means of steel or fiberglass, or a combination of the two. Ensure that the splice box is equipped with a nonskid cover secured by hex head bolts; cable racks and hooks; pulling eyes; and any other miscellaneous hardware required for installation or as shown in the in the plans.

Ensure that the splice box size is approximately 2.5 feet wide by 5 feet long by 4 feet deep or as shown in the plans. Ensure that the splice box is large enough to house fiber optic cable without subjecting the cable to a bend radius less than 14 times the diameter of the cable.

783-3.2.4 Marking: Ensure that all pull box and splice box covers include the words “FDOT FIBER OPTIC CABLE” or text shown in plans permanently cast into their top surface. Ensure that the manufacturer’s logo is stamped on each pull box cover, along with the Department’s approval number. Ensure that markings are permanently affixed and clearly visible after installation.

783-3.3 Installation Requirements. Install all pull boxes and splice boxes according to the manufacturer’s recommendations; as shown in the plans; and in compliance with Section 635 and Design Standards Index No. 18204. Complete the installation of pull boxes, splice boxes, and conduit prior to cable installation. Provide all pull boxes and splice boxes a final finish grade elevation as shown in the plans. Excavate pull box and splice box installation sites to a depth of 1 foot below the bottom of the box, and replace with a 1 foot bed of pearock or crushed stone at the excavation base prior to installing the box.

Ensure that the box cover is flush with the existing finish grade after installation. Taper the finish grade contour to provide drainage from the splice box.

783-3.3.1 General Placement and Spacing: Place pull boxes and splice boxes as detailed in the plans, and at the following locations, unless directed otherwise by the Engineer:

1. At all major fiber optic cable and conduit junctions.
2. Approximately every 2,500 feet in rural areas with any continuous section of straight conduit if no fiber optic cable splice is required.
3. At a maximum of 1,760 feet in metropolitan areas.
4. At each end of a tunnel, and on each side of a river or lake crossing.
5. On each side of an aboveground conduit installation, such as an attachment to a bridge or wall.
6. At all 90-degree turns in the conduit system.

Ensure that all pull boxes and splice boxes are flush mounted at grade level, and are located near the base of a service pole or near the communication equipment cabinet serving the ITS field device to provide:

1. A transition point between the fiber optic conduits extending from the fiber backbone and the conduit feeding the communication cabinet.
2. An assist point for the installation of fiber optic drop cable.
3. Storage of slack fiber optic drop cable.

Do not place the pull boxes in roadways, driveways, parking areas, ditches, or public sidewalk curb ramps. Avoid placing pull boxes and splice boxes on steep slopes where the cover cannot be leveled within a tolerance of 1 inch of drop to 1 foot of grade or in low-lying locations with poor drainage.

783-3.3.2 Bonding and Grounding: Ensure that pull box and splice box installation includes a bonding and grounding system including a driven rod that is a minimum of 10 feet in length and 5/8" in diameter. Ensure that grounding rod is constructed of copper clad steel and complies with the UL 467 standard. Ensure that bonding conductors are bare solid AWG #6 copper wire as required in the ASTM B1 standard. Ensure that splice and termination components meet or exceed the UL 467 requirements, and are clearly marked with the manufacturer, catalog number, and conductor size. Ensure that grounding system complies with the NEC.

783-3.3.3 Material Removal and Restoration Specifications: Provide all material, equipment and labor for the removal of turf, earth, concrete/asphalt pavement or other site specific material to be removed for box installation. Ensure that original turf, earth, concrete/asphalt pavement or other site specific material is restored to its original condition once box installation is complete.

783-3.4 Testing and Certification:

783-3.4.1 Material Inspection: Inspect all pull boxes and splice boxes and approve prior to installation, and again prior to installation of the fiber optic cable.

783-3.4.2 Compaction and Density Testing: Perform compaction tests for each soil type encountered. Provide sufficient in-place density tests to confirm the adequacy and uniformity of the compaction procedures as required by the governing authorities or ROW owners, or as shown in the plans.

783-4 Guaranty Provisions.

Ensure that the fiber optic cable, the splice enclosures, termination points, conduit, locate system, pull boxes and splice boxes have a two-year manufacturer's warranty from the date of final acceptance by the Engineer in accordance with 5-11 of all the work to be performed under the Contract. If the manufacturer's warranties for the components are for a longer period, those longer period warranties will apply.

Ensure that the manufacturer's warranties on the fiber optic cable, the splice enclosures, termination points, conduit, locate system, pull boxes and splice boxes are fully transferable from the Contractor to the Department. Ensure that these warranties require the manufacturer to furnish replacements for any part or equipment found to be defective during the warranty period at no cost to the Department within 10 calendar days of notification by the Department.

783-5 Method of Measurement.

783-5.1 Furnish and Install: Fiber optic cable shall be measured per foot of cable furnished, installed, warranted, tested and deemed fully operational.

Splices and terminations as shown in the plans shall be measured per each fiber connection furnished and installed.

The conduit and locate system shall be measured for payment per foot of conduit, buried cable warning tape and locate wire furnished, installed; designated with standard or electronic route markers (SRM or ERM), grounded, and protected. The conduit and locate system shall be warranted, made fully operational, and tested according to this specification.

The locate system electronic equipment (transmitters and receivers) shall be measured as each is delivered to the Engineer upon completion of the installation and acceptance of the work. Electronic box markers shall be measured as each is furnished, installed, and tested. The locate system electronic equipment shall be warranted, made fully operational, and tested according to this specification.

The fiber optic pull boxes and splice boxes shall be measured as each is furnished and installed, with grounding and associated hardware as detailed in the plans.

The Contract unit price, furnished and installed, will include furnishing, placement, and testing of all materials and equipment, and for all tools, labor, equipment, hardware, operational software package(s) and firmware(s), supplies, support, personnel training, shop drawings, documentation, and incidentals necessary to complete the work.

783-5.2 Furnish: The Contract unit price per foot of fiber optic cable, conduit, or locate wire and route markers (SRM or ERM); each locate system transmitter, receiver, or electronic box marker; and each pull box or splice box, furnished, will include all equipment specified in the Contract Documents, plus all shipping and handling costs involved in delivery as specified in the Contract Documents.

783-5.3 Install: The Contract unit price per foot of fiber optic cable, conduit, or locate wire and route markers (SRM or ERM); each electronic box marker; and each pull box or splice box, installed, will include placement and testing of all materials and equipment, and for all tools, labor, equipment, hardware, operational software package(s) and firmware(s), supplies, support, personnel training, shop drawings, documentation, and incidentals necessary to complete the work. The Engineer will supply the equipment specified in the Contract Documents.

783-6 Basis of Payment.

Prices and payments will be full compensation for all work described herein or shown in the plans.

Payment will be made under:

Item No. 783- 1-	ITS Fiber Optic Cable—per foot.
Item No. 783- 2-	ITS Fiber Optic Connection—each.
Item No. 783- 3-	ITS Fiber Optic Connection Hardware.
Item No. 783- 4-	ITS Conduit—per foot.
Item No. 783- 5-	ITS Pull Box for Fiber Optic – each.
Item No. 783- 6-	ITS Splice Box for Fiber Optic – each.
Item No. 783- 9-	ITS Locate System Electronic Equipment - each.

**784 INTELLIGENT TRANSPORTATION SYSTEMS – NETWORK DEVICES.
(REV 4-13-10) (FA 6-22-10) (1-11)**

PAGE 813. The following new Section is added after Section 715:

**SECTION 784
INTELLIGENT TRANSPORTATION SYSTEMS
NETWORK DEVICES**

784-1 Managed Field Ethernet Switch.

784-1.1 Description. Furnish and install a hardened, device-level managed field Ethernet switch (MFES) for intelligent transportation system (ITS) projects. Ensure that the MFES provides wire-speed fast Ethernet connectivity at transmission rates of 100 megabits per second from the remote ITS device installation location to the ITS network trunk interconnection point. Use only equipment and components that meet the requirements of these minimum specifications, and are listed on the Department’s Approved Product List (APL).

784-1.2 Materials:

784-1.2.1 General: Ensure that the ITS network administrator will be able to manage each MFES individually or as a group/cluster for switch configuration, performance monitoring, and troubleshooting. These specifications require additional minimum management intelligence (i.e., Layer 2+) typical of most current industrial Ethernet deployments. Ensure that the MFES includes Layer 2+ capability providing architecture standardization, open connectivity (i.e., interoperability), bandwidth management, rate limiting, security filtering, and general integration management of an advanced Ethernet switching architecture.

Ensure that the furnished MFES is fully compatible and interoperable with the ITS trunk Ethernet network interface, and that the MFES supports half and full duplex Ethernet communications.

Furnish an MFES that provides 99.999% error-free operation, and that complies with the Electronic Industries Alliance (EIA) Ethernet data communication requirements using single-mode fiber optic transmission medium and Category 5E copper transmission medium. Provide a switched Ethernet connection for each remote ITS field device.

Ensure that the MFES has a minimum mean time between failures (MTBF) of 10 years, or 87,600 hours, as calculated using the Bellcore/Telcordia SR-332 standard for reliability prediction.

784-1.2.2 Networking Standards: Ensure that the MFES complies with all applicable IEEE networking standards for Ethernet communications, including but not limited to:

1. IEEE 802.1D standard for media access control (MAC) bridges used with the Spanning Tree Protocol (STP).
2. IEEE 802.1Q standard for port-based virtual local area networks (VLANs).
3. IEEE 802.1P standard for Quality of Service (QoS).
4. IEEE 802.1w standard for MAC bridges used with the Rapid Spanning Tree Protocol (RSTP).
5. IEEE 802.1s standard for MAC bridges used with the Multiple Spanning Tree Protocol.
6. IEEE 802.3 standard for local area network (LAN) and metropolitan area network (MAN) access and physical layer specifications.

7. IEEE 802.3u supplement standard regarding 100 Base TX/100 Base FX.

8. IEEE 802.3x standard regarding flow control with full duplex operation.

784-1.2.3 Optical Ports: Ensure that all fiber optic link ports operate at 1,310 or 1,550 nanometers in single mode. Verify that the optical ports are Type ST, SC, LC, or FC only, as specified in the plans or by the Engineer. Do not use mechanical transfer registered jack (MTRJ) type connectors.

Provide an MFES having a minimum of two optical 100 Base FX ports capable of transmitting data at 100 megabits per second. Each optical port shall consist of a pair of fibers; one fiber will transmit (TX) data and one fiber will receive (RX) data. The optical ports shall have an optical power budget of at least 15 dB.

784-1.2.4 Copper Ports: Provide an MFES that includes a minimum of four copper ports. All copper ports shall be Type RJ-45 and shall auto-negotiate speed (i.e., 10/100 Base) and duplex (i.e., full or half). All 10/100 Base TX ports shall meet the specifications detailed in this section and shall be compliant with the IEEE 802.3 standard pinouts.

All Category 5E unshielded twisted pair/shielded twisted pair network cables shall be compliant with the EIA/TIA-568-A standard.

784-1.2.5 Management Capability: Ensure that the MFES supports all Layer 2 management features and certain Layer 3 features related to multicast data transmission and routing. These features shall include, but not be limited to:

1. An STP healing rate that meets or exceeds specifications published in the IEEE 802.1D standard.

2. An RSTP healing rate that meets or exceeds specifications published in the IEEE 802.1w standard.

3. An MFES that is a port-based VLAN and supports VLAN tagging that meets or exceeds specifications as published in the IEEE 802.1Q standard, and has a minimum 4-kilobit VLAN address table.

4. A forwarding/filtering rate that is a minimum of 14,880 packets per second for 10 megabits per second and 148,800 packets per second for 100 megabits per second.

5. A minimum 4-kilobit MAC address table.

6. Support of Traffic Class Expediting and Dynamic Multicast Filtering.

7. Support of, at a minimum, Version 2 of the Internet Group Management Protocol (IGMP).

8. Support of remote and local setup and management via telnet or secure Web-based GUI and command line interfaces.

9. Support of the Simple Network Management Protocol (SNMP). Verify that the MFES can be accessed using the resident EIA-232 management port, a telecommunication network, or the Trivial File Transfer Protocol (TFTP).

10. Port security through controlling access by the users. Ensure that the MFES has the capability to generate an alarm and shut down ports when an unauthorized user accesses the network.

11. Support of remote monitoring (RMON) of the Ethernet agent and the ability to be upgraded to switch monitoring (SMON), if necessary.

12. Support of the TFTP, the Network Time Protocol (NTP), or the Simple Network Time Protocol (SNTP). Ensure that the MFES supports port mirroring for troubleshooting purposes when combined with a network analyzer.

784-1.2.6 Mechanical Specifications: Ensure that all wiring complies with NEC requirements and standards. Furnish and identify all equipment and appurtenances by name, model number, serial number, technical support and warranty telephone numbers, and any other pertinent information required to facilitate equipment maintenance.

Ensure that every conductive contact surface or pin is gold-plated or made of a noncorrosive, non-rusting, conductive metal.

Ensure that all external screws, nuts, and locking washers are stainless steel in accordance with A601 of the MSTCSD. Do not use self-tapping screws.

All parts shall be made of corrosion-resistant materials, such as plastic, stainless steel, anodized aluminum, brass, or gold-plated metal.

784-1.2.7 Electrical Specifications: Ensure that the MFES operates and power is supplied with 115 volts of alternating current (V_{AC}). Ensure that the MFES has a minimum operating input of 85 V_{AC} and a maximum operating input of 265 V_{AC} . If the device requires operating voltages other than 120 V_{AC} , supply the required voltage converter. Ensure that the maximum power consumption does not exceed 50 watts.

Ensure that the MFES has diagnostic light emitting diodes (LEDs), including link, TX, RX, speed (for Category 5E ports only), and power LEDs.

784-1.2.8 Environmental Specifications: Ensure that the MFES performs all of the required functions during and after being subjected to an ambient operating temperature range of -30 degrees ($^{\circ}$) to 165 $^{\circ}$ Fahrenheit (F) as defined in the environmental requirements section of the NEMA TS 2 standard, with a noncondensing humidity of 0 to 95%.

Verify that the MFES manufacturer certifies their device has successfully completed environmental testing as defined in the environmental requirements section of the NEMA TS 2 standard. Verify that vibration and shock resistance meet the requirements of Sections 2.1.9 and 2.1.10, respectively, of the NEMA TS 2 standard.

Ensure that the MFES is protected from rain, dust, corrosive elements, and typical conditions found in a roadside environment.

784-1.3 Installation Requirements: Mount the MFES inside a field site cabinet. Ensure that the MFES is resistant to all electromagnetic interference (EMI). Ensure that the MFES is mounted securely in 19 inches EIA racking and is fully accessible by field technicians.

Due to the nature of the equipment, complexity of the electronics, and harsh environmental conditions at installation locations, use MFES units that can be serviced or replaced immediately when defective or damaged units must be removed and replaced. The Department shall return damaged units to the manufacturer for warranty repair or replacement.

784-1.4 Testing:

784-1.4.1 General: Subject the MFES to field acceptance tests (FATs). Develop and submit a test plan for FATs to the Engineer for consideration and approval. The Engineer reserves the right to witness all FATs. Complete the tests within five calendar days.

784-1.4.2 Field Testing: Once the MFES has been installed, conduct local FATs at the MFES field site according to the submitted test plan. Perform the following:

1. Verify that physical construction has been completed as detailed in the plans.

- connections.
2. Inspect the quality and tightness of ground and surge protector
 3. Verify proper voltages for all power supplies and related power circuits.
 4. Connect devices to the power sources.
 5. Verify all connections, including correct installation of communication and power cables.
 6. Verify configuration of the MFES Internet Protocol (IP) addresses and subnetwork mask.
 7. Verify the network connection to the MFES through ping and telnet sessions from a remote personal computer (PC).
 8. Perform testing on multicast routing functionality.

784-2 Device Server.

784-2.1 Description. Furnish and install a device server as shown in the plans. Provide a device server that includes a central processing unit (CPU), realtime operating system (RTOS), Transmission Control Protocol/Internet Protocol (TCP/IP) stack, and Ethernet and serial data ports to allow connection of serial devices with EIA-232, EIA-422, and EIA-485 connections to an Ethernet network. Ensure that the device server (also referred to as a terminal server) encapsulates serial data in network packets and transports them across IP networks. Use only equipment and components that meet the requirements of these minimum specifications, and are listed on the Department's Approved Product List (APL).

784-2.2 Materials:

784-2.2.1 General: Ensure that the device server provides a TCP/IP interface to one or more field devices using EIA-232/422/485 standard connections. Ensure that the device server supports TCP/IP, User Datagram Protocol (UDP)/IP, Dynamic Host Configuration Protocol (DHCP), Address Resolution Protocol (ARP), Internet Control Message Protocol (ICMP), Simple Network Management Protocol (SNMP), Hypertext Transfer Protocol (HTTP), and telnet.

Ensure that the device server provides 99.999% error-free operation and EIA-compatible Ethernet data communication by way of a Category 5E copper or fiber optic transmission medium, as shown in the plans.

Ensure that the device server is resistant to all electromagnetic interference.

Use a device server having an encryption feature that provides data security and prevents interception or "sniffing" of transmitted information by unauthorized parties. Data security shall comply with Version 2 of the Secure Shell Protocol (SSHv2), or the NIST requirements as defined in the Federal Information Processing Standard (FIPS) Publication (PUB)-197 for the Advanced Encryption Standard (AES).

Ensure that the device server has a minimum mean time between failures (MTBF) of 10 years, or 87,600 hours.

784-2.2.2 Serial Interface: Ensure that the device server provides a minimum of one serial data interface and connector as specified in the plans that conforms to EIA-232/422/485 standards. Ensure that the serial interface supports 2-wire and 4-wire EIA-485 connections. Ensure that the serial port(s) support data rates up to 230 kbps; error detection procedures utilizing parity bits (i.e., none, even, and odd); and stop bits (1 or 2).

Ensure that the device server provides flow control (request to send [RTS]/clear to send [CTS] and transmit on/transmit off [XON/XOFF]), as well as allow control

of the data terminal ready (DTR), data carrier detect (DCD), data set ready (DSR), CTS, and RTS signals. Ensure that the device server supports RTS toggle for half-duplex emulation.

784-2.2.3 Network Interface: Ensure that the device server includes a minimum of one Ethernet port, which must provide a 10/100 Base-TX or a 10/100 Base-FX connection as specified in the plans. Verify that all Category 5E, unshielded twisted pair/shielded twisted pair network cables and connectors comply with the EIA and Telecommunications Industry Association (TIA) requirements as detailed in the EIA/TIA-568-A standard. Verify that all copper-based network interface ports utilize registered jack (RJ)-45 connectors. Provide fiber optic cable and connectors for fiber optic cable compliant with Section 783.

784-2.2.4 Configuration and Management: Provide a device server that supports local and remote configuration and management, which must include access to all user-programmable features, including but not limited to addressing, port configuration, device monitoring, diagnostic utilities, and security functions. Ensure that the device server supports configuration and management via serial login, SNMP, telnet login, and browser-based interface.

784-2.2.5 Mechanical Specifications: Ensure that all parts are made of corrosion-resistant materials, such as plastic, stainless steel, anodized aluminum, brass, or gold-plated metal. Ensure that all exposed fasteners are stainless steel.

Ensure that the dimensions of the device server accommodate the unit's installation in a control cabinet as specified in the plans.

784-2.2.6 Electrical Specifications: Verify that all wiring meets applicable NEC requirements and that the device server operates using a nominal input voltage of 120 volts alternating current (V_{AC}). The input voltage range shall be 89 to 135 V_{AC} . If the device requires nominal input voltage of less than 120 V_{AC} , furnish the appropriate voltage converter. Verify that the maximum power consumption does not exceed 12 watts.

Ensure that the device server includes diagnostic status indicators in the form of light emitting diodes (LEDs) that provide link, transmit (TX), receive (RX), and power status information.

784-2.2.7 Environmental Specifications: Verify that the device server meets all specifications and is capable of performing all of its functions during and after being subjected to an ambient operating temperature range of -31 degrees ($^{\circ}$) to 165 $^{\circ}$ Fahrenheit (F), as required in the NEMA TS 2 standard, with a noncondensing relative humidity of 0% to 95%.

Install the device server in an enclosure that provides protection from moisture and airborne contaminants, blowing rain, wind, blowing dust, temperature, humidity, roadside pollutants, vandalism, pests, and theft of equipment.

Verify that the device server meets the vibration and shock resistance specifications as provided in Section 2.1.9 and 2.1.10, respectively, of the NEMA TS 2 standard.

784-2.3 Installation Requirements: Install all equipment and software according to the manufacturer's recommendations or as directed by the Engineer. Mount the device server securely in a location in the equipment cabinet that allows the unit to be fully accessible by field technicians.

Due to the nature of the equipment, complexity of the electronics, and harsh environmental conditions at installation locations, use device servers that can be replaced immediately when defective or damaged units must be removed and replaced. The Department shall return damaged units to the manufacturer for warranty repair or replacement.

784-2.4 Testing:

784-2.4.1 General: Subject the Device Server to field acceptance tests (FATs). Develop and submit a test plan for FATs to the Engineer for consideration and approval. The Engineer reserves the right to witness all FATs. Complete the tests within five calendar days.

784-2.4.2 Field Testing: Perform local field operational tests at device server field sites according to the test procedures stated herein.

1. Verify that physical construction has been completed as specified in the plans.
2. Verify the quality and tightness of ground and surge protector connections.
3. Verify proper voltages for all power supplies and related power circuits.
4. Connect devices to the power sources.
5. Verify all connections, including correct installation of communication and power cables.
6. Verify the network connection to the device server through ping and telnet session from a remote personal computer (PC).
7. Verify serial data transmission through the device server.

784-3 Digital Video Encoder and Decoder.

784-3.1 Description: Furnish and install digital video encoder (DVE) and digital video decoder (DVD) hardware and software to create a video-over-IP network system, as shown in the plans, and as directed by the Engineer. Use only equipment and components that meet the requirements of these minimum specifications, and are listed on the Department's Approved Product List (APL).

784-3.2 Materials:

784-3.2.1 General: Use DVEs and DVDs that are specialized network-based hardware devices and software which allow video and data signals to be encapsulated and transmitted across IP networks. Ensure that the video and data packets produced by the DVE and placed onto the network allow reconstruction of digital video signals by hardware-based and software-based DVDs that are also attached to the network.

Ensure that the complete video and data transmission system, defined as the combination of DVE and DVD hardware together with the existing or planned network infrastructure, simultaneously transports video and data from multiple remote field locations to multiple monitoring locations for roadway surveillance and traffic management. Ensure that end-to-end transmission of 30 frames-per-second (fps) D1 resolution video and data signals from DVE inputs to DVD outputs occurs within 250 milliseconds.

784-3.2.2 Software: Provide a software decoding and control package that allows the viewing of any video source connected to the network through a DVE, and which allows the pan-tilt-zoom (PTZ) control of any PTZ camera on the network, the discovery of DVE and DVD devices on the network, and the control and adjustment of programmable parameters in the DVE and DVD equipment, including the network addresses of these devices, at no additional cost.

Provide all setup, control programs, and diagnostic software related to the DVE or DVD. Provide all equipment licenses, where required for any software or hardware in the system. Ensure that the DVE and DVD are compatible with the Department's SunGuide[®] Software System.

784-3.2.3 MPEG-2 Format: Furnish DVE and DVD components that utilize the Moving Picture Experts Group's MPEG-2 video compression technology in accordance with the

International Organization for Standardization (ISO) and International Electrotechnical Commission (IEC) requirements detailed in the ISO/IEC 13818 standard. Ensure that the DVE and DVD are capable of unicast and multicast operation, and that they support the Session Announcement Protocol (SAP) as recommended by the Internet Engineering Task Force (IETF) RFC 2974, and Differentiated Services/Quality of Service (DiffServ/QoS) software components. Ensure that the DVE provides 99.999% error-free operation. Ensure MPEG-2 DVE and DVD equipment supports programmable bit rates from 1Mbps to 8 Mbps. Ensure that MPEG-2 equipment supports fixed bit rate mode.

784-3.2.4 H.264 Format: Furnish DVE and DVD components that utilize video compression technology in accordance with the International Organization for Standardization (ISO) and International Electrotechnical Commission (IEC) requirements detailed in the ISO/IEC 14496-10:2009 standard. Ensure that the DVE and DVD are capable of unicast and multicast operation, and that they support the Session Announcement Protocol (SAP) as recommended by the Internet Engineering Task Force (IETF) RFC 2974, Real Time Streaming Protocol (RTSP), and Differentiated Services/Quality of Service (DiffServ/QoS) software components. Ensure that the DVE provides 99.999% error-free operation. Ensure H.264 DVE and DVD equipment supports programmable bit rates from 64kbps to 8 Mbps. Ensure that H.264 equipment supports fixed bit rate mode.

784-3.2.5 Digital Video Encoder: Provide a DVE that is a hardware-based network device able to accept a minimum of one analog National Television System Committee (NTSC) video input and digitize it for transport across IP networks. Use a DVE that provides a minimum of one serial data interface for transmission of command and control data to other devices (typically camera PTZ commands), as well as console and configuration functions. Provide compatible decoder software along with the DVE at no additional cost, as shown in the plans, or as directed by the Engineer.

784-3.2.6 Digital Video Decoder: Provide a DVD that is either a hardware-based network device or a software application that resides on a workstation personal computer (PC).

784-3.2.6.1 Hardware-based Decoder: Provide a hardware-based decoder that has a minimum of one analog NTSC video output and decodes digital video and data streams present on an IP network into analog formats for interconnection with other devices. Use a DVD that has a minimum of one serial data interface for transmission of command and control data to other devices, as well as console and configuration functions. Use a DVD that includes an Ethernet interface for connection to IP networks.

784-3.2.6.2 Software-based Decoder: Provide a software-based DVD that is compatible with the Department's SunGuide[®] software. Ensure that any software-based decoder applications do not interfere with SunGuide[®] software operating when installed and used together on a shared hardware platform. Ensure that the software application provides PC desktop display of IP network video streams and control of any PTZ camera connected to the network. The decoder and PTZ functions may be achieved through the use of discrete software applications. Ensure that the software-based decoder offers an open Application Programming Interface (API) and software development kit available to the Department at no cost for integration with third party software and systems.

784-3.2.7 Interoperability: Provide DVE and DVD devices and software that are interoperable and interchangeable with DVE and DVD devices and software from other manufacturers. Ensure that the DVE is compatible and fully interoperable with software and

hardware DVDs from the DVE manufacturer, as well as a minimum of two software and hardware DVDs from other manufacturers. Ensure that the DVD is compatible and fully interoperable with DVEs from the DVD manufacturer, as well as a minimum of two other DVEs from other manufacturers.

784-3.2.8 Video Specifications: Ensure that any video input utilizes a BNC connector and delivers 1 volt peak-to-peak (Vp-p) NTSC composite video signals for encoding. Ensure that the DVE and DVD operate with both color and monochrome video, and that they allow the user to select and adjust video resolution. Ensure that the DVE and DVD support resolutions that include, but are not limited to, those defined in Table 3.1. Ensure that the DVE and DVD are capable of delivering color and monochrome video at 30 fps regardless of resolution.

Table 3.1 – Resolution Requirements	
Format	Resolutions
MPEG-2	352 x 240, 352 x 480, 720 x 480
H.264	176 x 120, 352 x 240, 720 x 480

Note: The resolutions attained depend on the data transmission rate.

784-3.2.9 Serial Interface: Ensure that hardware-based DVEs and DVDs provide a minimum of one serial data interface and connector that conforms to EIA-232/422/485 standards. Ensure that the serial interface supports 2-wire and 4-wire EIA-485 connections. Ensure that the serial port(s) support data rates up to 230 kbps; error detection procedures utilizing parity bits (i.e., none, even, and odd); and stop bits (1 or 2).

Ensure that the serial interface provides flow control (request to send [RTS]/clear to send [CTS] and transmit on/transmit off [XON/XOFF]), as well as allow control of the data terminal ready (DTR), data carrier detect (DCD), data set ready (DSR), CTS, and RTS signals. Ensure that the serial interface supports RTS toggle for half-duplex emulation. Ensure that hardware-based DVEs and DVDs provide a TCP/IP interface to their serial port using a network socket connection with configurable IP address and port number. Serial interface ports may utilize RJ-45 connectors, D-sub connectors, or screw terminals.

784-3.2.10 Network Interface: Ensure that the DVE/DVD local area network (LAN) connection supports the requirements detailed in the IEEE 802.3 standard for 10/100 Ethernet connections. Provide a DVE having a minimum of one Ethernet port, which shall be a 10/100 Base-TX connection or a 100 Base-FX ST, SC, LC or FC interface capable of multi-hop configuration using two sets of optical ports (e.g., Tx¹, Rx¹, Tx², Rx²). Ensure that the connector complies with applicable EIA and TIA requirements. Provide copper-based network interface ports that utilize RJ-45 connectors. Ensure that all fiber-based ports are single mode and provide a link budget of 30 dB or greater.

Ensure that all Category 5E, unshielded twisted pair/shielded twisted pair network cables are compliant with the EIA/TIA-568-A standard. Ensure that the network communication conforms to User Datagram Protocol (UDP), Version 4 of the Internet Protocol (IP) and Version 2 of the Internet Group Multicast Protocol (IGMP).

784-3.2.11 Front Panel Status Indicators: Provide DVEs and DVDs that have light-emitting diode (LED) displays, liquid crystal displays (LCDs), or similar illuminated displays to indicate status for power, data activity, link status, and video transmission.

784-3.2.12 Configuration and Management: Provide DVEs and DVDs that support local and remote configuration and management. Configuration and management functions shall include access to all user-programmable features, including but not limited to addressing, serial port configuration, video settings, device monitoring, and security functions. Ensure that the DVE and DVD support configuration and management via serial login, telnet login, and Simple Network Management Protocol (SNMP).

784-3.2.13 Electrical Specifications: Ensure that all wiring meets NEC requirements and standards. Provide equipment that operates on a nominal voltage of 120 volts alternating current (V_{AC}). The equipment shall operate within a voltage range of 89 V_{AC} to 135 V_{AC} . The operating frequency range for power shall be 60 hertz \pm 3 Hz. If the device requires operating voltages of less than 120 V_{AC} , supply the appropriate voltage converter.

784-3.2.14 Environmental Specifications: Except as may be stated otherwise in the plans, provide DVEs and hardware DVDs that meet all specifications during and after being subjected to an ambient operating temperature range of -30 degrees ($^{\circ}$) to 165 $^{\circ}$ Fahrenheit (F) as defined in the environmental requirements section of the NEMA TS 2 standard, with a maximum non-condensing relative humidity of 95%.

Ensure that cabinets housing system components comply with the environmental requirements detailed in the NEMA TS 2 standard. House the DVE in a field cabinet with protection from moisture and airborne contaminants, blowing rain, wind, blowing sand, blowing dust, humidity, roadside pollutants, vandalism, and theft. Ensure that the DVE is resistant to vibration and shock, and conforms to Sections 2.1.9 and 2.1.10, respectively, of the NEMA TS 2 standard.

Ensure that a hardware DVD installed in a climate-controlled environment, such as a TMC computer room, meets all specifications during and after being subjected to an ambient operating temperature range of 32 degrees ($^{\circ}$) to 113 $^{\circ}$ Fahrenheit (F).

784-3.3 Installation Requirements: Ensure that the DVE is shelf- and/or rack-mountable, and designed for use in roadside control cabinets without climate control. Ensure that the dimensions of the DVE allow installation in a control cabinet as specified in the plans. Ensure that front panel status indicators remain unobstructed and visible. Use only stainless steel external screws, nuts, and locking washers. All parts shall be made of corrosion-resistant materials, such as plastic, stainless steel, anodized or painted aluminum, brass, or gold-plated metal.

Because a DVD may be hardware or software-based, these mechanical specifications apply only to hardware-based DVDs. Field-hardened DVDs shall be shelf- and rack-mountable, and designed for use in roadside control cabinets without climate control. The dimensions of the DVD shall allow installation in a control cabinet as specified in the plans. All external screws, nuts, and locking washers shall be stainless steel. All parts shall be made of corrosion-resistant materials, such as plastic, stainless steel, anodized or painted aluminum, brass, or gold-plated metal.

Non-hardened DVDs shall be shelf- and rack-mountable, and designed for use in a climate-controlled TMC. The rack-mounted DVD shall be designed to fit in a standard EIA 19 inch rack and shall not require shielding from other electronic devices, such as power supplies and other communication equipment. The dimensions of the DVD shall allow installation as

specified in the plans.

Due to the nature of the equipment, complexity of the electronics, and harsh environmental conditions at installation locations, use DVEs and DVDs that can be replaced immediately when defective or damaged units must be removed and replaced. The Department shall return damaged units to the manufacturer for warranty repair or replacement.

784-3.4 Testing:

784-3.4.1 General: Subject the DVEs and DVDs to field acceptance tests (FATs). Develop and submit a test plan for FATs to the Engineer for consideration and approval. The Engineer reserves the right to witness all FATs. Complete the tests within five calendar days.

784-3.4.2 Field Testing: Perform local field operational tests at the device field site and end-to-end video streaming tests as required by the Engineer in order to demonstrate compliance with Department specifications. Testing will include, but not be limited to, the following:

1. Verify that physical construction has been completed as detailed in the plans.
2. Inspect the quality and tightness of ground and surge protector connections.
3. Verify proper voltages for all power supplies and related power circuits.
4. Connect devices to the power sources.
5. Verify all connections, including correct installation of communication and power cables.
6. Verify video image is present and free from oversaturation and any other image defect in both color and monochrome mode.
7. Verify network connection to the DVE and DVD through ping and telnet session from a remote PC.
8. Verify serial data transmission through the DVE and DVD serial ports.
9. Verify support of unicast, multicast, SAP, and QoS.

784-4 Guaranty Provisions.

784-4.1 General: Ensure that the manufacturers' warranties for the MFES, device server, DVE and DVD are fully transferable from the Contractor to the Department. Ensure that these warranties require the manufacturer to furnish replacements for any part or equipment found to be defective during the warranty period at no cost to the Department within 10 calendar days of notification by the Department.

If the manufacturer's warranties noted below are for a longer period, those longer period warranties will apply.

784-4.2 MFES: Provide an MFES having a manufacturer's warranty for equipment and parts furnished to be free from defects in fabrication, assembly, and materials for five years from the date of final acceptance by the Engineer in accordance with 5-11 of all work to be performed under the Contract.

Ensure that the MFES includes technical support for both the product hardware and its software for three years from the date of final acceptance.

784-4.3 Device Server: Provide a device server having a manufacturer's warranty for equipment and parts furnished to be free from defects in fabrication, assembly, and materials for five years from the date of final acceptance by the Engineer in accordance with 5-11 of all work to be performed under the Contract.

784-4.4 Digital Video Encoder and Decoder: Provide a DVE or DVD having a manufacturer's warranty for equipment and parts furnished to be free from defects in fabrication, assembly, and materials for two years from the date of final acceptance by the Engineer in accordance with 5-11 of all work to be performed under the Contract.

784-5 Method of Measurement.

784-5.1 General: The MFES, device server, DVE and DVD shall be measured for payment in accordance with the following tasks.

Provide software-based decoders at no additional cost when furnished in conjunction with DVEs, as shown in the plans or as directed by the Engineer.

A software-based DVD provided individually shall be paid under the pay item below.

784-5.2 Furnish and Install: The Contract unit price for each MFES, device server, DVE or DVD, furnished and installed, will include furnishing, placement, and testing of all equipment and materials, and for all tools, labor, hardware, operational software package(s) and firmware(s), supplies, support, personnel training, shop drawings, documentation, and incidentals necessary to complete the work.

784-5.3 Furnish: The Contract unit price per each MFES, device server, DVE or DVD, furnished, will include all equipment specified in the Contract Documents, plus all shipping and handling costs involved in delivery as specified in the Contract Documents.

784-5.4 Install: The Contract unit price per each MFES, device server, DVE or DVD, installed, will include placement and testing of all equipment and materials, and for all tools, labor, hardware, operational software package(s) and firmware(s), supplies, support, personnel training, shop drawings, documentation, and incidentals necessary to complete the work. The Engineer will supply the equipment specified in the Contract Documents.

784-6 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section.

Payment will be made under:

Item No. 784-1-	ITS Managed Field Ethernet Switch—each.
Item No. 784-2-	ITS Device Server—each.
Item No. 784-3-	ITS Digital Video Encoder with Software Decoder—each.
Item No. 784-4-	ITS Digital Video Decoder—each.

901 COARSE AGGREGATE.

(REV 12-15-09) (FA 12-21-09) (7-10)

SUBARTICLE 901-4.1 (Pages 815-817) is deleted and the following substituted:

901-1.4 Gradation: Coarse aggregates shall conform to the gradation requirements of Table 1, when the stone size is specified. However, Table 1 is waived for those aggregates intended for usage in bituminous mixtures, provided the material is graded on sieves specified in production requirements contained in 6-3.3, and meets uniformity and bituminous design requirements.

TABLE 1 Standard Sizes of Coarse Aggregate Amounts Finer than Each Laboratory Sieve (Square Openings), weight percent								
Size No.	Nominal Size Square Openings	4 inches	3 1/2 inches	3 inches	2 1/2 inches	2 inches	1 1/2 inches	1 inch
1	3 1/2 to 1 1/2 inches	100	90 to 100	-	25 to 60	-	0 to 15	-
2	2 1/2 inches to 1 1/2 inches	-	-	100	90 to 100	35 to 70	0 to 15	-
24	2 1/2 inches to 3/4 inch	-	-	100	90 to 100	-	25 to 60	-
3	2 inches to 1 inch	-	-	-	100	90 to 100	35 to 70	0 to 15
357	2 inches to No. 4	-	-	-	100	95 to 100	-	35 to 70
4	1 1/2 inches to 3/4 inch	-	-	-	-	100	90 to 100	20 to 55
467	1 1/2 inches to No. 4	-	-	-	-	100	95 to 100	-
5	1 inch to 1/2 inch	-	-	-	-	-	100	90 to 100
56	1 inch to 3/8 inch	-	-	-	-	-	100	90 to 100
57	1 inch to No. 4	-	-	-	-	-	100	95 to 100
6	3/4 inch to 3/8 inch	-	-	-	-	-	-	100
67	3/4 inch to No. 4	-	-	-	-	-	-	100
68	3/4 inch to No. 8	-	-	-	-	-	-	-
7	1/2 inch to No. 4	-	-	-	-	-	-	-
78	1/2 inch to No. 8	-	-	-	-	-	-	-
8	3/8 inch to No. 8	-	-	-	-	-	-	-
89	3/8 inch to No. 16	-	-	-	-	-	-	-
9	No. 4 to No. 16	-	-	-	-	-	-	-
10	No. 4 to 0	-	-	-	-	-	-	-

TABLE 1 (Continued) Standard Sizes of Coarse Aggregate Amounts Finer than Each Laboratory Sieve (Square Openings), weight percent								
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Size No.	Nominal Size Square Openings	3/4 inch	1/2 inch	3/8 inch	No. 4	No. 8	No. 16	No. 50
1	3 1/2 inches to 1 1/2 inches	0 to 5						
2	2 1/2 inches to 1 1/2 inches	0 to 5						
24	2 1/2 inches to 3/4 inch	0 to 10	0 to 5					
3	2 inches to 1 inch	-	0 to 5					
357	2 inches to No. 4	-	10 to 30	-	0 to 5			
4	1 1/2 inches to 3/4 inch	0 to 15	-	0 to 5				
467	1 1/2 inches to No. 4	35 to 70	-	10 to 30	0 to 5			
5	1 inch to 1/2 inch	20 to 55	0 to 10	0 to 5				
56	1 inch to 3/8 inch	40 to 85	10 to 40	0 to 15	0 to 5			
57	1 inch to No. 4	-	25 to 60	-	0 to 10	0 to 5		
6	3/4 inch to 3/8 inch	90 to 100	20 to 55	0 to 15	0 to 5			
67	3/4 inch to No. 4	90 to 100	-	20 to 55	0 to 10	0 to 5		
68	3/4 inch to No. 8	90 to 100	-	30 to 65	5 to 25	0 to 10	0 to 5	
7	1/2 inch to No. 4	100	90 to 100	40 to 70	0 to 15	0 to 5		
78	1/2 inch to No. 8	100	90 to 100	40 to 75	5 to 25	0 to 10	0 to 5	
8	3/8 inch to No. 8	-	100	85 to 100	10 to 30	0 to 10	0 to 5	
89	3/8 inch to No. 16	-	100	90 to 100	20 to 55	5 to 30	0 to 10	0 to 5
9	No. 4 to No. 16	-	-	100	85 to 100	10 to 40	0 to 10	0 to 5
10	No. 4 to 0	-	-	100	85 to 100	-	-	-

The gradations in Table 1 represent the extreme limits for the various sizes indicated which will be used in determining the suitability for use of coarse aggregate from all sources of supply. For any grade from any one source, the gradation shall be held reasonably uniform and not subject to the extreme percentages of gradation specified above.

916 BITUMINOUS MATERIALS.
(REV 8-4-10) (FA 8-16-10) (1-11)

SECTION 916-1 (Pages 828-842) is deleted and the following substituted:

SECTION 916
BITUMINOUS MATERIALS

916-1 Superpave PG Asphalt Binder:

916-1.1 Requirements: Superpave Performance Graded (PG) asphalt binders, identified as PG 64-22, PG 67-22, and PG 76-22, shall meet the requirements of 916-1.2, AASHTO M 320 Table 1 and the following additional requirements:

1. The mass loss AASHTO T 240 shall be a maximum of 0.5% for all grades.
2. The intermediate test temperature at 10 rad/s. for the Dynamic Shear Rheometer test AASHTO T 315 shall be 25°C for all grades.
3. An additional high temperature grade of PG 67 is added for which the high test temperature at 10 rad/sec for the Dynamic Shear Rheometer test AASHTO T 315 shall be 67°C.
4. All PG asphalt binders having a high temperature designation of PG 67 or lower shall be prepared without modification.
5. All PG asphalt binders having a high temperature designation higher than PG 67 shall be produced with a styrene-butadiene-styrene (SBS) or styrene-butadiene (SB) elastomeric polymer modifier and resultant binder shall meet all requirements of this Specification; in addition the phase angle at 76°C (AASHTO T 315) shall be a maximum of 75 degrees.
6. The maximum viscosity AASHTO T 202 shall be 2400 poises for PG 64-22 and 3600 poises for PG 67-22.

All hot mix asphalt (except hot mix asphalt containing 20% RAP or greater) shall contain Superpave PG asphalt binder grade PG 67-22 unless otherwise specified in the plans and/or Specifications for the hot mix asphalt product.

For all PG binder used in all hot mix asphalt, silicone may be added to the PG binder at the rate of 25 cubic centimeters of silicone mixed to each 5,000 gallons of PG binder. If a dispersing fluid is used in conjunction with the silicone, the resultant mixture containing the full 25 cubic centimeters of silicone shall be added in accordance with the manufacturer's recommendation. The blending of the silicone with the PG binder shall be done by the supplier prior to the shipment.

All PG binder and asphalt rubber binder for Friction Course mixes and for other hot mix asphalt products containing RAP shall contain 0.5% heat stable anti-strip additive by weight of PG binder unless specifications for the hot mix asphalt product requires testing by FM 1-T 283 and the test results indicate it is not required, or the mixture contains hydrated lime. Where FM 1-T 283 indicates an anti-strip additive is required, it shall be from 0.25 to 0.75%. The anti-strip additive shall meet the requirements of 916-5. The anti-strip additive shall be introduced into the PG binder by the supplier during loading.

Where PG binder is used in mixes containing reclaimed asphalt pavement (RAP), the requirements of 334-2.3.4 must also be met.

916-1.2 Qualified Products List: The Superpave PG asphalt binders supplied under this Specification shall be one of the products included on the Qualified Products List as specified in 6-1. Manufacturers seeking evaluation of their product shall submit an application in accordance

with Section 6 and include a report of test results from an independent laboratory confirming the material meets the requirements of this section. Any marked variation from the original test values for a material below the established limits or evidence of inadequate quality control or field performance of a material will be considered to be sufficient evidence that the properties of the material have changed, and the material will be removed from the Qualified Products List.

For each binder grade, the supplier may be required to submit to the State Materials Office a split sample of material representative of test results submitted with the Product Evaluation Application. In addition, for modified binders, the original PG binder grade, the modifier product designation, and amount added shall be indicated on the Product Evaluation Application and in the Quality Control Program below. Suppliers shall not ship any PG binder until notified that the product is on the Qualified Products List and an approved Quality Control Program meeting the requirements of 916-1.3 has been implemented.

916-1.3 Quality Control Program: The supplier of Superpave PG asphalt binder shall at a minimum have a Quality Control Program meeting the requirements of this Specification which is based on AASHTO R 26. The Quality Control Program shall be submitted in electronic format to the State Materials Office for approval.

The requirements for the Quality Control program apply to the supply location of PG binders for the use on Florida Department of Transportation projects. The supply location of PG binder may represent refinery production, terminal distribution, blending, processing, and/or modification location. Rack blending (blending from two tank sources) will be permitted to meet the requirements for a PG asphalt binder product. Any special handling requirements such as rack blending and manufacture of polymer modified asphalt shall be described in the Quality Control program. The requirements of these Specifications for a Quality Control Program do not apply to Recycle Agents at this time.

916-1.3.1 Identification of Personnel and Supply Locations: The supplier's primary and secondary representatives responsible for Quality Control shall be identified by name, title, address, telephone, fax and e-mail address. At least one of the representatives shall be located at the supply location. The supply locations shall be identified by name, address and telephone.

916-1.3.2 Specification Compliance and Quality Control Testing: Specification Compliance Testing shall consist of complete testing of each PG binder shipped in accordance with AASHTO M 320 and 916-1.1 of these Specifications. Results of Specification Compliance Testing shall be available to the supplier within five working days of sampling. Specification Compliance Testing shall be conducted by a testing laboratory that participates at least annually in the AASHTO Materials Reference Laboratory (AMRL) Proficiency Sample Program for both Performance Graded Asphalt Binder and Viscosity Graded Asphalt Cement. The primary testing lab and any other labs to be used for Specification Compliance Testing shall be identified in the suppliers Quality Control Program. The results from each AMRL Proficiency Sample for each testing laboratory shall be forwarded by the supplier for each supply location in electronic format to the State Materials Office. Acceptable performance in the AMRL Proficiency Sample Program shall be a minimum of 3 for each test. A rating of less than 3 shall require identification of appropriate action on the part of the supplier and be acceptable to the State Materials Engineer.

Quality Control testing as a minimum shall consist of testing a representative sample of each PG binder shipped by the supplier in accordance with either:

(1) AASHTO T 202 Standard Test Method for Viscosity of Asphalts by Vacuum Capillary Viscometer or

(2) AASHTO T 315 Test Method for Determining Rheological Properties of Asphalt Binder using a Dynamic Shear Rheometer (DSR).

Results of Quality Control Testing shall be available to the supplier within five hours of sampling. A Quality Control test result outside the specification limits will require immediate sampling and testing for Specification Compliance and appropriate action taken. The Quality Control testing and location where the test will be done shall be identified in the suppliers Quality Control Program.

916-1.3.3 Frequency of Sampling and Testing: Sampling of PG binders shall be done in accordance with AASHTO T 40. Initial Specification Compliance test results shall be required for each PG binder grade for each new LOT of material which will be further subjected to Quality Control Testing in accordance with 916-1.3.2. A new LOT will occur when the material in a tank changes and the Specification Compliance Test may no longer be representative of the material in the tank. This may be due to an incoming bulk shipment of material, change in refinery run, the manufacture of a product, or a blend of material in a tank. Additional testing is as follows:

(1) Any PG binder shipped to a Department project during any one calendar month shall be tested at least once during that month for Specification Compliance in accordance with 916-1.3.2.

(2) When being shipped to Department projects, samples shall be obtained by the supplier and tested for Quality Control testing in accordance with 916-1.3.2. A single one quart representative sample of each PG binder shall be obtained and tested by the supplier each calendar week; for each rack blended PG binder, additional representative samples shall be obtained daily. Each Quality Control sample and additional daily rack blended samples shall be adequately identified and retained not less than eight weeks at the supply location. Any PG binder not shipped to Department projects is not required to be sampled or tested.

(3) Split samples of any PG binder will be provided when requested by a representative of the Department. In this situation three representative one quart samples will be obtained by the supplier under the direction of the Department. One sample will be submitted to the State Materials Office, one will be tested by the supplier for Specification Compliance and one will be tested by the supplier for Quality Control. The method of obtaining the three representative one quart samples is to obtain a single gallon sample, which is then stirred and poured into three one quart cans. When split samples are requested by the Department, the results from both parties will be made available within ten working days.

(4) For each rack blended PG binder, identify minimum daily Process Control Testing in the QC Plan.

916-1.3.4 Reporting: A monthly report by the supplier containing Specification Compliance and Quality Control Test results for each PG binder LOT shall be submitted by the supplier in electronic format using the form provided by the Department to the State Materials Office within seven days following the end of the calendar month. Test results for split samples shall also be included. Process Control Test results shall not be included. Copies of these monthly reports and supporting test reports shall be available at the supply location for a minimum of three years.

The report shall consist of the Specification compliance testing and Quality Control Testing of the following as applicable by these Specifications.

SUPERPAVE PG ASPHALT BINDER		
Test and Method	Conditions	Specification Minimum/Maximum Value
Original Binder		
Superpave PG Asphalt Binder Grade		Report
Qualified Products List Number		Report
Polymer Modifier Type	(PG 76-22 Only)	Report
Solubility, AASHTO T 44	in Trichloroethylene	Minimum 99.0%
Flash Point, AASHTO T 48	COC	Minimum 450°F
Rotational Viscosity, AASHTO T 316	275°F	Maximum 3 Pa-s
Absolute Viscosity, AASHTO T 202	140°F	Max. 2400 P (PG 64-22) Max. 3600 P (PG 67-22)
Dynamic Shear Rheometer, AASHTO T 315	$G^*/\sin \delta$, Test Temperature @ 10 rad/sec, °C Phase Angle, δ , (PG 76-22 Only)	Minimum 1.00 kPa Maximum 75 degrees
Rolling Thin Film Oven Test Residue (AASHTO T 240)		
Rolling Thin Film Oven, AASHTO T 240	Mass Loss%	Maximum 0.50
Dynamic Shear Rheometer, AASHTO T 315	$G^*/\sin \delta$, Test Temperature @ 10 rad/sec, °C	Minimum 2.20 kPa
Pressure Aging Vessel Residue (AASHTO R 28) at 100°C		
Dynamic Shear Rheometer, AASHTO T 315	$G^* \sin \delta$, 10 rad/sec. @ 25°C	Maximum 5000 kPa
Creep Stiffness, AASHTO T 313	S (Stiffness), @ 60 sec. @ -12°C M-value, @ 60 sec. @ -12°C	Maximum 300 Mpa Minimum 0.300

916-1.3.5 Notification and Evaluation: In the event that a Specification Compliance test is outside specification requirements or a Quality Control test is outside limits established by the supplier as part of his Quality Control Program shipments of that product to Department projects will cease immediately and the Contractor and the State Materials Office will be notified and the product retested for Specification Compliance (resampling as appropriate). Where the retest for Specification Compliance meets all requirements, shipments of that product may resume. Where off-specification material has been shipped and the retest confirms the original test, the Contractor and State Materials Office will be informed of the steps taken to achieve specification compliance on the product shipped.

Where off-specification materials has been shipped, further shipment of that product to Department projects shall remain suspended until the cause of the problem is evaluated and corrected by the supplier to the satisfaction of the State Materials Engineer.

916-1.3.6 Certification and Verification: The supplier shall furnish certification on the bill of lading for each shipment of PG binder delivered to a Department project that includes: the quantity, the Superpave PG asphalt binder grade (including QPL number), PG binder LOT designation, the customer name, the delivery location, a statement that the binder is in conformance with 916-1 and the suppliers Quality Control Program, and the quantity of silicone and anti-strip agent addition, as applicable, including product designation (QPL number as applicable). Any special handling or temperature requirements shall be indicated on the certification and are solely the responsibility of the Contractor to follow.

The Department may sample and test PG binder from the suppliers storage tank, the delivery vehicle, and/or Contractors storage tank to verify and determine compliance with this and other specification requirements. Where these tests identify material outside specification requirements, the State Materials Engineer may require the supplier to cease shipment of that PG binder product. Further shipment of that PG binder product to Department projects may remain suspended until the cause of the problem is evaluated and corrected by the supplier as necessary to the satisfaction of the State Materials Engineer.

916-2 Recycling Agents.

916-2.1 Requirements: The asphalt recycling agent (RA) shall be an asphalt binder (PG asphalt binder) or an asphalt binder blended (as necessary) with a softening agent or flux oil, and shall meet the four Target Viscosity values of 550, 750, 1000, and 1500 poises and the following requirements:

**919 GROUND TIRE RUBBER FOR USE IN ASPHALT RUBBER BINDER.
(REV 6-22-09) (FA 6-25-09) (1-10)**

ARTICLE 919-3 (Page 843) is deleted and the following substituted:

919-3 Physical Requirements.

The physical properties of the ground tire rubber shall be determined in accordance with FM 5-559, and shall meet the following requirements:

- Specific Gravity 1.06 to 1.20
- Moisture ContentMaximum 0.75%
- Metal ContaminantsMaximum 0.01%

Gradation - The gradation shall meet the limits shown in Table 919-1 for the type of rubber specified.

Table 919-1 Gradations of Ground Tire Rubber			
Sieve Size % Passing	Type A	Type B	Type C
No. 16	---	---	100
No. 30	---	100	70-100
No. 50	100	40-60	20-40
No. 100	50-80	---	---

923 WATER FOR CONCRETE.
(REV 5-20-10) (FA 6-9-10) (1-11)

SECTION 923 (Pages 848 - 849) is deleted and the following substituted:

SECTION 923
WATER FOR CONCRETE

923-1 General Requirements.

Water for use with cement shall be clear and free from oil, and injurious amounts of acid, alkali, chlorides, organic matter, and other deleterious substances. It shall not be salty or brackish. If it contains quantities of substances which discolor it or make it smell or taste unusual or objectionable or cause suspicion, it shall not be used unless approved by the Department. Water sources permitted include potable water supplies that are approved by a public health department, open bodies of water, well water, reclaimed water, and recycled water. Reclaimed water shall be as defined in Chapter 62-610, F.A.C. Open bodies of water are defined as naturally occurring rivers, lakes, and ponds. Recycled water includes wash water from mixer washout operations (stored in a lined settling pond). All other sources of water not listed above shall be considered recycled and reclaimed water. Recycled and reclaimed may be used only to sprinkle the coarse aggregate stockpiles and for batching concrete meeting the requirements of Section 347.

923-2 Evaluation of Water for Concrete.

923-2.1 General: Water from potable water supplies approved by a public health department may be used without additional testing. The concrete producer shall provide test data of water samples from other sources. To determine chemical properties, use a laboratory accredited by the National Environmental Laboratory or Construction Materials Engineering Council Accreditation Program. To determine physical properties, use a laboratory accredited by the Construction Materials Engineering Council Accreditation Program or Cement and Concrete Reference Laboratory.

923-2.2 Initial Sampling and Testing Frequency: Open bodies of water and well water shall be initially sampled once prior to use. Recycled and reclaimed water shall be tested once per week for four weeks initially, and thereafter once per month for four months prior to its use, provided that the results of the test samples comply with all the applicable limits. Failing test results will result in restarting initial sampling and testing.

923-2.3 Production Sampling and Testing Frequency: Open bodies of water and recycled water shall be tested monthly. Well water and reclaimed water shall be tested once every three months. If the last eight consecutive well water and reclaimed water samples meet the requirements, then the sample frequency may be reduced to one sample every six months, as approved by the Department. If a well water or reclaimed water sample fails once the frequency has been reduced, then the sampling frequency shall revert back to once every three months.

923-3 Chemical Requirements.

923-3.1 Testing: All chemical analysis or tests shall be performed in accordance with the test methods listed in Tables 1 and 2 or Standard Methods for the Examination of Water and Wastewater.

923-3.2 Recycled and Reclaimed Water: Recycled and reclaimed water shall be tested before use and shall not exceed the limits in Table 1:

Table 1		
Chemical Test	Test Method	Maximum (%)
Equivalent Alkalis as (Na ₂ O + 0.658 K ₂ O)	ASTM D 6919	0.06
Total Solids	AASHTO T 26	5.00
Total Chlorides as Cl ⁻	ASTM D 512	0.031
Total Sulfates as SO ₄	ASTM D 516	0.30

923-3.3 Open Bodies of Water and Well Water: Open bodies of water and well water shall be tested before use and shall not exceed the limits of Table 2:

Table 2		
Chemical Test	Test Method	Maximum (%)
Acidity or Alkalinity Calculated in terms of Calcium Carbonate	AASHTO T 26	0.05
Total Organic Solids	AASHTO T 26	0.05
Total Inorganic Solids	AASHTO T 26	0.08
Total Chlorides as Cl ⁻	ASTM D 512	0.031
Total Sulfates as SO ₄	ASTM D 516	0.30

923-4 Physical Requirements for Mortar.

Mortar shall be tested in accordance with ASTM C 109 with the following exception: the mortar shall not be tested for flow. The mortar, composed of the sampled water, shall have a compressive strength of not less than 90% when compared to a mortar prepared using distilled water and tested at seven days.

Water of a questionable quality, as determined by the Department, shall be subject to the acceptance criteria for time of set as required by ASTM C 1602, Table 1.

926 EPOXY COMPOUNDS.

(REV 1-4-10) (FA 1-14-10) (7-10)

ARTICLE 926-1 (Pages 854 – 855) is deleted and the following substituted:

926-1 Types of Compounds.

Epoxy resin compounds for application to portland cement concrete, bituminous cement concrete, metals and other type surfaces shall be two-component systems of the applicable of the following types as designated.

Type	Description
A	An epoxy resin, for bonding fresh concrete to hardened concrete.
B	An epoxy resin adhesive, for bonding hardened concrete to hardened concrete and constructing doweled splices in precast prestressed concrete piles.
E	A fluid epoxy for crack injection in the repair of old structures.

Type	Description
F	An epoxy for repairing spalled areas on concrete bridge structures with these subtypes:
F-1	A non sagging gel type for vertical surfaces.
F-2	A pourable type for repairs where forms are to be used.
G	An epoxy for rebuilding expansion joints and associated wearing surfaces.
H	An epoxy for structural bonding where asphalt overlays are to be in contact with the hardened compound.
I	An epoxy for filling small holes in concrete such as lifting bolt cut-outs on beams, etc.
J	An epoxy for installing rebar and anchor bolts into hardened concrete.
K	An epoxy for underwater sealing of the bottom of the jacket of an integral pile jacket system.
L	An epoxy for coating the interior of sewage disposal tanks.
M	A coal tar epoxy coating for steel sheet piles and H piles (water immersion).
N	An epoxy for preparing mortars and concrete for patching portland cement concrete pavement.
Q	An epoxy for use in post tensioning anchorage protection systems.
T	Hot applied coal tar epoxy tape.

SUBARTICLE 926-2.2 (PAGE 855) is deleted and the following substituted:

926-2.2 Qualified Products List: All epoxy materials shall be one of the products listed on the Department's Qualified Products List (QPL). Manufacturers seeking evaluation of their products shall submit product data sheets, performance test reports from an independent laboratory showing the product meets the requirements of this section, an infrared identification curve (2.5 to 15 μm) and a QPL application in accordance with Section 6. Information on the QPL application must identify the epoxy type.

Products may only be used for applications recommended by the manufacturer.

931 METAL ACCESSORY MATERIALS FOR CONCRETE PAVEMENT AND CONCRETE STRUCTURES.

(REV 3-26-10) (FA 5-26-10) (1-11)

SUBARTICLE 931-1.1 (Page 875) is deleted and the following substituted:

931-1.1 Steel Bars: Unless otherwise shown in the plans, billet steel bars for concrete reinforcement shall conform to the requirements of ASTM A-615 Grade 60 except that the process of manufacture will not be restricted. For processes not included in ASTM A-615 the phosphorus content will be limited to 0.08%.

The following special requirements shall apply:

- (1) Unless otherwise specified or shown on the plans all reinforcement bars No. 3 and larger shall be deformed bars.
- (2) All billet-steel bars shall be of the grade called for on the plans.
- (3) Twisted bars shall not be used.

(4) Wherever in the Specifications the word “purchaser” appears it shall be taken to mean the Department.

Acceptance of reinforcing steel shall be based on test samples taken randomly by the Department and manufacturer’s certified mill analysis of test results meeting the specification limits of the ASTM or AASHTO designation for the particular size, grade and any additional requirements. Randomly taken test samples and certification of test values, representing each production LOT of reinforcing steel, shall be provided to the Engineer for each Contract prior to use. Randomly taken test samples shall be cut from bundled steel that is shipped to the jobsite.

932 NONMETALLIC ACCESSORY MATERIALS FOR CONCRETE PAVEMENT AND CONCRETE STRUCTURES.

(REV 8-2-10) (FA 8-12-10) (1-11)

SUBARTICLE 932-1.2.2 (Page 878) is deleted and the following substituted:

932-1.2.2 Material: The joint sealant shall be composed of a mixture of materials, typically but not limited to bituminous based, that will melt when heated for application and then solidify to form a resilient and adhesive compound capable of sealing joints in portland cement concrete and/or asphaltic concrete against the infiltration of moisture and foreign materials throughout normal pavement conditions and at ambient temperatures. The manufacturer shall have the option of formulating the material according to their Specifications. However, the requirements delineated in this Specification shall apply regardless of the type of formulation used. The material shall cure sufficiently to not flow from the joint or be picked up by vehicle tires after 3 hours at 77°F. The material shall be capable of a uniform application consistency suitable for filling joints without the inclusion of large air holes or discontinuities and without damage to the material.

Materials for pavement joints shall be tested according to ASTM D 5329.

932-1.2.2.1 Physical Requirements of Joint Sealants for Portland

Cement Concrete Only:

Parameter	Limits
Pour Point	At least 20°F lower than the safe heating temperature as stated by the manufacturer.
Cone-Penetration, Non-immersed at 77°F, 150 g, 5 s	Less than or equal to 90 mm
Flow at 40°F, 5 h	Less than or equal to 5.0 mm
Bond, Non-immersed, 0°F for 5 cycles*	No cracking, separation, or opening that at any point is over 1/4 inch deep, in the sealant or between the sealant and the substrate.
*The depth of a crack, separation or opening shall be measured perpendicular to the side of the sealant showing the defect. At least two test samples in a group of three representing a given sample of sealant shall meet this requirement.	

932-1.2.2.2 Physical Requirements of Joint Sealants for Portland

Cement Concrete and/or Asphaltic Concrete:

Parameters	Limits
Pour Point	At least 20° lower than the safe heating temperature as stated by the manufacturer.
Cone-Penetration, Non-immersed at 77°F, 150 g, 5 s	Less than or equal to 90 mm
Flow at 40°F, 5 h	Less than or equal to 3.0 mm
Bond, Non-immersed, -20°F for 3 cycles, 50% extension*	No cracking, separation, or opening that at any point is over 1/4 inch deep, in the sealant or between the sealant and the substrate.
Resilience at 77°F	Recovery greater than or equal to 60%
Asphaltic Concrete Compatibility at 140°F	No failure in adhesion, formation of an oily exudates at the interface between the sealant and the asphaltic concrete, or softening or other deleterious effects on the asphaltic concrete or sealant.
*The depth of a crack, separation or opening shall be measured perpendicular to the side of the sealant showing the defect. At least two test samples in a group of three representing a given sample of sealant shall meet this requirement.	

SUBARTICLE 932-1.2.4 (Page 879) is deleted and the following substituted:

932-1.2.4 Qualified Products List: The joint sealant materials used shall be one of the products listed on the Department’s Qualified Products List (QPL). Manufacturers seeking evaluation of their products shall submit product datasheets, performance test reports from an independent laboratory showing the product meets the requirements of this section, and a QPL application in accordance with Section 6. Information on the QPL application must identify the sealant type.

SUBARTICLE 932-1.3.2 (Pages 880 - 882) is deleted and the following substituted:

932-1.3.2 Physical Requirements:

SILICONE SEALANT TYPE	Test Method	Type A	Type B	Type C	Type D
Flow (maximum)	MIL S 8802	0.3 inches			
Extrusion rate	MIL S 8802	1.25-4.2 g/s	1.7-11.0 g/s	4.58-9.2 g/s	3.3 – 9.2 g/s
Tack-free time at 77 ± 3°F and 45 to 55% Relative Humidity	MIL S 8802	20-75 minutes	120 minutes, maximum	60 minutes, maximum	30 - 60 minutes
Specific gravity	ASTM D 792, Method A	1.1 to 1.515	1.10 to 1.40	1.26 to 1.34	1.26 to 1.34
Durometer hardness, Shore A (Cured seven days)	ASTM D 2240	10-25			

SILICONE SEALANT TYPE	Test Method	Type A	Type B	Type C	Type D
at 77 ± 3°F and 50 ± 5% Relative Humidity)					
Durometer hardness, Shore 00 (Cured 21 days at 77 ± 3°F and 50 ± 5% Relative Humidity)	ASTM D 2240		40-80	20-80	
Tensile stress (maximum) at 150% elongation	ASTM D 412 (Die C)	45 psi	40 psi	15 psi	
Elongation (Cured seven days at 77 ± 3°F and 50 ± 5% Relative Humidity)	ASTM D 412 (Die C)	800% minimum			600% minimum
Elongation (Cured 21 days at 77 ± 3°F and 50 ± 5% Relative Humidity)	ASTM D 12 (Die C)		800% minimum	1400% minimum	
Ozone and Ultraviolet Resistance	ASTM C 793	No chalking, cracking or bond loss after 5,000 hours, minimum.			
Bond to concrete mortar briquets (primed if required) (Cured seven days at 77 ± 3°F and 50 ± 5% Relative Humidity)	AASHTO T-132	50 psi minimum			
Bond to concrete briquets (Cured 21 days at 77 ± 3°F and 50 ± 5% Relative Humidity)	AASHTO T-132		40 psi minimum	35 psi minimum (includes bond to asphalt)	
Movement Capability	ASTM C 719	No adhesive or cohesive failure and adhesion, 10 cycles at -50 to +100%			No adhesive or cohesive failure and adhesion, 10 cycles at +100/-50 % (joints 2" wide)

Portland Cement Mortar: Briquets shall be molded and cured 28 days minimum in accordance with AASHTO T-132. Cured briquets shall be dried at $230 \pm 5^{\circ}\text{F}$, sawed in half and bonded together with a thin section of sealant. After cure of sealant, briquets shall be tested in accordance with AASHTO T-132.

SUBARTICLE 932-1.3.4(Page 882) is deleted and the following substituted:

932-1.3.4 Qualified Products List: The low modulus silicone sealant used shall be one of the products listed on the Department's Qualified Products List. Manufacturers seeking evaluation of their products shall submit product datasheets, performance test reports from an independent laboratory showing the product meets the requirements of this section, an infrared identification curve (2.5 to 15 μm) and a QPL application in accordance with Section 6. Information on the QPL application must identify the sealant type.

SUBARTICLES 932-1.4 to 932-1.6 (Pages 882 – 883) are deleted and the following substituted:

932-1.3.5 Primer: When required by the manufacturer's product, a primer shall be used.

The manufacturer shall perform quality control tests on each LOT of sealant primer material furnished to each project and furnish a certified report that each LOT of primer material furnished to a project meets his Company's Specifications for that product and the primer is suitable for its intended use.

Sealant primer material shall be delivered in containers plainly marked with the manufacturer's name or trademark and product name, LOT number and date of expiration.

932-1.3.6 Backer Rod and Tape Bond Breakers: Backer rods and tape shall be compatible with the joint sealant and approved by the sealant manufacturer. No bond or reaction shall occur between the rod and the sealant.

932-1.3.7 Installation: Installation, material selection, joint dimensions, bond breaker suitability (by type and project) shall be in agreement with the requirements of Design Standards, Index Nos. 305 and 21110. Any modifications or exceptions to these requirements shall be shown in the plans.

For new construction projects or general use where the joints to be sealed have uniform width, a closed cell, expanded polyethylene foam backer rod bond breaker shall be required. For rehabilitation projects and similar joint seals where the joints to be sealed have irregular width, an open cell, expanded polyethylene foam backer rod bond breaker with an impervious skin shall be required.

The backer rod shall be compatible with the joint sealant. No bond or reaction shall occur between the rod and the sealant.

Tape bond breaker approved by the sealant manufacturer may be used in lieu of backer rod bond breaker when sealing joints and/or random cracks, as required.

Type D Silicone sealant shall be placed when the ambient temperature is rising and is between 55°F and 85°F and the temperature is expected to rise for the next three

hours minimum to provide to adequate joint opening and compression of the sealant during curing.

All installed bond breakers shall be covered by sealant at the end of each work day.

A tolerance in cross-sectional height at midpoint of $-1/16$ to $+3/16$ inch will be allowed to the nominal values shown for each joint width on the plan sheet. The Engineer shall check one joint for each 1,000 feet of roadway by cutting out specimens. If the cross section of the cut specimen is out of the allowable range, additional specimens shall be taken as follows:

One joint every 100 feet of pavement not to exceed 500 feet.

If the average of the specimens is out of tolerance, the Contractor shall remove and replace the entire 500 feet section at no additional expense to the Department.

Installation tolerance shall be verified at 1,000 feet intervals.

932-1.4 Pre-cured Silicone Sealant:

932-1.4.1 General: Pre-cured silicone sealants are intended for sealing vertical joints on concrete surfaces. Type V1 sealant is intended for contraction joints or joints with movements less than 1/4 inch. Type V2 sealant is intended for expansion joints not exceeding 200% of the nominal joint opening. Type V2 sealant may be substituted for Type V1 sealant. The joint sealant must be listed on the Department’s Qualified Products List (QPL).

932-1.4.2 Physical Requirements: Sealant material shall be a nominal 1/16 inch thick, available in standard widths from 1 inch to 6 inches, colored to match the finish surface coating of the concrete, and meet the following minimum testing requirements:

TEST PROPERTY DESCRIPTION	TEST METHOD	TYPE V1	TYPE V2
Minimum Movement, Cohesion/Adhesion	ASTM C 1523	100%	200%
Dry/Room Temperature Loss of Adhesion/Cohesion	ASTM C 1523	None	None
Water Immersion Loss of Adhesion/Cohesion	ASTM C 1523	None	None
Frozen Loss of Adhesion/Cohesion	ASTM C 1523	None	None
Heat Loss of Adhesion/Cohesion	ASTM C 1523	None	None
Artificial Weathering Loss of Adhesion/Cohesion	ASTM C 1523	None	None
Artificial Weathering Loss of Adhesion/Cohesion	ASTM C 1523	None	None
Tear Propagation	ASTM C 1523	NT or PT (No Tear or Partial/Knotty Tear)	NT or PT (No Tear or Partial/Knotty Tear)
Ultimate Elongation	ASTM D 412	250%	500%

932-1.4.3 Qualified Products List: Manufacturers seeking evaluation of their product shall submit an application in accordance with Section 6. Applications must include test results, an Infrared Absorption scan, and a product data sheet with the recommended adhesive and installation requirements.

932-1.5 Compression Seals and Adhesive Lubricant

932-1.5.1 Preformed Elastomeric Compression Seals: Preformed Elastomeric Compression Seals shall meet the requirements of ASTM D 2628 except that immersion oil IRM 903 may be substituted for Oil No. 3 in the Oil Swell test procedure.

932-1.5.2 Compression Seal Adhesive Lubricant: Compression Seal Adhesive Lubricant shall meet the requirements of ASTM D 4070. The material shall be fluid from 5° to 120°F (-15° to 49°C).

932-1.5.3 Certification: The manufacturer shall provide a certified test report for each lot of material furnished to each project along with a statement certifying that the material conforms to this specification and identifying the project number and manufacturer's lot number.

932-1.5.4 Verification Samples: Provide verification samples in accordance with Section 6.

948 MISCELLANEOUS TYPES OF PIPE.

(REV 5/19/10) (FA 6-9-10) (1-11)

SUBARTICLE 948-1.7 (Page 901) is deleted and the following substituted

948-1.7 Polyvinyl Chloride (PVC) Pipe (12 to 36 Inches): Polyvinyl Chloride (PVC) Pipe for side drain, cross drain, storm drain and other specified applications shall conform to AASHTO M-278 for smooth wall PVC pipe or ASTM F-949 for PVC ribbed pipe. Mitered end sections are not to be constructed of polyvinyl chloride. Use only concrete or metal mitered end sections as indicated in the Design Standards.

All pipe produced and shipped to the job site shall meet the requirements of 105-3.2.

SUBARTICLE 948-2.3 (Pages 901 – 904) is deleted and the following substituted:

948-2.3 Corrugated High Density Polyethylene Pipe (12 to 60 inches):

948-2.3.1 General: Class I (50 year) corrugated Polyethylene Pipe used for side drain, storm and cross drain or french drain shall meet the requirements of AASHTO M-294. Class II Corrugated Pipe shall meet the requirements of AASHTO M-294 and the additional requirements as specified herein. Corrugations may only be annular. Ensure that pipe resin conforms to ASTM D-3350 minimum cell classification 435400C except that cell class 435400E may be used if the combination of color and UV stabilizer provides the same or better UV protection than that of resin cell class 435400C. Mitered end sections are not to be constructed of polyethylene. Use only concrete or metal mitered end sections as indicated in the Design Standards.

All pipe produced and shipped to the job site shall meet the requirements of 105-3.2.

948-2.3.2 Additional Requirements for Class II (100 Year), Type S

Polyethylene Pipe Meet the following requirements:

Table 1			
Stress Crack Resistance of Pipes			
Pipe Location	Test Method	Test Conditions	Requirement
Pipe Liner	FM 5-572, Procedure A	10% Igepal solution at 122°F and 600 psi applied stress, 5 replicates	Average failure time of the pipe liner shall be ≥ 18.0 hours, no single value shall be less than 13.0 hours.
Pipe Corrugation ¹ , (molded plaque)	ASTM F-2136	10% Igepal solution at 122°F and 600 psi applied stress, 5 replicates	Average failure time shall be ≥ 24.0 hours, no single value shall be less than 17.0 hours.
Junction	FM 5-572, Procedure B and FM 5-573	Full Test ^{2,3} : Test at 3 temperature/stress combinations: 176°F at 650 psi 176 °F at 450 psi 158°F at 650 psi; 5 replicates at each test condition	Determine failure time at 500 psi at 73.4°F ≥ 100 years (95% lower confidence) using 15 failure time values ⁴ . The tests for each condition can be terminated at duration equal to or greater than the following criteria: 110.0 hr at 176°F 650psi 430.0 hr at 176°F 450 psi 500.0 hr at 158°F 650 psi
		Single Test ⁵ : Test temperature 176°F and applied stress of 650 psi.; 5 replicates	The average failure time must be equal to or greater than 110.0 hr
Longitudinal Profiles ⁶	FM 5-572, Procedure C, and FM 5-573	Full Test ^{2,3} : Test at 3 temperature/stress combinations: 176°F at 650 psi 176 °F at 450 psi 158 °F at 650 psi; 5 replicates at each test condition	Determine failure time at 500 psi at 73.4°F ≥ 100 years (95% lower confidence) using 15 failure time values ⁴ . The tests for each condition can be terminated at duration equal to or greater than the following criteria: 110.0 hr at 176°F 650psi 430.0 hr at 176°F 450 psi 500.0 hr at 158°F 650 psi
		Single Test ⁵ : Test temperature 176°F and applied stress of 650 psi.; 5 replicates	The average failure time must be equal to or greater than 110.0 hr

Table 1			
Oxidation Resistance of Pipes			
Pipe Location	Test Method	Test Conditions	Requirement
Liner and/or Crown ⁷	OIT Test (ASTM D-3895)	2 replicates (to determine initial OIT value) on the as manufactured (not incubated) pipe.	25.0 minutes, minimum
Liner and/or Crown ⁷	Incubation test FM 5-574 and OIT test (ASTM D-3895)	Three samples for incubation of 195 days at 176°F ⁸ and applied stress of 250 psi. One OIT test per each sample	Average of 3.0 minutes ^{9, 10} (no values shall be less than 2.0 minutes)
Liner and/or Crown ⁷	MI test (ASTM D-1238 at 190°C/2.16 Kg)	2 replicates on the as manufactured (not incubated) pipe.	< 0.4 g/10 minutes
Liner and/or Crown ⁷	Incubation test FM 5-574 and MI test (ASTM D-1238 at 190°C/2.16 Kg)	2 replicates on the three aged sampled after incubation of 195 days at 176°F ⁸ and applied stress of 250 psi	MI Retained Value ^{10, 11, 12} shall be greater than 80% and less than 120%.

Note: FM = Florida Method of Test. 1 Required only when the resin used in the corrugation is different than that of the liner.
2 A higher test temperature (194° F) may be used if supporting test data acceptable to the State Materials Engineer is submitted and approved in writing.
3 Full test shall be performed on alternative pipe diameter of pipe based on wall profile design, raw material cell classification, and manufacturing process. Full test must be performed on maximum and minimum pipe diameters within a manufacturing process.
4 Computer program to predict the 100 year SCR with 95% lower confidence can be obtained from FDOT.
5 Single test for the junction and longitudinal profile may be used on alternating pipe sizes within a manufacturing process. Single point tests may not be used on maximum and minimum pipe sizes within a manufacturing process except by approval of the Engineer. Single point tests may be used for quality assurance testing purposes.
6 Longitudinal profiles include vent holes and molded lines.
7 OIT and MI tests on the crown are required when resin used in the corrugation is different than that of the liner.
8 The incubation temperature and duration can also be 136 days at 185°F.
9 Within each replicate set of tests, the discrepancy range shall be within 6%. If an out-of-range discrepancy occurs, repeat the three OIT tests.
10 The tests for incubated and “as-manufactured” pipe samples shall be performed by the same lab, same operator, the same testing device, and in the same day.
11 Within each replicate set of tests, the discrepancy range shall be within 9%. If an out-of-range discrepancy occurs, repeat the two MI tests on the same pipe sample. If insufficient material is available, a repeat of one test is acceptable.
12 The MI retained value is determined using the average MI value of incubated sample divided by the average MI value of as-manufactured pipe sample.

Manufacturer may use ground class II, but not class I, pipe for reworked plastic.

948-2.3.3 Certification: Furnish to the Engineer certification from the manufacturer for each pipe diameter manufacturers LOT to be incorporated into the project that the pipe meets the requirements of these Specifications.

Manufacturers seeking evaluation of a product in accordance with Departmental procedures must submit test reports conducted by a laboratory qualified by the Geosynthetic Accreditation Institute-Laboratory Accreditation Program (GAI-LAP) or qualified by ISO 17025 accreditation agency using personnel with actual experience running the test methods for class II HDPE pipe. Submit the test reports to the State Materials Office.

948-2.3.4 Verification Samples: Furnish verification samples as directed by the Engineer.

ARTICLE 948-4 (Pages 905 – 906) is deleted and the following substituted:

948-4 Pipe Liner.

948-4.1 Cured-In-Place Pipe Liner: Cured-in-place pipe liner shall be continuous, resin impregnated, flexible tubing that meets the requirements of ASTM D-5813 and ASTM F-1216.

948-4.2 Deformed Pipe Liner: Deformed pipe liner shall be manufactured in an out of round state, usually collapsed circumferentially and folded on the long axis. After installation in a host pipe, the liner is rounded by means of heat and pressure to fit the host pipe. Deformed pipe liner, when installed, shall extend from one structure to the next in one continuous length with no intermediate joints.

(1) Polyethylene: Deformed polyethylene pipe liner shall meet the requirements of ASTM F-714 with a minimum cell classification of 335420c.

(2) Polyvinyl Chloride: Deformed polyvinyl chloride pipe liner shall meet the requirements of ASTM F-1504.

948-4.3 Discrete Pipe Liner: Discrete pipe liner shall be round, flexible or semi-rigid liner, manufactured in lengths that may be joined in a manhole or access pit before insertion in a host pipe.

(1) High Density Polyethylene Solid Wall: Discrete high density polyethylene pipe liner shall meet the requirements of ASTM F-714 or AASHTO M-326 and shall have a minimum of cell classification of 345464c.

(2) High Density Polyethylene Profile Wall: Discrete high density polyethylene pipe liner shall meet the requirements of AASHTO M-294 and shall have a minimum cell classification of 435400c.

(3) Polyvinyl Chloride: Discrete polyvinyl chloride pipe liner shall meet the requirements of ASTM F-794, ASTM F-949, or AASHTO M-304 and shall have a minimum cell classification of 12454.

(4) Fiberglass: Discrete fiberglass pipe liner shall meet the requirements of ASTM D-3262.

948-4.4 Spiral Wound Pipe Liner: Spiral wound pipe liner shall consist of coils of profile strips that are wound into a host pipe helically, after which a cementitious grout is injected into the annular space between the liner and the host pipe, forming a rigid composite structure.

(1) Polyvinyl Chloride: Polyvinyl chloride spiral wound pipe liner shall meet the requirements of ASTM F-1697 or ASTM F-1735 and shall have a minimum cell classification of 12454.

948-4.4.1 Machine Spiral Wound Pipe Liner: Machine spiral wound pipe liner shall consist of a continuous one piece profile strip wound directly into the deteriorated pipelines. The liner can be installed in close fit to the host pipe, or alternatively installed at a fixed diameter. Where the liner is installed at a fixed diameter, the annular space between the spiral wound liner pipe and the existing pipe is grouted.

(1) Polyvinyl Chloride: Polyvinyl chloride machine spiral wound pipe liner shall meet the requirements of ASTM F-1697 and shall have a minimum cell classification of 12454.

948-4.5 Paneled Pipe Liner: Paneled pipe liner consists of custom-cut flat or curved panels that are formed to the inside circumference of a host pipe.

(1) Polyvinyl Chloride: Polyvinyl chloride paneled pipe liner shall meet the requirements of ASTM F-1735 and shall have a minimum cell classification of 12454.

948-4.6 Point Pipe Liner: Point pipe liner may consist of any materials covered by this specification when used to repair and rehabilitate an isolated portion of an existing storm drain pipe. Materials which are restricted (as primary components) to point repair are; steel, which shall meet the requirements of AASHTO M-167M, ASTM A-167, or ASTM A-240; aluminum, which shall meet the requirements of AASHTO M-196, and rubber; which shall meet the requirements of ASTM C-923.

948-4.7 Coated Pipe Liner: Coated pipe liner consists of liquid, slurry, foam or gel that is spread or sprayed over the interior surface of an existing pipe to rehabilitate it. Materials that may be used for coating are hydrophilic urethane gel, epoxy resin, polyester resin, gunite, shotcrete, low density cellular concrete, and cementitious grout.

962 STRUCTURAL STEEL AND MISCELLANEOUS METAL ITEMS (OTHER THAN ALUMINUM).

(REV 2-23-10) (FA 5-4-10) (1-11)

SUBARTICLE 962-1.2 (Page 914) is deleted and the following substituted:

962-1.2 Testing: For structural steel subjected to tensile stress used for main load-carrying members or components (as defined in Section 460), meet the ASTM A 709 impact test requirements for non-fracture and fracture critical tension components as specified in the Contract Documents. Meet the requirements for Zone 1 (Minimum Service Temperature 0°F).

If not specified elsewhere in the Contract Documents, provide structural steel in accordance with ASTM A 709 requirements for non-fracture and fracture critical tension components as directed by the Engineer.

SUBARTICLE 962-8.2 (Page 916) is deleted and the following substituted:

962-8.2 Steel Sheet Piling: Provide steel sheet piles conforming to the requirements of ASTM A-328, ASTM A-572 or ASTM A-690.

SUBARTICLE 962-8.4.2 (Page 917) is deleted and the following substituted:

962-8.4.2 Testing: Structural steel tubing subjected to tensile stresses used in main load carrying members or components (as defined in Section 460) shall meet the impact test requirements of ASTM A 709 for non-fracture and fracture critical tension components for Zone 1. Minimum Average energy shall be: 15 ft-lbf at 70°F (non-fracture critical); or 25 ft-lbf at 70°F (fracture critical).

971 TRAFFIC MARKING MATERIALS.
(REV 5-6-10) (FA 5-11-10) (8-10)

SECTION 971 (Pages 922-936) is deleted and the following substituted:

SECTION 971
TRAFFIC MARKING MATERIALS

971-1 General Requirements.

971-1.1 Packaging and Labeling: All traffic marking materials shall be shipped in strong containers plainly marked with the weight in pounds per gallon, the volume of traffic marking materials content in gallons, the color, user information, date of manufacture, batch and DOT code number. Each batch manufactured shall have a unique number. A true statement of the percentage composition of the pigment, the proportion of pigment to vehicle, and the name and address of the manufacturer, also shall be shown. The label shall warn the user of any special handling or precautions of the material, as recommended by the manufacturer. Any package not so marked will not be accepted for use under these specifications.

Preformed thermoplastic materials and permanent tape products shall be marked with content, color, date of manufacture and batch number.

971-1.2 Storage: Any traffic marking materials which, although inspected and approved at the point of manufacture, hardens or livers in the containers so that it cannot be readily broken up with a paddle to a smooth, uniform painting consistency, will be rejected. All materials shall have a container storage life of one year from date of manufacture. Any traffic marking materials not acceptable for proper application will be rejected, even though it conforms to these Specifications in all other respects.

971-1.3 Mixing: All paints shall be delivered to the project completely mixed, and ready to be used without additional oil or thinner. Gasoline shall not be used for thinner under any circumstances.

971-1.4 Qualified Products List: All traffic marking materials shall be one of the products listed on the Qualified Products List. Manufacturers seeking evaluation of their product shall submit an application in accordance with Section 6 accompanied by a copy of the infrared identification curve (2.5 to 15 μm) for the vehicle component. Products may only be used for applications recommended by the manufacturer. A notation of the number of coats and the thickness of each coat at which the product passes testing may be placed on the QPL. When listed, this will be the minimum criteria for application of the traffic marking material.

971-1.5 Samples: Field samples will be obtained in accordance with the Department's Sampling, Testing and Reporting Guide Schedule.

971-1.6 Color: Materials for pavement markings shall meet the following performance requirements.

The initial daytime chromaticity for yellow materials shall fall within the box created by the following coordinates:

Initial Daytime Chromaticity Coordinates (Corner Points)

	1	2	3	4
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X	0.530	0.510	0.455	0.472
Y	0.456	0.485	0.444	0.400

The in-service daytime chromaticity for yellow materials shall fall within the box created by the following coordinates:

In-Service Daytime Chromaticity Coordinates (Corner Points)

	1	2	3	4
X	0.530	0.510	0.435	0.449
Y	0.456	0.485	0.429	0.377

The nighttime chromaticity for yellow materials shall fall within the box created by the following coordinates:

Nighttime Chromaticity Coordinates (Corner Points)

	1	2	3	4
X	0.575	0.508	0.473	0.510
Y	0.425	0.415	0.453	0.490

971-1.7 Additional Requirements: Traffic stripe materials shall be characterized as non-hazardous as defined by Resource Conservation and Recovery Act (RCRA) 40 CFR 261 and the material shall not exude fumes which are hazardous, toxic or detrimental to persons or property. Provide supporting independent analytical data or product Material Safety Data Sheets (MSDS) identifying nonhazardous designations.

Additionally, traffic stripe materials shall contain no more than 5.0 ppm lead by weight when tested in accordance with the RCRA reference above. Provide supporting independent analytical data.

971-2 Glass Spheres.

971-2.1 General Requirements: Glass spheres shall be of a composition designed to be highly resistant to traffic wear and to the effects of weathering for the production of a reflective surface, creating night visibility of the pavement markings without altering day visibility of the marking. The general requirements of 971-1 apply to glass spheres.

971-2.2 Specific Properties: The large (Type 3 or larger) glass spheres used for drop on beads shall have an adhesion coating. Type 1 glass spheres used for drop on beads shall have a dual coating. Beads used in the intermix of materials are not required to be coated.

The following physical requirements apply:

Property	Test Method	Specification
Roundness*	ASTM D 1155	Min: 70 % by weight
Roundness**	ASTM D 1155	Min: 80% by weight
Refractive Index*	Becke Line Method (25+/-5C)	1.5 minimum
Refractive Index**	Becke Line Method (25+/-5C)	1.9 minimum
*Type 1, 3, 4 and 5 beads		
**High Index beads		

Sieve Size	Percent by Mass Passing Designated Sieve (ASTM D 1214)				
	Grading Designation				
	Type 1 (AASHTO)	Type 3 (FP 96)	Type 4 (FP 96)	Type 5 (FP 96)	High Index
No. 8				100	
No. 10			100	95 – 100	
No. 12		100	95 – 100	80 – 95	
No. 14		95 – 100	80 – 95	10 – 40	
No. 16	100	80 – 95	10 – 40	0 – 5	100
No. 18		10 – 40	0 – 5	0 – 2	
No. 20	95 - 100	0 – 5	0 – 2		95 - 100
No. 25		0 – 2			
No. 30	75 – 95				55 - 85
No. 40					15 - 45
No. 50	15 – 35				0 - 5
No. 80					
No. 100	0 – 5				

Provide the Engineer Certified test reports from the manufacturer confirming that all glass spheres conform to the requirements of this Section.

971-2.3 Sampling:

971-2.3.1 Sampling: A random 50 lb sample of glass spheres shall be obtained for each 50,000 lb shipped. Upon arrival, the quantity of material will be reduced in a sample splitter to a size of approximately 1 quart by the Engineer, or one 50 lb unopened bag.

971-2.3.2 Containers: The spheres shall be furnished in new 50 lb moisture-proof bags. All containers shall meet ICC requirements for strength and type and be marked in accordance with AASHTO 247 Part 5.

971-3 Standard Waterborne Fast Dry Traffic Paint.

971-3.1 General: Standard waterborne fast dry traffic paints intended for use under this Specification shall include water reducible products that are single packaged and ready mixed. Upon curing, these materials shall produce an adherent, reflective pavement marking capable of resisting deformation by traffic. The material shall have the capability of being cleaned and flushed from the striping machines using regular tap water and any required rust inhibitors. The manufacturer shall have the option of formulating the material according to his own specifications. However, the requirements delineated in this Specification and Section 710 shall apply regardless of the type of formulation used. The material shall be free from all skins, dirt and foreign objects.

971-3.2 Composition:

Component	Test Method	Criteria
Total Solids, by weight	ASTM D 2369	minimum 75%
Pigments, by weight	ASTM D 3723	minimum 57%
Vehicle Solids % of Vehicle*		minimum 40%
TiO ₂ , Type II Rutile (white paint only)	ASTM D 476	minimum 1.5 lb/gal
Volatile Organic Content, (VOC)	ASTM D 3960	maximum 150 g/L
*Vehicle Solids % of Vehicle = $\frac{\% \text{ total solids} - \% \text{ pigment}}{100 - \% \text{ pigment}}$		

971-3.3 Physical Requirements: The material shall meet the following criteria:

Property	Test Method	Minimum	Maximum
Density	ASTM D 1475	13.5 ± 1.4 lb/gal	-
Viscosity at 77°F	ASTM D 562	80 KU	100 KU
Fineness of Grind	ASTM D 1210	2(HS)	3(HS)
Dry Opacity at 5 mils WFT	ASTM D 2805	0.96	-
Bleed Ratio	ASTM D 969	0.95	-
Flexibility	ASTM D 522 Method B	Pass	-
Abrasion Resistance	971-3.3.2	Pass	-

971-3.3.1 Set To Bear Traffic Time: The material shall set to bear traffic in not more than two minutes.

971-3.3.2 Abrasion Resistance: Test four samples per LOT using a Taber Abrader. The paint shall be applied to specimen plates using a drawdown blade having a clearance of 26 mils. Air dry each sample for 30 minutes and bake at 220°F for 18 hours. Clean with a soft brush and weigh each sample. Abrade samples for 1,000 cycles with 500 g weights and CS-10 wheels. Clean the samples with a soft brush and weigh again. The average weight loss for the four plates shall not exceed 50 mg per plate.

971-3.3.3 Retroreflectivity: The white and yellow pavement markings shall attain an initial retroreflectance of not less than 300 mcd/lx·m² and 250 mcd/lx·m². The retroreflectance of the white and yellow pavement markings at the end of the six month service life shall not be less than 150 mcd/lx·m².

971-3.4 Packaging and Labeling: The traffic paint shall be placed in 55 gallon open-end steel drums with a re-usable multi-seal sponge gasket. No more than 50 gallons of material shall be placed in any drum to allow for expansion during transport and storage.

971-4 Fast Dry Solvent Traffic Paint.

971-4.1 General: Fast dry traffic paints intended for use under this Specification shall include products that are single packaged and ready mixed. Upon curing, these materials shall produce an adherent, reflective pavement marking capable of resisting deformation by traffic. The manufacturer shall have the option of formulating the material according to his own specifications. However, the requirements delineated in this Specification and Section 710 shall apply regardless of the type of formulation used. The material shall be free from all skins, dirt and foreign objects.

971-4.2 Composition:

Component	Test Method	Criteria
Total Solids, by weight	ASTM D 2369	75% minimum
Pigments, by weight	ASTM D 3723	57% minimum
Vehicle Solids, % on Vehicle*		40% minimum
TiO ₂ , Type II Rutile (white paint only)	ASTM D 476	1.5 lb/gal minimum
Volatile Organic Content, (VOC)	ASTM D 3960	150 g/L maximum

971-4.3 Physical Requirements: The material shall meet the following criteria:

Property	Test Method	Minimum	Maximum
Density	ASTM D 1475	13.5 ± 0.37 lb/gal	N/A
Consistency at 170°F	ASTM D 562	80 KU	100 KU
Fineness of Grind	ASTM D 1210	2 (HS)	3(HS)
Dry Opacity at 5 mils WFT	Fed Std 141a Method 4121	0.96	-
Bleed Ratio	Fed Spec TT-P-85D	0.95	-
Flexibility	Fed Spec TT-P-115D	Pass	-
Abrasion Resistance	971-4.3.2	Pass	-

971-4.3.1 Set To Bear Traffic Time: The material shall set to bear traffic in not more than two minutes.

971-4.3.2 Abrasion Resistance: Test four samples per LOT using a Taber Abrader. The paint shall be applied to specimen plates using a drawdown blade having a clearance of 26 mils. Air dry each sample for 30 minutes and bake at 220°F for 18 hours. Clean with a soft brush and weigh each sample. Abrade samples for 1,000 cycles with 1.1 lb weights and CS-10 wheels. Clean the samples with a soft brush and weigh again. The average weight loss for the four plates shall not exceed 0.178 oz per plate.

971-4.3.3 Retroreflectivity: The white and yellow pavement markings shall attain an initial retroreflectance of not less than 300 mcd/lx·m² and 250 mcd/lx·m², respectively. The retroreflectance of the white and yellow pavement markings at the end of the six month service life shall not be less than 150 mcd/lx·m².

971-4.4 Application Properties: Application properties shall meet the requirements of Section 710.

971-4.5 Packaging and Labeling: The traffic paint shall be placed in 55 gallon open-end steel drums with a re-usable multi-seal sponge gasket. No more than 50 gallons of material shall be placed in any drum to allow for expansion during transport and storage.

971-5 Thermoplastic Materials for Traffic Stripes.

971-5.1 General: Upon cooling to normal pavement temperature, these materials shall produce an adherent, reflective pavement marking capable of resisting deformation by traffic. The manufacturer shall utilize alkyd based materials only and shall have the option of formulating the material according to his own specifications. However, the requirements delineated in this Specification and Section 711 shall apply regardless of the type of formulation

used. The pigment, glass spheres, and filler shall be well dispersed in the resin. The material shall be free from all skins, dirt and foreign objects.

971-5.2 Composition:

Component	Test Method	White	Yellow
Binder		20.0% minimum	20.0% minimum
TiO ₂ , Type II Rutile	ASTM D 476	10.0% minimum	-
Glass Spheres	AASHTO T 250	40.0% minimum	40.0% minimum
Yellow Pigment		-	% minimum per manufacturer
Calcium Carbonate and Inert Filler (-200 mesh sieve)		30.0% maximum	37.5% maximum

Percentages are by weight.

The alkyd/maleic binder must consist of a mixture of synthetic resins (at least one synthetic resin must be solid at room temperature) and high boiling point plasticizers. At least one-half of the binder composition must be 100% maleic-modified glycerol of rosin and be no less than 15% by weight of the entire material formulation.

971-5.3 Glass Spheres: The glass spheres in the intermix shall consist of 50% Type 1 and 50% Type 3. Glass spheres shall meet the requirements of 971-2.

971-5.4 Sharp Silica Sand: Sharp silica sand used for bike lane symbols and pedestrian crosswalk lines shall meet the following gradation requirements:

Sieve Size	% Passing
20	100
50	0 to 10

971-5.5 Physical Requirements: Laboratory samples shall be prepared in accordance with ASTM D 4960 and shall meet the following criteria:

Property	Test Method	Minimum	Maximum
Water Absorption	ASTM D 570	-	0.5%
Softening Point	ASTM D 36	195°F	-
Low Temperature Stress Resistance	AASHTO T 250	Pass	-
Specific Gravity	Water displacement	1.9	2.3
Indentation Resistance	ASTM D 2240* Shore Durometer, A2	40	75
Impact Resistance	ASTM D 256, Method A	1.0 N·m	-
Flash Point	ASTM D 92	475°F	-

*The durometer and panel shall be at 110°F with a 4.4 lb load applied. Instrument measurement shall be taken after 15 seconds.

971-5.5.1 Set To Bear Traffic Time: The thermoplastic shall set to bear traffic in not more than two minutes.

971-5.5.2 Retroreflectivity: The white and yellow pavement markings shall attain an initial retroreflectance of not less than 450 mcd/lx·m² and not less than 350 mcd/lx·m², respectively. The retroreflectance of the white and yellow pavement markings at the end of the three year service life shall not be less than 150 mcd/lx·m².

971-5.5.3 Durability: Durability is the measured percent of thermoplastic material completely removed from the pavement. The thermoplastic material line loss must not exceed 5.0% at the end of the service life.

971-5.6 Application Properties: Application properties shall meet the requirements of Section 711.

971-5.7 Packing and Labeling: The thermoplastic material shall be packaged in suitable biodegradable or thermo-degradable containers which will not adhere to the product during shipment and storage. The container of thermoplastic material shall weigh approximately 50 lb. The label shall warn the user that the material shall be heated in the range as recommended by the manufacturer.

971-6 Preformed Thermoplastic Materials for Traffic Stripes.

971-6.1 General: Upon cooling to normal pavement temperature, these materials shall produce an adherent, reflective pavement marking capable of resisting deformation by traffic. The manufacturer shall have the option of formulating the material according to his own specifications. However, the requirements delineated in this Specification and Section 711 shall apply regardless of the type of formulation used. The pigment, glass spheres, and filler shall be well dispersed in the resin. The material shall be free from all skins, dirt and foreign objects.

971-6.2 Composition: The preformed thermoplastic shall consist of high quality materials, pigments and glass spheres or other reflective material uniformly distributed throughout their cross-sectional area, with a reflective layer of spheres or other reflective material embedded in the top surface.

971-6.3 Glass Spheres: Material shall contain no less than 30% glass spheres by weight.

971-6.4 Color: Materials shall meet the performance requirements specified in 971-1 and the following additional requirements. The initial luminance factor, Cap Y, shall not be less than 55. The in-service luminance factor at the end of the three year service life shall not be less than 35 when measured outside the wheel paths.

971-6.5 Physical Requirements: Laboratory samples shall be prepared in accordance with ASTM D 4960 and shall meet the following criteria:

Property	Test Method	Minimum	Maximum
Softening Point	ASTM D 36	195°F	-
Low Temperature Stress Resistance	AASHTO T 250	Pass	-
Indentation Resistance	ASTM D 2240* Shore Durometer, A2	40	75
Impact Resistance	ASTM D 256, Method A**	1.0 N·m	-

*The durometer and panel shall be at 110°F with a 4.4 lb load applied. Instrument measurement shall be taken after 15 seconds.
**The test specimen for ASTM D 256 shall be 1 in. x 1 in. x 6 in. and shall not be notched.

971-6.5.1 Retroreflectivity: The white and yellow pavement markings shall attain an initial retroreflectance of not less than 300 mcd/lx·m². The retroreflectance of the white pavement markings at the end of the three year service life shall not be less than 150 mcd/lx·m².

All pedestrian crosswalks, bike lane symbols and messages in a proposed bike lane shall attain initial retroreflectivity of not less than 275 mcd/lx·m².

971-6.5.2 Skid Resistance: The surface of the stripes and markings shall provide a minimum skid resistance value of 35 BPN (British Pendulum Number) when tested according to ASTM E 303. Bike lane symbols and pedestrian crosswalks shall provide a minimum skid resistance value of 55 BPN.

971-6.5.3 Durability: Durability is the measured percent of thermoplastic material completely removed from the pavement. The thermoplastic material line loss must not exceed 5.0% at the end of the service life.

971-6.6 Application Properties: Application properties shall meet the requirements of Section 711.

971-6.7 Packing and Labeling: The thermoplastic material shall be packaged in suitable biodegradable or thermo-degradable containers which will not adhere to the product during shipment and storage.

971-7 Permanent Tape Materials for Pavement Stripes and Markings.

971-7.1 General: The materials for pavement stripes and markings shall consist of white or yellow weather-resistant reflective film as specified herein. The markings are divided into two classes: Standard and High Performance. The classes are differentiated by their durability and retroreflectivity. The pigment, glass spheres, and filler shall be well dispersed in the resin. However, the requirements delineated in this Specification and Section 713 shall apply. The material shall be free from all skins, dirt and foreign objects.

971-7.2 Composition: The pavement stripes and markings shall consist of high-quality plastic materials, pigments, and glass spheres uniformly distributed throughout their cross-sectional area, with a reflective layer of spheres embedded in the top surface.

971-7.3 Skid Resistance: The surface of the stripes and markings shall provide a minimum skid resistance value of 35 BPN (British Pendulum Number) when tested according to ASTM E 303. Bike lane symbols and pedestrian crosswalks shall provide a minimum skid resistance value of 55 BPN.

971-7.4 Thickness: The Qualified Products List will list the specified thickness of each approved product.

971-7.5 Durability and Wear Resistance: When properly applied, the material shall provide neat, durable stripes and markings. The materials shall provide a cushioned resilient substrate that reduces sphere crushing and loss. The film shall be weather resistant and, through normal wear, shall show no significant tearing, rollback or other signs of poor adhesion. Durability is the measured percent of pavement marking material completely removed from the pavement. The pavement marking material line loss must not exceed 5.0% of surface area at the end of its service life.

971-7.6 Conformability and Resealing: The stripes and markings shall be capable of conforming to pavement contours, breaks and faults under traffic at pavement temperatures recommended by the manufacturer. The film shall be capable of use for patching worn areas of the same types of film in accordance with the manufacturer's recommendations.

971-7.7 Tensile Strength: The stripes and markings shall have a minimum tensile strength of 40 psi when tested according to ASTM D 638. A rectangular test specimen 6 by 1 by 0.05 minimum thickness shall be tested at a temperature range of 40 to 80°F using a jaw speed of 0.25 inch/min.

971-7.8 Elongation: The stripes and markings shall have a minimum elongation of 25% when tested in accordance with ASTM D 638.

971-7.9 Plastic Pull test: The stripes and markings shall support a dead weight of 4 lb for not less than five minutes at a temperature range of 70 to 80°F. Rectangular test specimen size shall be 6 by 1 by 0.05 inch minimum thickness.

971-7.10 Pigmentation: The pigment shall be selected and blended to provide a material which is white or yellow conforming to standard highway colors through the expected life of the stripes and markings.

971-7.11 Glass Spheres: The stripes and markings shall have glass retention qualities such that, when at room temperature a 2 by 6 inches specimen is bent over a 0.5 inch diameter mandrel axis, a microscopic examination of the area on the mandrel shall show no more than 10% of the spheres with entrapment by the material of less than 40%. The bead adhesion shall be such that spheres are not easily removed when the film surface is scratched firmly with a thumbnail.

971-7.12 Standard Markings: The preformed materials for pavement stripes and markings shall have a service life of three year. The materials shall attain an initial retroreflectance of not less than 300 mcd/lx·m² for white and contrast markings and not less than 250 mcd/lx·m², for yellow markings. The retroreflectance of the white, yellow and contrast pavement markings at the end of the three year service life shall not be less than 150 mcd/lx·m². All pedestrian crosswalks, bike lane symbols and messages in a proposed bike lane shall attain initial retroreflectivity of not less than 275 mcd/lx·m².

971-7.13 High Performance Markings: The preformed materials for pavement stripes and markings shall have a service life of five years. The materials shall attain an initial retroreflectance of not less than 450 mcd/lx·m² for white and contrast markings and not less than 350 mcd/lx·m² for yellow markings. The pavement stripes and markings shall retain a minimum retroreflectance for two years of not less than 300 mcd/lx·m² for white and contrast markings and not less than 250 mcd/lx·m² for yellow markings. The retroreflectance of the white, yellow and contrast pavement markings at the end of the five year service life shall not be less than 150 mcd/lx·m².

971-8 Two Reactive Component Materials For Traffic Stripes And Markings.

971-8.1 General: Two reactive component materials intended for use under this Specification shall include, but not be limited to, epoxies, polyesters and urethanes. Upon curing, these materials shall produce an adherent, reflective pavement marking capable of resisting deformation by traffic. The manufacturer shall have the option of formulating the material according to his own specifications. However, the criteria outlined in this Specification and Section 709 shall apply regardless of the type of formulation used. The material shall be free from all skins, dirt and foreign objects.

971-8.2 Composition:

Component	Test Method	Criteria
TiO ₂ , Type II Rutile (white material only)	ASTM D 476	minimum 10% by weight
Volatile Organic Content, (VOC)	ASTM D 3960	maximum 150 g/L

971-8.3 Physical Requirements: The material shall meet the following criteria:

Property	Test Method	Minimum	Maximum
Adhesion to Concrete	ASTM D 4541	Concrete Failure	-
Hardness	ASTM D 2240	75	-
Abrasion Resistance	971-8.3.2	Pass	-

971-8.3.1 Set To Bear Traffic Time: The material shall set to bear traffic in not more than two minutes.

971-8.3.2 Abrasion Resistance: Test four samples per LOT using a Taber Abrader. The material shall be applied to specimen plates using a drawdown blade having a clearance of 26 mils. Air dry each sample for 30 minutes and bake at 220°F for 18 hours. Clean with a soft brush and weigh each sample. Abrade samples for 1,000 cycles with 500 g weights and CS-10 wheels. Clean the samples with a soft brush and weigh again. The average weight loss for the four plates shall not exceed 50 mg per plate.

971-8.3.3 Retroreflectivity: The white and yellow pavement markings shall attain an initial retroreflectance of not less than 450 mcd/lx·m² and not less than 350 mcd/lx·m², respectively. The retroreflectance of the white and yellow pavement markings at the end of the three year service life shall not be less than 150 mcd/lx·m².

971-8.4 Application Properties: Application properties shall meet the requirements of Section 709.

971-8.5 Packaging and Labeling: The two reactive component material shall be placed in 55 gallon open-end steel drums with a re-usable multi-seal sponge gasket. No more than 50 gallons of material shall be placed in any drum to allow for expansion during transport and storage. Other containers will be used for applicable products. Each container shall designate the color, generic type (e.g. epoxy), user information, manufacturer's name and address, batch number and date of manufacture. Each batch manufactured shall have a unique number. The label shall warn the user of hazards associated with handling or using the material.

971-9 Thermoplastic Material for Audible and Vibratory Traffic Stripes.

971-9.1 General: Upon cooling to normal pavement temperature, the thermoplastic material shall produce an adherent, reflective pavement marking capable of resisting deformation by traffic. The manufacturer shall utilize alkyd based materials only and shall have the option of formulating the material according to his own specifications. However, the requirements delineated in this Specification shall apply regardless of the type of formulation used. The pigment, reflective elements, and filler shall be well dispersed in the resin. The material shall be free from all skins, dirt and foreign objects.

971-9.2 Composition:

Component	Test Method	White	Yellow
Binder		20.0% minimum	20.0% minimum
TiO ₂ , Type II Rutile	ASTM D 476	10.0% minimum	-
Reflective Elements	AASHTO T 250	% minimum per manufacturer	% minimum per manufacturer
Yellow Pigment		-	% minimum per manufacturer

Component	Test Method	White	Yellow
Calcium Carbonate and Inert Filler (-200 mesh sieve)		% minimum per manufacturer	% minimum per manufacturer
Percentages are by weight.			

The alkyd/maleic binder must consist of a mixture of synthetic resins (at least one synthetic resin must be solid at room temperature) and high boiling point plasticizers. At least one-half of the binder composition must be 100% maleic-modified glycerol of rosin and be no less than 15% by weight of the entire material formulation.

971-9.3 Retroreflective Elements: The reflective elements in the intermix shall be determined by the manufacturer and identified for the QPL System.

971-9.4 Physical Requirements: Laboratory samples shall be prepared in accordance with ASTM D 4960 and shall meet the following criteria:

Property	Test Method	Minimum	Maximum
Water Absorption	ASTM D 570	-	0.5%
Softening Point	ASTM D 36	210°F	-
Low Temperature Stress Resistance	AASHTO T 250	Pass	-
Specific Gravity	Water displacement	1.9	2.3
Indentation Resistance	ASTM D 2240* Shore Durometer, A2	65	-
Impact Resistance	ASTM D 256, Method A	1.0 N·m	-
Flash Point	ASTM D 92	475°F	-
*The durometer and panel shall be at 80°F, but not exceeding 90°F with a 4.4 lb load applied. Instrument measurement shall be taken after 15 seconds.			

971-9.4.1 Set To Bear Traffic Time: When applied at the temperatures and thickness specified by Section 701, the baseline material shall set to bear traffic in not more than two minutes. The audible bump shall set to bear traffic in not more than 10 minutes at ambient air temperatures of 80°F or less and in not more than 15 minutes for ambient air temperatures exceeding 80°F.

971-9.4.2 Retroreflectivity: The white and yellow pavement markings shall attain an initial retroreflectance of not less than 300 mcd/lx·m² and not less than 250 mcd/lx·m², respectively. The retroreflectance of the white and yellow pavement markings at the end of the three year service life shall not be less than 150 mcd/lx·m².

971-9.4.3 Durability: Durability is the measured percent of thermoplastic material completely removed from the pavement. The thermoplastic material line loss must not exceed 5.0% at the end of the three year service life. Durability shall also include flattening of the profile or raised portions of the line. The flattening of the profile or raised portion of the line shall not exceed 25% at the end of the three year service life.

971-9.5 Application Properties: Application properties shall meet the requirements of Section 701.

971-9.6 Packing and Labeling: The thermoplastic material shall be packaged in suitable biodegradable or thermo-degradable containers which will not adhere to the product during shipment and storage. The container of thermoplastic material shall weigh approximately 50 lb.

The label shall warn the user that the material shall be heated in the range as recommended by the manufacturer.

971-10 Thermoplastic Material for Wet Weather Pavement Markings.

971-10.1 General: Upon cooling to normal pavement temperature, the thermoplastic material shall produce an adherent, reflective pavement marking capable of resisting deformation by traffic. The manufacturer shall utilize alkyd based materials only and shall have the option of formulating the material according to their specifications. However, the requirements delineated in this specification shall apply regardless of the type of formulation used. The pigment, reflective elements, and filler shall be well dispersed in the resin. The material shall be free from all skins, dirt and foreign objects.

971-10.2 Composition:

Component	Test Method	White	Yellow
Binder		20.0% minimum	20.0% minimum
TiO ₂ , Type II Ructile	ASTM D 476	10.0% minimum	N/A
Reflective Elements (intermix)	ASTM D 1155	% minimum per manufacturer	% minimum per manufacturer
Yellow Pigment		N/A	% minimum per manufacturer
Calcium Carbonate and Inert Filler (-200 mesh sieve)		% minimum per manufacturer	% minimum per manufacturer

Percentages are by weight.

971-10.3 Retroreflective Elements: The reflective elements in the intermix shall be determined by the manufacturer and identified for the QPL System.

971-10.4 Physical Requirements: Laboratory samples shall be prepared in accordance with ASTM D 4960 and shall meet the following criteria:

Property	Test Method	Minimum	Maximum
Water Absorption	ASTM D 570	-	0.5%
Softening Point	ASTM D 36	200°F	-
Low Temperature Stress Resistance	AASHTO T 250	Pass	-
Specific Gravity	Water displacement	1.9	2.3
Indentation Resistance	ASTM D 2240* Shore Durometer, A2	40	-
Impact Resistance	ASTM D 256, Method A	1.0 N·m	-
Flash Point	ASTM D 92	475°F	-

*The durometer and panel shall be at 90°F with a 4.4 lb load applied. Instrument measurement shall be taken after 15 seconds.

971-10.4.1 Set To Bear Traffic Time: When applied at the temperatures and thickness specified by Section 702, the baseline material shall set to bear traffic in not more than two minutes. When the audible bump is required, the bump shall set to bear traffic in not more than 10 minutes at ambient air temperatures of 80°F or less and in not more than 15 minutes for ambient air temperatures exceeding 80°F.

971-10.4.2 Retroreflectivity: The white and yellow pavement markings shall attain an initial dry retroreflectivity of not less than 300 mcd/lx·m² and not less than 250 mcd/lx·m², respectively, and also attain an initial wet recovery retroreflectivity of not less than 150 mcd/lx·m² and not less than 125 mcd/lx·m², respectively. The dry retroreflectance of the white and yellow pavement markings at the end of the three year service life shall not be less than 150 mcd/lx·m², and also the wet recovery retroreflectivity at the end of the service life shall not be less than 75 mcd/lx·m². The retroreflectivity will be determined in accordance with Florida Method FM-5-541 for dry and ASTM E 2177 (Bucket Method) for wet recovery.

971-10.4.3 Durability: Durability is the measured percent of thermoplastic material completely removed from the pavement. The thermoplastic material line loss must not exceed 5.0% at the end of the three year service life. When an audible bump is required, durability shall also include flattening of the profile or raised portions of the line. The flattening of the profile or raised portion of the line shall not exceed 25% at the end of the three year service life.

971-10.5 Application Properties: Application properties shall meet the requirements of Section 702.

971-10.6 Packing and Labeling: The thermoplastic material shall be packaged in suitable biodegradable or thermo-degradable containers which will not adhere to the product during shipment and storage. The container of thermoplastic material shall weigh approximately 50 lb. The label shall warn the user that the material shall be heated in the range as recommended by the manufacturer.

972 RECYCLED PLASTIC PRODUCTS.

(REV 7-8-10) (FA 7-20-10) (1-11)

ARTICLE 972-1 (Page 936) is deleted and the following substituted:

972-1 Description.

Recycled plastic products shall include certified test reports from an approved independent test laboratory that shows the material meets all specifications herein and the manufacturer shall certify the following:

- a. The source of the recycled plastic waste, including the state (FL, GA, etc.) from which the recycled plastic was obtained, and type of waste (consumer or industrial).
- b. The total percent of recycled plastic in the final product.

ARTICLE 972-3 (Page 937) is deleted and the following substituted:

972-3 Materials.

The materials used for recycled plastic products shall consist of a minimum of 70% by weight of recycled plastic. The products shall exhibit good workmanship and shall be free of burns, discoloration, contamination, and other objectionable marks or defects which affect appearance or serviceability. Only chemicals, including fillers and colorants, designed to inhibit photo degradation, biological/biochemical decomposition, insect infestation, or burning will be

permitted to enhance durability. The use of sufficient additives to inhibit photo degradation over the lifetime of the product is required.

ARTICLE 972-4 (Page 937-938) is deleted:

ARTICLE 9-5 (Page 938) is deleted:

ARTICLE 972-6 (Page 939) is deleted and the following substituted:

972-4 Sampling.

One additional product per 1,000, or a minimum of one per order shall be included in the order for Department testing.

**973 STRUCTURAL PLASTICS.
(REV 5-11-09) (FA 6-10-09) (1-10)**

SECTION 973 (Pages 939-944) is deleted and the following substituted:

**SECTION 973
STRUCTURAL PLASTICS**

973-1 Description.

This work covers structural plastic (SP) components including fiberglass structurally reinforced composite piles (CP), fiberglass structurally reinforced composite lumber (SCL) and smaller dimensional fiberglass fiber reinforced composite lumber (FFRCL).

973-2 Product Acceptance.

Use only products listed on the Department's Qualified Products List (QPL). Manufacturers seeking evaluation of products must submit an application in accordance with Section 6 and include independently certified test reports that the material meets the requirements of this Section.

In accordance with Section 6, provide manufacturer's certification that the material meets the requirements of this section.

973-3 Materials.

Use polyethylene made from recycled post consumer or post industrial thermoplastics. Mix the plastic with appropriate colorants, UV inhibitors, hindered amine light stabilizers and antioxidants so that the resulting product meets the material property requirements specified in Tables 1 and 2. Structural Plastic must not corrode, rot, warp, splinter or crack. The skin must be smooth and black in color unless otherwise specified in the Contract Documents. Skin is the

surface material exposed to the atmosphere. Core is the material that surrounds and bonds to the fiberglass reinforcing rods. The use of separate materials for skin and core is at the discretion of each manufacturer; however, if a single material is used, that material must meet the requirements for both skin and core.

Manufacture Structural Plastic as one continuous piece with no joints or splices to the dimensions and tolerances in accordance with Table 3. Interior voids shall not exceed 3/4 inch in diameter. Structural Plastic shall be free of twist and curvature.

Reinforce 10"x10" fiberglass structurally reinforced composite lumber for use in heavy duty and medium duty fender systems with a minimum of four 1 1/2 inch fiberglass reinforcing rods placed in the corners of the section. Reinforce 10"x10" fiberglass structurally reinforced composite lumber for use in light duty fender systems with a minimum of four 1 inch fiberglass reinforcing rods placed in the corners of the section. Reinforce 16" O.D. Components including fiberglass structurally reinforced composite piles for use in heavy duty fender systems with a minimum of sixteen 1 1/2 inch fiberglass reinforcing rods. Reinforce 16" O.D. Components including fiberglass structurally reinforced composite piles for use in medium duty fender systems with a minimum of sixteen 1 inch fiberglass reinforcing rods.

Reinforcing rods must be continuous and offer a minimum flexural strength of 70.0 ksi when tested in accordance with ASTM D 4476 and a minimum compressive strength of 40.0 ksi when tested in accordance with ASTM D 695. Steel reinforcing rods are not permitted.

Reject any sections of structural plastic containing cracks or splits. Also, inspect the ends of the reinforcing rods and reject any sections containing reinforcing rods with voids or cracks.

Add a minimum of 15% (by weight) chopped fiberglass reinforcement to the polyethylene used for fiberglass structurally reinforced composite lumber, a minimum of 5% (by weight) chopped fiberglass reinforcement for components including fiberglass structurally reinforced composite piles and a minimum of 15% (by weight) chopped fiberglass reinforcement for smaller dimensional fiberglass fiber reinforced composite lumber. The fiberglass reinforcement may be reduced when other means of controlling cracking are specified with test results which show long term cracking is nonexistent.

Fiberglass structurally reinforced composite lumber must meet the minimum structural properties listed in Tables 4A and 4B.

Smaller dimensional fiberglass fiber reinforced composite lumber must meet the minimum physical properties listed in Table 5.

Components including fiberglass structurally reinforced composite piles must meet the structural properties listed in Tables 6A and 6B.

Density	ASTM D792	Skin	55-63 pcf
Density	ASTM D792	Core	48 – 56 pcf
Water Absorption	ASTM D570	Skin	2 hrs:<1.0% weight increase 24 hrs:<3.0% weight increase
Brittleness	ASTM D746	Skin	Brittleness temperature to be less than -40 deg. C
Impact Resistance	ASTM D256 Method A (Izod)	Skin	Greater than 0.55 ft-lbs/in
Hardness	ASTM D2240	Skin	44-75 (Shore D)

Ultraviolet	ASTM D4329 UVA	Skin	500 hours<10% change in Shore D Durometer Hardness
Abrasion	ASTM D4060	Skin	Weight Loss: <0.02 oz Cycles=10,000 Wheel=CS17 Load-2.2 lb
Chemical Resistance	ASTM D756	Skin/Core Sea Water Gasoline No. 2 Diesel	<1.5% weight increase < 9.5% weight increase <6.0% weight increase
Tensile Properties	ASTM D638	Core	Minimum 2200 psi at break
Compressive Modulus	ASTM D695	Core	Minimum 40 ksi
Static Coefficient of Friction	ASTM D1894	Skin	Maximum 0.25, wet
Nail Pull-Out	ASTM D 6117	Skin/Core	Minimum 60 lb

Table 2 Plastic Material Properties FFRCL		
Density	ASTM D 792	50-65 pcf
Impact Resistance	ASTM D256 Method A (Izod)	Greater than 2.0 ft-lbs/in
Hardness	ASTM D2240	44-75 (Shore D)
Ultraviolet	ASTM D4329 (UVA)	500 hours <10% change in Shore D Durometer Hardness
Abrasion	ASTM D4060	Weight Loss: <0.02 oz Cycles = 10,000 Wheel = CS17 Load -2.2 lb
Chemical Resistance	ASTM D756 Sea Water Gasoline No. 2 Diesel	<1.5% weight increase <7.5% weight increase <6.0% weight increase
Tensile Properties	ASTM D638	Minimum 3000 psi at break
Static Coefficient of Friction	ASTM D2394	Minimum 0..25, wet or dry
Nail Pull-Out	ASTM D 6117	Minimum 250 lb
Screw Withdrawal	ASTM D6117	Minimum 400 lb

Table 3 Dimensions and Tolerances		
Structural Plastic	Dimension	Tolerance
Length	Per order (80 ft Maximum)	0/+6 inch
Width – SCL	See Contract Plans	±1/2 inch
Width – FFRCL		±1/4 inch
Height – SCL	See Contract Plans	±1/2 inch
Width – FFRCL		±1/4 inch

Table 3 Dimensions and Tolerances		
Structural Plastic	Dimension	Tolerance
Diameter – CP	See Contract Plans	±1/2 inch
Corner Radius – SCL	1 1/2 inch	±1/2 inch
Corner Radius – FFRCL	1/4 inch	±1/16 inch
Skin Thickness	3/16 inch minimum	n/a
Distance from outer surface to center rebar elements (SCL)	2 inches	±1/4 inch
Distance from outer surface to center rebar elements (CP)	1 3/8 inches	±1/4 inch
Straightness (gap, bend or inside while lying on a flat surface)		<1 1/2 inches per 10 feet

Table 4A Structural Properties for Heavy Duty and Medium Duty SCL	
Member Size	10 inches x 10 inches
Modulus of Elasticity as derived below	521 ksi
Stiffness, E.I.	4.05E+08 lb-inch ²
Yield Stress in Bending	5.8 ksi
Weight	30-37 lb/ft

Table 4B Structural Properties for Light Duty SCL	
Member Size	10 inches x 10 inches
Modulus of Elasticity as derived below	307 ksi
Stiffness, E.I.	2.39E+08 lb-inch ²
Yield Stress in Bending	3.4ksi
Weight	28-35 lb/ft

Table 5 Properties for FFRCL	
Modulus of Elasticity ASTM D 6109	306,000 psi
Flexural Strength ASTM D 6109	2,500 psi
Compressive Strength ASTM D 6108	2200 psi
Compressive Strength Perpendicular to grain ASTM D 6108	700 psi

Table 6A Structural Properties for Heavy Duty CP	
Member Size	16 inch O.D.

Modulus of Elasticity as derived below	1,146 ksi
Stiffness, E.I.	3.69E+09 lb-inch ²
Yield Stress in Bending	9.1 ksi
Weight	68-83 lb/ft

Table 6B Structural Properties for Medium Duty CP	
Member Size	16 inch O.D.
Modulus of Elasticity as derived below	622 ksi
Stiffness, E.I.	2.0E+09 lb-inch ²
Yield Stress in Bending	4.9 ksi
Weight	61-74 lb/ft

The following bending test is required to determine the structural properties listed in Tables 4A, 4B, 6A and 6B. The values stated in these tables are the required minimums.

Determine the modulus of elasticity and yield stress for CP and SCL using the following test. The test specimens shall be full size and of manufacturers standard commercial type. Test the specimens using a three point bend test with the applied load at the center of a simply supported span. The distance between supports shall be 16 times the depth of the specimen with an overhang distance beyond each support equal to 10% of the span length. The loading nose and supports shall have cylindrical surfaces for the SCL tests. In order to minimize excessive indentation at the nose and support locations the radius of the nose and supports shall be at least 0.5". The loading nose and supports for the CP tests shall be a saddle of same diameter as the pile and subtending an angle of 15 degrees and bearing length of 2". The loading shall be applied such that the deflection rate at the load location equals 2 inches/minute +/- 10%.

Yield stress shall be evaluated at maximum P or at P for 1% strain whichever is less. In the event a specimen will neither break nor show true yield point at outer fiber strains up to 3%, the yield stress shall be evaluated using the load P at 1% strain.

$$\text{Yield stress } F_y = (P \cdot L) / (4 \cdot S)$$

Where:

P = Load as stated above

L = Span length

S = Section modulus of gross section

$$\text{Stiffness } EI = (P' \cdot L^3) / (48 \cdot \delta)$$

Where:

P' = Load that is 1/2 P yield

L = Span length

delta = Deflection at the location of load corresponding to P'

$$\text{Modulus of Elasticity } E = EI / I_g$$

Where:

EI = calculated from load deflection curve above

I_g = gross moment of inertia

975 STRUCTURAL COATING SYSTEMS.
(REV 6-9-10) (FA 7-29-10) (1-11)

SECTION 975 (Pages 944–950) is deleted and the following substituted:

SECTION 975
STRUCTURAL COATING MATERIALS

975-1 General Requirements.

975-1.1 General: Upon curing, all coatings and/or coating systems must produce an adherent coating that is visually uniform. The composition of the coating is left to the discretion of the manufacturer but the finished product shall meet all requirements of this Section. All coats of multi-coat systems shall be supplied by the same manufacturer. Multi-component coatings shall be prepackaged in the required ratios.

975-1.2 Environmental Requirements: Coating materials and their waste shall be characterized as non-hazardous as defined by Resource Conservation and Recovery Act (RCRA) Subarticle C rules, Table 1 of 40 CFR 261.24 Toxicity Characteristic.

Volatile Organic Compounds (VOC) shall be less than 3.5 lb/gal when tested in accordance with ASTM D 3960.

975-1.3 Qualified Products List: All polymeric coating materials except the materials in 975-4 shall be listed on the Department's Qualified Products List (QPL). Manufacturers seeking evaluation of their products shall submit (1) the product data sheets, (2) performance test reports from an independent laboratory showing the product meets the requirements of this section, (3) a Product MSDS or performance test reports showing percent weight compositional analysis including Chemical Abstract Number, ACGIH time weighted average and ceiling exposure limits for all components, lower and upper explosive limits, flash point, boiling point, amount of volatile organic compounds by weight, and specific gravity for each component of the coating system, and (4) a QPL application in accordance with Section 6.

975-1.4 Packaging and Labeling: Materials shall be shipped in containers legibly marked with application instructions, lot number, batch number, date of manufacture, shelf life, and Department QPL number. Each lot or batch manufactured must have a unique number.

975-2 Structural Steel Coating Systems.

975-2.1 General: Structural steel coatings shall meet the application requirements of Section 560.

975-2.2 Performance Requirements: Outdoor exposure testing will be performed by the Department. Prepare four composite and four flat-scribed test panels in accordance with AASHTO R-31 (Federal Standard 595B, Shade X6134 or X4062) and submit to the State Materials Office. Also submit 1-quart wet samples of each component of each coating incorporated in the system being evaluated. Panels will be exposed at the Department's outdoor test site in accordance with ASTM G7. All coatings, regardless of color, shall meet the requirements below.

Laboratory Testing		
Property	Test Method	Requirement
Slip Coefficient	AASHTO R-31	Min. Class B (primer only)
Salt Fog Resistance	AASHTO R-31	Blister Size = 10 Average Rust Creep at the Scribe ≤ 0.1 inches
Cyclic Weathering Resistance	AASHTO R-31	Blister Size = 10 Average Rust Creep at the Scribe ≤ 0.2 inches, Color Retention $\Delta E \leq 8$, Gloss loss less than 30 units
Abrasion Resistance	AASHTO R-31	Wear Index ≤ 2.7 mg/cycle
Adhesion	AASHTO R-31	Avg. system tensile strength ≥ 800 psi
Freeze Thaw Stability	AASHTO R-31	Avg. tensile strength ≥ 800 psi
Coatings Identification	Fourier Transform Infrared Spectroscopy	IR scan (2.5 to 15 μm) for each base, catalyst, and mixed coating.
Impact Resistance	ASTM D 2794	Greater than 25 inch/lbs, 1/2" impact, intrusion
Flexibility	AASHTO R-31, ASTM D 522, 1 inch cylindrical mandrel	No cracking
Outdoor Testing		
Property	Test Method	Requirement
Rusting	ASTM D 610 ASTM D 1654 (scribed) ASTM D 1654 (un-scribed)	≥ 9 after 5 years ≥ 9 after 5 years ≥ 9 after 5 years
Blistering	ASTM D 714	10 after 5 years
Adhesion	ASTM D 4541;annex A4	≥ 800 psi (un-scribed area) after 5 years
Color Retention	ASTM D 2244	$\Delta E \leq 8$ after 2 years
Gloss	ASTM D 523	≤ 30 gloss units after 2 years

975-2.3 Structural Steel Coating Systems for New Structures.

975-2.3.1 High Performance Coating Systems (Color Pigmented):

975-2.3.1.1 Prime Coat: Zinc dust pigment shall be a minimum of Type II in accordance with ASTM D 520. Inorganic zinc rich primers shall meet the requirements of the Society for Protective Coatings (SSPC) Paint 20, Type I, Level 2.

975-2.3.1.2 Intermediate Coat: Intermediate coatings, when required by the manufacturer, shall be a component of the full coating system.

975-2.3.1.3 Finish Coat: The finish coat shall provide the color and gloss required for the completed coating system. A finish coat may be comprised of a single pigmented coat or a pigmented coat with a clear coat. The clear coat shall contain a dissipating colorant. The dissipating colorant shall be visible for a minimum of 12 hours after application and shall completely dissipate within 96 hours after application.

975-2.3.2 Inorganic Zinc Coating System: Zinc dust pigment shall be a minimum of Type II in accordance with ASTM D 520. Inorganic zinc rich primers shall meet the requirements of SSPC Paint 20, Type I, Level 2. The performance requirements for gloss and color retention are not applicable.

975-2.3.3 Interior Box Girder Coating System:

975-2.3.3.1 Prime Coat: Inorganic zinc dust pigment shall be a minimum of Type II in accordance with ASTM D 520. Inorganic zinc rich primers shall meet the requirements of SSPC Paint 20, Type I, Level 2.

975-2.3.3.2 Finish Coat: The finish coat shall be one coat of white polyamide or cycloaliphatic amine epoxy coating. The performance requirements for gloss and color retention are not applicable.

975-2.4 Structural Steel Coating Systems for Existing Structures.

975-2.4.1 Prime Coat: Zinc dust pigment shall be a minimum of Type II in accordance with ASTM D 520. Organic zinc rich primers shall meet the requirements SSPC Paint 20, Type II, Level 2.

975-2.4.2 Intermediate Coat: Intermediate coatings, when required by the manufacturer, shall be a component of the full coating system.

975-2.4.3 Finish Coat: Finish coating shall provide the color and gloss required for the completed coating system. A finish coat may be comprised of a single pigmented coating or a pigmented coating with a clear coat. The clear coat shall contain a dissipating colorant. The dissipating colorant shall be visible for a minimum of 12 hours after application and shall completely dissipate within 96 hours after application.

975-3 Galvanized Steel Coating System.

Coatings applied over galvanized steel shall meet the outdoor exposure requirements of 975-2.2 with the exception that test panels shall be galvanized in accordance with ASTM A 123 prior to application of subsequent coatings.

Coatings applied over galvanized steel strain poles, mast arms, and monotube assemblies shall meet the requirements of Section 649 and 975-4.

975-4 Painting Strain Poles, Mast Arms and Monotube Assemblies.

Paint systems used on galvanized steel strain poles, galvanized steel mast arms and galvanized steel monotube assemblies shall meet the color requirements as specified in the Contract Documents and shall exhibit no loss of adhesion or loss of color greater than 8ΔEs for five years after final acceptance as specified in 5-11. A galvanized steel strain pole, mast arm or monotube assembly that exhibits a cumulative surface area of delamination in excess of 100 square inches will constitute an adhesion failure. Delamination shall be defined as any area of

exposed metal surface subsequent to hand tool cleaning in accordance with SSPC-SP2. A change in the coating color in excess of 8ΔEs per the CIE L*a*b* 1976 will constitute a color retention failure. The Department will measure the CIE 1976 color chromaticity coordinates for the color of the top coat of the two sample coupons provided with a BYK-Gardner Handicolor colorimeter using D65 illuminant and 2 degree geometry settings. The Department-measured L*a*b* chromaticity coordinates shall define the initial color and will be used for resolution of color retention failures and the resolution of color retention disputes. All paint systems shall possess physical properties and handling characteristics that are compatible with the application requirements of Section 649. Materials shall be specifically intended for use over galvanized steel.

975-5 Elastomeric Coatings.

975-5.1 General: Use an elastomeric coating system to provide a waterproof barrier over post-tensioning anchorages or other areas designated in the plans. The components of the coating system shall be supplied by a single manufacturer and sold as a waterproof coating system. The surface preparation and application of the coating system shall be performed in strict accordance with the manufacturer’s specifications.

975-5.2 Physical Properties: The use of an epoxy prime coat is dependent upon the requirements of the manufacturer’s waterproofing system. The polyurethane chemistry may be either waterborne aromatic (moisture-curing) or aromatic (moisture-sensitive). The minimum thickness of the system shall not be less than 30 mils. The elastomeric coating shall meet the following requirements:

Property	Test Method	Requirement
Hardness, Shore A	ASTM D 2240	Between 60 and 90
Tensile Strength	ASTM D 412	≥750 psi
Elongation	ASTM D 412	≥400%
Tear Strength	ASTM C 957	>70 pli
Abrasion Resistance H-18 wheels 1,000 gm/wheel	ASTM C 957	≤350 mg loss / 1,000 revs.
Crack Bridging 1,000 Cycles	ASTM C 957	System Passes
Elongation Recovery	ASTM C 957	≥94%

975-5.3 System Modifications for Use on Bridge Substructure: Supply the elastomeric coating system with a 100% acrylic aliphatic polyurethane top coating.

975-6 Class 5 Applied Finish Coatings.

975-6.1 General: All coatings shall possess physical properties and handling characteristics compatible with the application requirements of Section 400. Unless otherwise specified, the color of the finish coat shall meet Federal Color Standard No. 595B, Table VIII, Shade No. 36622.

975-6.2 Coating Requirements: Use 4 inch by 8 inch (except as required below) fiber cement test panels with a mass of 7 to 9 pounds per square foot of surface area to perform the laboratory tests. Coating performance shall meet the following requirements:

Laboratory Testing

Property	Test Method	Requirement
Resistance to Wind Driven Rain	ASTM D 6904	No visible water leaks, and if the rear face of the block is damp, the average gain in weight of the three 8 by 16 by 2 inch blocks must be less than 0.2 lb.
Freeze thaw resistance	AASHTO R-31	No disbondment
Water Vapor Transmission	ASTM D 1653; Method B, Condition C	WVT \geq 10 perms
Abrasion Resistance	ASTM D 968, 3,000 liters of sand	No loss of coating thickness ASTM D 6132
Salt Spray (fog) resistance	ASTM B 117, 2,000 hours	No disbondment
Fluorescent UV-Condensation Exposure	ASTM D 4587, 2000 hours, 4 hours UV, 4 hours condensation	No blistering (ASTM D 714), cracking (visual), or delamination (visual). chalking (ASTM D 4214 Method D) rating no less than 8.
Fungal Resistance	ASTM D 3273	Rating of 10, ASTM D 3274

Submit four fiber cement test panels and a 1 quart wet sample of each component of each coating incorporated in the total system being evaluated. Prepare test panels by applying the finished coating at a rate of 50 plus or minus 10 square feet per gallon. In addition, completely seal the corners of all test panels with a high build epoxy or equivalent to prevent moisture ingress at corners and cut edges.

975-7 Anti-Graffiti Coating Materials.

975-7.1 General Requirements: Anti-graffiti coatings intended for use under this specification shall be of a composition capable of preventing the adhesion of graffiti and facilitating the removal of graffiti. All anti-graffiti coatings shall possess the physical and handling characteristics that are compatible with the requirements of Section 563.

Anti-graffiti coatings shall contain less than 5.0 lb/gal volatile organic compounds (VOC) as defined by 40 CFR Part 59, Subpart D, and evaluated as per ASTM D 3960.

The manufacturer will supply the following additional information:

- a. Cleaning instructions and materials, as applicable. Surfaces must be cleanable with nonproprietary cleaners as defined in ASTM D 6578.
- b. Sacrificial Coating Removal instructions, as applicable.
- c. Recommended base coat, as applicable.
- d. Identification of coating system and type, as applicable.
- e. Clear coats must contain a UV degradable color for inspection purposes.

UV degradable color must dissipate in a reasonable time period to allow inspection but not detract from visual impact of the structure.

975-7.2 Laboratory Requirements: Use flat test panels prepared in accordance with AASHTO R-31.

Laboratory Testing- Non-Sacrificial

Property	Test Method	Requirement
Cyclic Weather Testing	AASHTO R-31	No blistering, cracking, checking, chalking, or delamination; color change less than 3 Delta E CIE LAB units; Retention of 60° Gloss ratio >= 0.80
Taber Abrasion	ASTM D4060, CS17, 1,000 g of sand	60 g maximum weight loss
Impact Resistance	ASTM D2794	Minimum of 30 inch-pounds, 1/2" impact, intrusion
Graffiti Resistance	ASTM D6578, Use identified marking materials; initial and recleanability; and after exposure initial and recleanability	Cleanability Level 8, 9, or 10.
MEK Double Rub	ASTM D 4752; 50 rubs	No coating wear through (4 minimum rating)
Fluid Resistance	ASTM D1308- spot; Paint Thinner, Gasoline	No blistering, discoloration, softening or adhesion loss.

Laboratory Testing- Sacrificial		
Property	Test Method	Requirement
Cyclic Weather Testing	AASHTO R-31, no salt fog, 95 degrees Fahrenheit, 0%- 90% Relative Humidity, 500 hours, alternating RH every 100 hours	No melting or disbondment
Sacrificial Coating removability	Per Manufacturer's specifications: 6 months exposure at FDOT test site	Complete removal of material from substrate

981 TURF MATERIALS.
(REV 7-1-10) (FA 8-16-10) (1-11)

ARTICLE 981-1 (Page 951) is deleted and the following substituted:

981-1 General.

The types of seed and sod will be specified in the Contract Documents. All seed and sod shall meet the requirements of the Florida Department of Agriculture and Consumer Services and all applicable state laws, and shall be approved by the Engineer before installation.

All seed, sod and mulch shall be free of noxious weeds and exotic pest plants, plant parts or seed listed in the current Category I "List of Invasive Species" from the Florida Exotic Pest Plant Council (FLEPPC, www.fleppc.org). Any plant officially listed as being noxious or undesirable by any Federal Agency, any agency of the State of Florida or any local jurisdiction in which the project is being constructed shall not be used. Any such noxious or invasive plant or

plant part found to be delivered in seed, sod or mulch will be removed by the Contractor at his expense and in accordance with the law.

All materials shall meet plant quarantine and certification entry requirements of Florida Department of Agriculture & Consumer Services, Division of Plant Industry Rules.

ARTICLE 981-4 (Page 952) is deleted and the following substituted:

981-4 Mulch.

The mulch material shall be compost meeting the requirements of Section 987, hardwood barks, shavings or chips; or inorganic mulch materials as approved by the Engineer; or hydraulically applied wood fiber mulch or bonded fiber matrix (BFM) for the establishment of turf material.

ARTICLE 981-5 (Page 952) is deleted:

**987 PREPARED SOIL LAYER MATERIALS
(REV 1-15-10) (FA 2-17-10) (7-10)**

ARTICLE 987-1 (Page 955) is deleted and the following substituted:

987-1 Description.

All material shall be suitable for plant growth. The organic matter content of the prepared soil layer after mixing shall be a minimum of 2.5%, a maximum of 10%, in accordance with FM 1-T-267 and have a pH value of 4.5 or greater and less than or equal to 8.5 as determined in accordance with FM 5-550. The organic matter content shall be created using any of the following materials.

**990 TEMPORARY TRAFFIC CONTROL DEVICES AND MATERIALS.
(REV 8-10-10) (FA 8-12-10) (1-11)**

ARTICLE 990-2 (Page 956) is deleted and the following substituted:

990-2 Retroreflective Sheeting for Temporary Traffic Control Devices.

990-2.1 Qualified Products List: Sheeting for use on Temporary Traffic Control Devices shall be one of the products listed on the Qualified Products List (QPL). Manufacturers seeking evaluation of their product shall submit an application in accordance with Section 6.

990-2.1.1 Sign Panels, Bands for Tubular Markers, Vertical Panels, Barricades and other Devices: Sign Panels, Bands for Tubular Markers, Vertical Panels, Barricades and other Devices shall meet the requirements of ASTM D 4956 for Type III or higher retroreflective sheeting materials identified in Section 994 except for mesh signs shall meet the color, daytime luminance and nonreflective property requirements of Section 994,

Type VI.

990-2.1.2 Collars for Traffic Cones: Collars for Traffic Cones shall meet the requirements of ASTM D 4956 Type VI.

990-2.1.3 Drums: Drums shall meet the requirements of ASTM D 4956 for Type III or higher retroreflective sheeting materials identified in Section 994 including Supplementary requirements for Reboundable Sheeting.

SUBARTICLE 990-3.1 (Page 956) is deleted and the following substituted:

990-3.1 General: All portable devices shall meet the physical display and operational requirements of the MUTCD and be listed on the Approved Products List (APL). Manufacturers seeking approval of their portable devices shall provide a working sample to be evaluated by the Department that meets all requirements specified herein.

SUBARTICLE 990-3.1.4 (Pages 958 – 959) is deleted and the following substituted:

990-3.1.4 Support Chassis: The Support Chassis shall meet the following:

(a) The support chassis shall be self-contained and self-supporting without the use of additional equipment or tools.

(b) Both trailer and truck-mounted units are allowed for arrow panels. Trailer mounted units are required for changeable message signs, regulatory signs and radar speed display units.

(1) Trailer mounted unit:

(a) The sign, power supply unit and all support systems shall be mounted on a wheeled trailer.

(b) The trailer shall be equipped with class-A lights, using a plug adaptor.

(c) The trailer shall be equipped with adjustable outrigger leveling pads, one on each of the four frame corners.

(d) The trailer shall be designed to be set up at the site with its own chassis and outriggers, without being hitched to a vehicle.

(e) The trailer shall be equipped with fenders over the tires and shall be made from heavy-duty material sufficient to allow a person to stand and operate or perform maintenance on the unit.

(f) The trailer shall meet all equipment specifications set forth in Chapter 316 of the Florida Statutes, and by such rule, regulation or code that may be adopted by the Department of Highway Safety and Motor Vehicles.

(g) The trailers should be delineated on a permanent basis by affixing retroreflective material, known as conspicuity material, in a continuous line on the face of the trailer as seen by oncoming road users.

(2) Truck mounted unit:

(a) The truck-mounted assembly shall be designed to fit on a 1/2 ton or greater duty truck.

(b) The unit shall be self-contained with its own power supply, controls, raising and lowering device and shall be capable of being operated by one person.

(c) The unit shall be secured in the vehicle for normal operation.

SUBARTICLE 990-4.1 (Page 962) is deleted and the following substituted:

990-4.1 Composition: Removable Tape shall be one of the products listed on the QPL. The pavement stripes and markings shall consist of high quality plastic materials, pigments, and glass spheres or other retroreflective materials uniformly distributed throughout their cross-sectional area, with a reflective layer of spheres or other retroreflective material embedded in the top surface. No foil type materials shall be allowed.

ARTICLE 990-4.10 (Page 963) is deleted and is replaced by the following:

990-4.10 Color: Meet the requirements of 971-1.6.

ARTICLE 990-4 (Pages 962 and 963) is expanded by the following:

990-4.11 Removability: Ensure that the manufacturer shows documented reports that the removable tape is capable of being removed intact or in substantially large strips after being in place for a minimum of 90 days and under an average daily traffic count per lane of at least 5,000 vehicles per day.

ARTICLE 990-5 (of the Supplemental Specifications) is deleted and the following substituted:

990-5 Temporary Retroreflective Pavement Markers.

Temporary Retroreflective Pavement Markers (RPM's) shall meet the requirement of 970-1.2.1, be one of the products listed on the QPL and be certified as meeting the following:

(a) Composition: Use markers made of plastic, ceramic or other durable materials. Markers with studs or mechanical attachments will not be allowed.

(b) Dimensions: Marker minimum and maximum surface dimensions is based on an x and y axis where the y dimension is the axis parallel to the centerline and the x axis is 90 degrees to y. Class E markers shall be 4 inch (W) by 2 inch (H) by 1 inch (D).

The x and y dimension of Class D markers shall be a maximum of 5 inches. The x dimension shall be a minimum of 4 inches and the minimum y dimension will be 2.25 inches.

The maximum installed height of Class D markers shall be 1 inch. The maximum installed height of Class E markers shall be 2 inches. Use Class D markers having a minimum reflective face surface of 0.35 square inches. Use Class E markers having a minimum reflective surface area of 1 square inch.

The marker's reflective face shall be completely visible and above the pavement surface after installation, measured from a line even with the pavement perpendicular to the face of the marker.

(c) Optical Performance: Ensure that the specific intensity of each white reflecting surface at 0.2 degrees observation angle shall be at least the following when the incident light is parallel to the base of the marker:

Horizontal Entrance Angle	Specific Intensity
0 deg.	3
20 deg.	1.2

For yellow reflectors, the specific intensity shall be 60% of the value for white.

For red reflectors, the specific intensity shall be 25% of the value for white. Reflectivity of all RPM's shall not be less than 0.2 Specific Intensity (SI) any time after installation.

(d) Strength requirements: Markers shall support a load of 5,000 pounds. Three markers per lot or shipment will be randomly tested as follows:

Position the marker base down, between the flat, parallel 0.5 inch steel plates of a compression testing machine. Place on top of the marker, a flat piece of 60 (Shore A) durometer rubber, 6 inch by 6 inch by 0.37 inch, centered on the marker. Apply the compressive load through the rubber to the top of the marker at a rate of 0.1 inches per minute.

Either cracking or significant deformation of the marker at any load less than 5,000 pounds will constitute failure.

(e) Adhesion: Use bituminous adhesive materials for bonding the markers to the pavement that meet the requirements of Section 970 and are listed on the QPL.

(f) Removability: Ensure that the pavement marker is removable from asphalt pavement and portland cement concrete pavement intact or in substantially large pieces, either manually or by mechanical devices at temperatures above 40°F, and without the use of heat, grinding or blasting.

SUBARTICLE 990-6-1 (Pages 964 – 965) is deleted and the following substituted:

990-6.1 Design and Installation: Meet the following requirements:

(a) Glare screen units shall be manufactured in lengths such that when installed the joint between any one modular unit will not span barrier sections. Color shall be green, similar to Federal Color Standard 595-34227.

(b) Blades, rails and/or posts shall be manufactured from polyethylene, fiberglass, plastic, polyester or polystyrene, and be ultraviolet stabilized and inert to all normal atmospheric conditions and temperature ranges found in Florida.

(c) For paddle type designs, the blade width shall not be more than 9 inches. Blades or screen for individual or modular systems shall be 24 to 30 inches high and capable of being locked down at an angle and spacing to provide a cut-off angle not less than 20 degrees.

(d) For glare screen mounted on temporary barrier wall, a strip (6 by 12 inches) of reflective sheeting as specified in 994-2 shall be placed on a panel, centered in each barrier

section (at a spacing not to exceed 15 feet) and positioned in such a manner as to permit total right angle observation by parallel traffic. When glare screen is utilized on temporary concrete barriers, warning lights will not be required.

(e) Prior to approval an impact test shall be performed by the manufacturer to verify the safety performance of the proposed system. The minimum impact strength of the posts, blades, rail and the barrier attachment design shall be sufficient to prevent the unit from separating from the barrier when impacted by a 3 inches outside diameter steel pipe traveling at 30 mph and impacting mid-height on the glare screen assembly.

(f) All hardware shall be galvanized in accordance with ASTM A-123 or stainless steel in accordance with AISI 302/305.

Alternative designs for temporary glare screen may be submitted as a Cost Savings Initiative Proposal in accordance with 4-3.9.

SUBARTICLE 990-7.1 (Pages 965 and 966) is deleted and the following substituted:

990-7.1 General: Temporary Traffic Control Signals shall be one of the products listed on the APL. Meet the physical display and operational requirements of conventional traffic signal described in the MUTCD for portable traffic signals. The standard includes but is not limited to the following:

(a) Use signal heads having three 12 inch vehicular signal indications (Red, Yellow and Green). Ensure there are two signal heads for each direction of traffic.

(b) The traffic signal heads on this device will be approved by the Department.

(c) Department approved lighting sources will be installed in each section in accordance with the manufacturer's permanent directional marking(s), that is, an "Up Arrow", the word "UP" or "TOP," for correct indexing and orientation within a signal housing.

(d) The masts supporting the traffic signal heads will be manufactured with the lowest point of the vehicular signal head as follows:

(1) Eight feet above finished grade at the point of their installation for "pedestal" type application or

(2) Seventeen to 19 feet above pavement grade at the center of roadway for "overhead" type application.

(e) The yellow clearance interval will be programmed three seconds or more. Under no condition can the yellow clearance interval be manually controlled. It must be timed internally by the controller as per Department specifications.

(f) The green interval must display a minimum of five seconds before being advanced to the yellow clearance interval.

(g) The controller will allow for a variable all red clearance interval from 0 to 999 seconds.

(h) Portable traffic control signals will be either manually controlled or traffic actuated. Indicator lights for monitoring the signal operation of each approach will be supplied and visible from within the work zone area.

(i) When the portable traffic control signals are radio actuated the following will apply:

(1) The transmitter will be FCC Type accepted and not exceed 1 watt output per FCC, Part 90.17. The manufacturer must comply with all "Specific limitations" noted in FCC Part 90.17.

(2) The Controller will force the traffic signal to display red toward the traffic approach in case of radio failure or interference.

(j) The trailer and supports will be painted construction/maintenance orange enamel in accordance with the MUTCD color.

(k) The device will meet NEMA environmental standard. The test report certified by an independent laboratory will be provided.

(l) Ensure the certification number is engraved or labeled permanently on equipment.

(m) Ensure the device has an external, visible, water resistant label with the following information: "Certification of this device by the Florida Department of Transportation allows for its use in Construction Zones Only."

SECTION 990 (Pages 956-966) is expanded by the following new Article:

990-8 Work Zone Signs.

Provide steel flanged U-channel or Square Tube steel meeting the mechanical requirements of ASTM A 499, Grade 60. For each U-channel or Square Tube, punch or drill 3/8 inch diameter holes on 1 inch centers through the center of the post, starting approximately 1 inch from the top and extending the full length of the post. Ensure that the weight per foot of a particular manufacturer's post size does not vary more than $\pm 3 \frac{1}{2}\%$ of its specified weight per foot. Taper the bottom end of the post for easier installation. Machine straighten the U-channel to a tolerance of 0.4% of the length. Use only non-corrosive metal, aluminum, or galvanized steel attachment hardware. Work zone sign systems shall be one of the products listed on the QPL.

SECTION 990 (Pages 956 -966) is expanded by the following new Articles:

990-9 Temporary Raised Rumble Strips:

990-9.1 General: Temporary Raised Rumble Strips shall be one of the products listed on the QPL. Meet the physical display and operational requirements in the MUTCD for Temporary Raised Rumble Strips. The Temporary Raised Rumble Strip may be either a removable polymer striping tape type or a molded engineered polymer material type as described below:

990-9.1.1 Removable Polymer Striping Tape:

Characteristic	Requirement
Composition:	Removable Polymer Striping Tape with pre-applied adhesive
Color:	White, Black or Orange
Cross-section:	0.25 in. to 0.50 in. (height) x 4 in. (wide)

990-9.1.2 Molded Engineered Polymer Material:

Characteristic	Requirement
Composition:	Molded Engineered Polymer Material
Weight	Internally ballasted to provide proper weight to maintain position in use without the use of adhesives or mechanical fasteners
Color:	White, Black or Orange

Shape	Beveled on the leading edge
Cross-section:	0.625 in. to 0.875 in. (height) x 12 in. (wide)

990-10 Automated Flagger Assistance Devices (AFAD): 990-10.1 General: AFAD's shall be one of the products listed on the APL. Meet the physical display and operational requirements in the MUTCD for the AFAD as well as the detailed requirements below.

990-10.1.1 Stop/Slow Automated Flagger Assistance Devices: Provide a Stop/Slow AFAD including a Stop/Slow sign that alternately displays the stop face and the slow face of a Stop/Slow paddle without the need for a flagger in the immediate vicinity of the AFAD or on the roadway.

Ensure that the Stop/Slow AFAD includes a gate arm that descends to a down position across the approach lane of traffic when the stop face is displayed and then ascends to an upright position when the slow face is displayed.

Ensure the Gate arm is fully retroreflectorized on both sides, with vertical alternating red and white stripes at 16-inch intervals measured horizontally in accordance with the MUTCD. When the arm is in the down position blocking the approach lane:

- A. The minimum vertical aspect of the arm and sheeting shall be 2 inches; and,
- B. The end of the arm shall reach at least to the center of the lane being controlled.

990-10.1.2 Red/Yellow Lens Automated Flagger Assistance Devices: Provide a Red/Yellow Lens AFAD that alternately displays a steadily illuminated circular red lens and a flashing circular yellow lens to control traffic without the need for a flagger in the immediate vicinity of the AFAD or on the roadway.

Ensure that the Red/Yellow Lens AFAD includes a gate arm that descends to a down position across the approach lane of traffic when the steady circular red lens is illuminated and then ascends to an upright position when the flashing circular yellow lens is illuminated.

Ensure that the gate arm is fully retroreflectorized on both sides, with vertical alternating red and white stripes at 16-inch intervals measured horizontally in accordance with the MUTCD. When the arm is in the down position blocking the approach lane:

- A. The minimum vertical aspect of the arm and sheeting shall be 2 inches; and,
- B. The end of the arm shall reach at least to the center of the lane being controlled.

Do not provide a change interval between the display of the steady circular red indication and the display of the flashing circular yellow indication. Provide a steady illuminated circular yellow indication, with at least a 5 second duration, between the transition from flashing circular yellow indication and the display of the steady circular red indication. The Engineer may approve a different duration, provided it falls within the range recommended by the MUTCD.

993 OBJECT MARKERS AND DELINEATORS.
(REV 7-8-10) (FA 7-16-10) (1-11)

SUBARTICLE 993-1.4 (Page 975) is deleted and the following substituted:

993-1.4 Posts: The marker posts shall be of steel or aluminum as shown in the Design Standards or plans. Steel posts shall be 2.5 lb/ft. flanged U-Channel . The U-channel posts shall meet the mechanical requirements of ASTM A 499, Grade 60. Provide U-channel posts that have been galvanized after fabrication in accordance with ASTM A 123 and have a smooth uniform finish free from defects affecting strength, durability and appearance. For each U-channel, punch or drill 3/8 inch diameter holes on 1 inch centers through the center of the post, starting approximately 1 inch from the top and extending the full length of the post. Punching or drilling operations shall be completed prior to galvanization. The weight per foot of a manufacturer's U-channel size shall not vary more than plus or minus 3.5% of its specified weight per foot. Machine-straighten the U-channel to a tolerance of 0.4% of the length. U-channel posts shall be listed on the QPL. Round aluminum posts shall meet the requirements of Index 11860.

Use attachment hardware (nuts, bolts, clamps, brackets, braces, etc.) of aluminum or galvanized steel.

SUBARTICLE 993-2-2 (Page 975) is deleted and the following substituted:

993-2.2 Flexible Post Delineators:

993-2.2.1 Dimensions: The post shall have a minimum width of 3 inches facing traffic and of such length to generally provide a height of 48 inches above the pavement surface.

993-2.2.2 Color: The post shall be opaque white. The yellowness index shall not exceed 12 when tested in accordance with ASTM D 1925 or ASTM E 313. The daylight 45 degree, 0 degree luminous directional reflectance shall be a minimum of 70 when tested in accordance with ASTM E 1347.

993- 2.2.3 Retroreflective Sheeting: The reflective sheeting shall be Types III, IV, V or VII and meet the requirements of Section 994. The reflective sheeting shall have a minimum width of 3 inches and have a minimum area of 30 square inches.

993-2.2.4 Impact Performance: Posts shall be tested and evaluated according to the National Testing Product Evaluation Program (NTPEP) Project Work Plan for Field Evaluation of Flexible Surface Mounted Delineator Posts. A temperature of 65°F or greater may be used in lieu of the NTPEP temperature requirements. Posts shall be capable of returning to a vertical position plus or minus 5 degrees with no delaminating, and one post may list no more than 10 degrees. No post shall split, crack, break, or separate from base.

SUBARTICLE 993-2.3.1 (Page 975) is deleted and the following substituted:

993-2.3.1 Posts: The posts shall meet the requirements of 993-1.4, except the steel delineator post shall be 1.1 lb/ft.

994 RETROREFLECTIVE AND NONREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES.

(REV 2-8-10) (FA 2-10-10) (7-10)

SECTION 994 (PAGES 977 – 980) is deleted and the following substituted:

SECTION 994 RETROREFLECTIVE AND NONREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES

994-1 Description.

994-1.1 General: This Section specifies the requirements for retroreflective and nonreflective sheeting materials, transparent and opaque process inks for retroreflective sheeting materials and film overlays for traffic control devices.

994-1.2 Classification: Retroreflective sheeting material Types III, IV, V, and VI shall be classified in accordance with ASTM D-4956. In addition, a special classification, Type VII (Special) is added for super high intensity retroreflective sheeting. This special classification shall include materials classified as Type VIII and above in accordance with ASTM D-4956.

994-1.3 Qualified Products List: All sheeting, process inks and film overlay materials shall be listed on the Qualified Products List (QPL). Manufacturers seeking evaluation of their products shall submit product data sheets, performance test reports from an independent laboratory showing the product meets the requirements of this section, and a QPL application in accordance with Section 6. Information on the QPL application must include the product colors included in the application, classification, adhesive backing class, and liner type. Information on the QPL application for process inks and film overlay products must also include the compatible reflective sheeting material.

994-2 Materials.

Sheeting shall meet the requirements of Types III, IV, V, VI in ASTM D-4956 or Type VII (Special) and fluorescent pink listed below in accordance with their approved usage.

994-3 Performance Requirements.

994-3.1 General: Sheeting, process inks and film overlay materials shall be tested in accordance with, and meet all the performance requirements of ASTM D-4956, including Supplemental Requirement S2, Reboundable Sheeting Requirements, except as amended in this Section. Classification Type VII (Special) shall be tested in accordance with, and meet the performance requirements of ASTM D-4956 Type VIII, except as amended in this Section. For performance requirements that are color dependant, each color included in the QPL application must be tested and meet the requirements identified in ASTM D-4956 or this Section as applicable. Process inks and film overlay materials shall be applied to reflective sheeting in accordance with Section 994-4 for testing.

994-3.2 Retroreflective Intensity: The retroreflective sheeting shall meet the minimum initial requirements as stated for 0.2 degree and 0.5 degree observation angles in ASTM D-4956. Type VI fluorescent pink sheeting and Type VII (Special) sheeting shall meet the minimum retroreflectivity requirements listed below.

Type VII (Special) Sheeting										
Minimum Coefficient of Retroreflection (cd/foot-candle·ft ²)(cd/fc·ft ²)										
Observation/Entrance Angle (degree)	White	Yellow	Red	Orange	Blue	Green	Brown	Fluorescent Orange	Fluorescent Yellow	Fluorescent Yellow/Green
0.2/-4	380	304	95	250	19	38	19	180	220	360
0.5/-4	250	195	55	100	12	25	8	60	145	235
0.2/30	220	176	48	110	11	22	9	85	125	205
0.5/30	135	105	30	50	7	14	3	33	75	125

Type VI Sheeting	
Minimum Coefficient of Retroreflection (cd/foot-candle·ft ²)(cd/fc·ft ²)	
Observation/Entrance Angle (degree)	Fluorescent Pink
0.2/-4	160
0.5/-4	100
0.2/30	100
0.5/30	40

994-3.3 Color: The fluorescent pink initial color shall meet the following x, y chromaticity coordinates:

Fluorescent Pink	1	2	3	4
x	.450	.590	.644	.536
y	.270	.350	.290	.230

Fluorescent pink sheeting shall have a minimum luminance factor of 25.

994-3.4 Outdoor Weathering: Outdoor weathering exposure of sign sheeting materials shall be in accordance with, and meet the requirements of ASTM D-4956 for each product color and classification and conducted at an exposure location meeting the Tropical Summer Rain Climate Type (Miami, Florida or equivalent). Outdoor weathering is not required for Type VI fluorescent pink and fluorescent yellow.

994-4 Direct and Reverse Screen Processing.

The transparent and opaque process inks furnished for direct and reverse screen processing shall be of a type and quality formulated for retroreflective sheeting materials as listed on the QPL and applied in accordance with the manufacturer's instruction. Screen processing in accordance with the techniques and procedures recommended by the manufacturer shall produce a uniform legend of continuous stroke width of either transparent or opaque ink, with sharply defined edges and without blemishes on the sign background that will affect the intended sign use.

The retroreflective sheeting shall permit color processing with compatible transparent and opaque process inks as approved by the sheeting manufacturer and listed on the QPL.

994-5 In-Service Minimum Requirements.

The retroreflective sheeting and screen processed retroreflective sheeting shall have the minimum coefficient of retroreflection as shown in ASTM D-4956, Outdoor Weathering Photometric Requirements for All Climates except Type VI fluorescent pink and fluorescent yellow. In addition, Type VII (Special) classified sheeting materials shall have a minimum coefficient of retroreflection of 80% of the values listed in the above table. Only the observation angle of 0.2 degrees and an entrance angle of -4 degrees shall be used in measuring in-service minimums. The in-service life for opaque overlay films, black processing inks and opaque lettering shall equal the life of the reflective sheeting to which it is applied.

994-6 Packaging and Labeling.

Packaging and labeling shall meet the requirements of ASTM D-4956.

994-7 Samples.

Field samples will be obtained in accordance with the Department's Sampling, Testing and Reporting Guide Schedule or on a random basis at the discretion of the Engineer.

**THIS COMPLETES
THIS
SPECIFICATIONS
PACKAGE**

MEMO TO PROJECT SPECIFICATIONS MANUAL

PROJECT: CORTEZ ROAD AND 26TH STREET INTERSECTION IMPROVEMENT

DATE: Thursday, January 26, 2012

OWNER: Manatee County Government

PREPARED BY: Larry R. Mau, PE, Project Manager, Cardno TBE

SUBJECT: FPL Transmission Line and Pole Protection

Notice is hereby given to all proposing contractors that the project limits includes Florida Power and Light (FPL) transmission line facilities. The constructing contractor, subcontractors, and all site personnel shall adhere to the additional following safety measures on the project site:

- 1) Contractor shall minimize erosion of the area surrounding FPL Transmission poles.
- 2) Contractor shall employ the construction techniques (sheeting, trench boxes, etc) necessary to protect in place FPL facilities from damage or displacement.
- 3) Contractor shall maintain proper OSHA crane minimum approach distances when operating in close proximity to powerlines.
- 4) All existing Transmission facilities must remain energized during road construction.