Project B-4239 **Polk County**

Project Special Provisions
Structures

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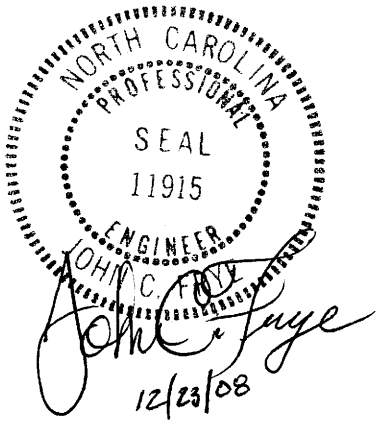

PROJECT SPECIAL PROVISIONS
STRUCTURES

PROJECT B-4239 **POLK COUNTY**

EVAZOTE JOINT SEALS (8-13-04)

1.0 SEALS

Use preformed seals compatible with concrete and resistant to abrasion, oxidation, oils, gasoline, salt and other materials that are spilled on or applied to the surface. Use a low-density closed cell, cross-linked ethylene vinyl acetate polyethylene copolymer nitrogen blown material for the seal.

Use seals manufactured with grooves 1/8" (3 mm) ± wide by 1/8" (3 mm) ± deep and spaced between 1/4 (6 mm) and 1/2 inch (13 mm) apart along the bond surface running the length of the joint. Use seals sized so that the depth of the seal meets the manufacturer's recommendation, but is not less than 70% of the uncompressed width. Provide a seal designed so that, when compressed, the center portion of the top does not extend upward above the original height of the seal by more than 1/4 inch (6 mm). Splice the seal using the heat welding method by placing the joint material ends against a teflon heating iron of 350°F (177°C) for 7 - 10 seconds, then pressing the ends together tightly. Do not test the welding until the material has completely cooled. Use material that resists weathering and ultraviolet rays. Provide a seal that has a working range of 30% tension and 60% compression and is watertight along its entire length including the ends.

Provide seals that meet the requirements given below.

TEST	TEST METHOD	REQUIREMENT
Elongation at break	ASTM D3575	210 ± 15%
Tensile strength, psi (kPa)	ASTM D3575	110 ± 15 (755 ± 100)
Compression Recovery (% of original width)	AASHTO T42 50% compr. for 22 hr. @ 73°F (23°C) 1/2 hr. recovery	87 ± 3
Weather/Deterioration	AASHTO T42 Accelerated Weathering	No deterioration for 10 years min.
Compression/Deflection	@ 50% deflection of original width @ 50% deflection of original width	10 psi (69 kPa) min. 60 psi (414 kPa) max.

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TEST	TEST METHOD	REQUIREMENT
Tear Strength, psi (kPa)	ASTM D624	16 ± 3 (110 ± 20)
Density	ASTM D545	2.8 to 3.4
Water Absorption (% vol/vol)	ASTM D3575 Total immersion for 3 months	3

Have the top of the evazote seal clearly shop marked. Inspect the evazote seals upon receipt to ensure that the marks are clearly visible upon installation.

2.0 ADHESIVES

Use a two component, 100% solid, modified epoxy adhesive with the seal that meets the requirements of ASTM C881, Type 1, Grade 3, Class B & C and has the following physical properties:

Tensile strength ..... 3500 psi (24.1 MPa) min.
Compressive strength ..... 7000 psi (48.3 MPa) min.
Shore D Hardness ..... 75 psi (0.5 MPa) min.
Water Absorption ..... 0.25% by weight

Use an adhesive that is workable to 40°F (4°C). When installing in temperatures below 40°F (4°C) or for application on moist, difficult to dry concrete surfaces, use an adhesive specified by the manufacturer of the joint material.

3.0 SAWING THE JOINTS

When the plans call for sawing the joints, the joints shall be initially formed to a width as shown on the plans including the blockout for the elastomeric concrete. Complete placement of the elastomeric concrete after the reinforced concrete deck slab has cured for seven full days and reached a minimum strength of 3000 psi (20.7 Mpa).

Cure the elastomeric concrete for a minimum of 2 days prior to sawing the elastomeric concrete to the final width and depth as specified in the plans.

When sawing the joint to receive the evazote seal, always use a rigid guide to control the saw in the desired direction. To control the saw and to produce a straight line as indicated on the plans, anchor and positively connect a template or a track to the bridge deck. Do not saw the joint by visual means such as a chalk line. Fill the holes used for holding the template or track to the deck with an approved, flowable non-shrink, non-metallic grout.

Saw cut to the desired width and depth in one or two passes of the saw by placing and spacing two metal blades on the saw shaft to the desired width for compression seals.

The desired depth is the depth of the seal plus 1/4 inch (6 mm) above the top of the seal plus approximately 1 inch (25 mm) below the bottom of the seal. An irregular bottom of

sawed joint is permitted as indicated on the plans. Grind exposed corners on saw cut edges to a 1/4" (6 mm) chamfer.

Remove any staining or deposited material resulting from sawing with a wet blade to the satisfaction of the Engineer.

Use extreme care to saw the joint straight to the desired width and to prevent any chipping or damage to sawed edges of the joint.

4.0 PREPARATIONS FOR SAWED JOINTS

When the plans call for sawing the joint, the Engineer thoroughly inspects the sawed joint opening for spalls, popouts, cracks, etc. Make all necessary repairs prior to blast cleaning and installing the seal.

Immediately before sealing, clean the joints by sandblasting with clean dry sand. Sandblast to provide a firm, clean joint surface free of curing compound, loose material and any foreign matter. Sandblast without causing pitting or uneven surfaces. The aggregate in the elastomeric concrete may be exposed after sandblasting.

After blasting, either brush the surface with clean brushes made of hair, bristle or fiber, blow the surface with compressed air, or vacuum the surface until all traces of blast products and abrasives are removed from the surface, pockets, and corners.

If nozzle blasting, use compressed air that does not contain detrimental amounts of water or oil.

Examine the blast cleaned surface and remove any traces of oil, grease or smudge deposited in the cleaning operations.

Bond the seal to the blast cleaned surface on the same day the surface is blast cleaned.

5.0 PREPARATIONS FOR ARMORED JOINTS

When the plans call for armored joints, form the joint and blockout openings in accordance with the plans. If preferred, wrap the temporary form with polyethylene sheets to allow for easier removal. Do not use form release agents.

A. Submittals

Submitting detailed working drawings is not required; however, submitting catalog cuts of the proposed material is required. In addition, direct the joint supplier to provide an angle segment placing plan.

B. Surface Preparation

Prepare the surface within the 48 hours prior to placing the elastomeric concrete. Do not place the elastomeric concrete until the surface preparation is completed and approved.

1. Angle Assembly

Clean and free metallized steel of all foreign contaminants and blast the non-metallized steel surfaces to SSPC SP-10. Blast-cleaning anchor studs is not required.

2. Concrete

Prior to placing the elastomeric concrete, thoroughly clean and dry all concrete surfaces. Sandblast the concrete surface in the blockout and clear the surface of all loose debris.

C. Elastomeric Concrete Placement

Make sure that a manufacturer's representative is present when placing elastomeric concrete. Do not place elastomeric concrete if the ambient air temperature is below 45°F (7°C).

Prepare and apply a primer, as per manufacturer's recommendations, to all vertical concrete faces, all steel components to be in contact with elastomeric concrete, and to areas specified by the manufacturer. Align the angles with the joint opening.

Prepare, batch, and place the elastomeric concrete in accordance with the manufacturer's instructions. Place the elastomeric concrete in the areas specified on the plans while the primer is still tacky and within 2 hours after applying the primer. Pay careful attention to properly consolidate the concrete around the steel and anchors. Trowel the elastomeric concrete to a smooth finish.

D. Joint Preparation

Prior to installing the seal, the Engineer thoroughly inspects the armored joint opening for proper alignment and full consolidation of elastomeric concrete under the angle assemblies. Make all necessary repairs prior to cleaning the joint opening and installing the seal.

Clean the armored joint opening with a pressure washer rated at 3000 psi (20.7 MPa) minimum at least 24 hours after placing the elastomeric concrete. Dry the cleaned surface prior to installing the seal.

Examine the cleaned surface and remove traces of oil, grease or smudge deposited during the cleaning operations.

Bond the seal to the cleaned surface on the same day the surface is cleaned.

6.0 SEAL INSTALLATION

Install the joint seal according to the manufacturer's procedures and recommendations and as recommended below. Do not install the joint seal if the ambient air temperature is below 45°F (7°C). Have a manufacturer's representative present during the installation of the first seal of the project.

Begin installation at the low end of the joint after applying the mixed epoxy to the sides of both the joint material and both sides of the joint, making certain to completely fill the grooves with epoxy. With gloved hands, compress the material and with the help of a blunt probe, push it down into the joint until it is recessed approximately 1/4 inch (6 mm) below the surface. Do not push the seal at an angle that would stretch the material. Once work on a joint begins, do not stop until it is completed. Clean the excess epoxy off the surface of the joint material *quickly* and *thoroughly*. Do not use solvents to remove excess epoxy. Remove excess epoxy in accordance with the joint manufacturer's recommendations.

Install the seal so that it is watertight. Testing of the joint seal is not required, but it is observed until final inspection.

7.0 BASIS OF PAYMENT

Payment for all evazote joint seals will be at the lump sum contract price bid for "Evazote Joint Seals" which prices and payment will be full compensation for furnishing all material, including elastomeric concrete when required, labor, tools and equipment necessary for installing these units in place and accepted.

ELASTOMERIC CONCRETE (10-12-01)

1.0 DESCRIPTION

Elastomeric concrete is a mixture of a two-part polymer consisting of polyurethane and/or epoxy, and kiln-dried aggregate. Have the manufacturer supply it as a unit. Use the concrete in the blocked out areas on both sides of the bridge deck joints as indicated on the plans.

2.0 MATERIALS

Provide materials that comply with the following minimum requirements at 14 days.

CONCRETE PROPERTIES	TEST METHOD	MINIMUM REQUIREMENT
Bond Strength to Concrete, psi (MPa)	*(a) STM D638 (D638M)*	450 (3.1)
Brittleness by Impact, ft-lb (kg-m)	Ball Drop	7 (0.97)
Compressive Strength, psi (MPa)	ASTM D695 (D695M)	2800 (19.3)

BINDER PROPERTIES (without aggregate)	TEST METHOD	MINIMUM REQUIREMENT
Tensile Strength, psi (MPa)	ASTM D638 (D638M)	800 (5.5)
Ultimate Elongation	ASTM D638 (D638M)	150%
Tear Resistance, lb/in (kN/m)	ASTM D624	90 (15.7)

In addition to the requirements above, use elastomeric concrete that also resists water, chemical, UV, and ozone exposure and withstands extreme temperature (freeze-thaw) changes.

Furnish a manufacturer's certification verifying that the materials satisfy the above requirements. Provide samples of elastomeric concrete to the Engineer, if requested, to independently verify conformance with the above requirements.

Require a manufacturer's representative to be present on site during the installation of the elastomeric concrete.

3.0 BASIS OF PAYMENT

No separate payment will be made for elastomeric concrete. The lump sum contract price bid for "Evazote Joint Seals" will be full compensation for furnishing and placing the Elastomeric Concrete.

MECHANICALLY STABILIZED EARTH RETAINING WALLS (4-15-08)

1.0 GENERAL

A. Description

A mechanically stabilized earth (MSE) retaining wall is defined as a soil-retaining system with steel or geogrid tensile reinforcements in the reinforced zone and vertical or nearly vertical facing elements. The facing elements may be precast concrete panels or segmental retaining wall (SRW) units unless noted otherwise on the plans or the *NCDOT Policy for Mechanically Stabilized Earth Retaining Walls* prohibits the use of SRW units. Design and construct MSE retaining walls based on actual elevations and dimensions in accordance with this provision, the accepted submittals and the plans. For this provision, "MSE wall" refers to a mechanically stabilized earth retaining wall and "MSE Wall Vendor" refers to the vendor supplying the chosen MSE wall system. Also, "blocks" and "SRW blocks" refer to SRW units.

B. MSE Wall System

Use an MSE wall system approved by the Department in accordance with any restrictions for the chosen system, the plans and the *NCDOT Policy for Mechanically*

Stabilized Earth Retaining Walls. Value engineering proposals for other MSE wall systems will not be considered. Obtain the NCDOT MSE wall policy and the list of approved MSE wall systems from:
http://www.ncdot.org/doh/preconstruct/highway/geotech/msewalls/

MSE wall systems with conditional approval are restricted to a design height of 20 ft (6.1 m) and an exposed face area of 5,000 ft^2 (465 m^2) per MSE wall. The design height is defined as the difference between where the finished grade elevation intersects the top and bottom of the MSE wall.

The conditional status of an MSE wall system will be reevaluated after satisfactorily completing a representative MSE wall that meets the following requirements.

- Design height exceeds 15 ft (4.6 m) for a horizontal distance of at least 150 ft (46 m) along the wall face
- Designed and constructed in accordance with this provision
- Movement monitored during construction to 3 months after wall is subject to surcharge loads or movement stops, whichever is longer, in accordance with the NCDOT MSE wall policy
- MSE wall system evaluation report submitted in accordance with the NCDOT MSE wall policy

When designing an MSE wall with a conditionally approved system, notify the Engineer if the MSE wall will meet the above requirements.

C. Temporary Shoring for Wall Construction

This provision is not applicable to "Temporary Shoring". If required, temporary shoring is addressed elsewhere in the Contract. "Temporary Shoring for Wall Construction" may be shown on the Retaining Wall Plans or proposed for MSE wall construction. When this occurs, submit temporary shoring for wall construction working drawings and design calculations with the MSE wall design submittal described below and design and construct the shoring in accordance with the requirements for temporary shoring.

2.0 SUBMITTALS

One submittal is required which includes the MSE wall design submittal. Provide 11 hard copies of working drawings and 3 hard copies of design calculations for the MSE wall design submittal. Also, submit an electronic copy (pdf or jpeg format on CD or DVD) of the submittal. Do not begin MSE wall construction until the submittal is accepted.

A. MSE Wall Design Submittal

The Retaining Wall Plans show plan views, typical sections, details, notes and elevation or profile views (wall envelope) for each MSE wall. When noted on plans and before

beginning MSE wall design, survey all existing ground elevations shown on the plans and submit a revised wall envelope for review and acceptance. Use the accepted revised wall envelope for design.

Design MSE walls in accordance with any restrictions for the chosen MSE wall system, the plans and the *AASHTO Standard Specifications for Highway Bridges* unless otherwise required. Either the simplified or Meyerhof coherent gravity approach is acceptable for determining maximum reinforcement loads. Design steel components including reinforcement and connection hardware for non-aggressive backfill with corrosion losses in accordance with *AASHTO Standard Specifications for Highway Bridges*. Also, design MSE walls with a minimum reinforcement length of 6 ft (1.8 m) unless shown otherwise on the plans and the reinforcement coefficients and geogrid reduction factors submitted to the Department for the approval of the chosen MSE wall system.

Cast-in-place concrete coping is required when noted on the plans and for all MSE walls with SRW blocks. Regardless of wall backfill type, fill between and behind blocks for a horizontal distance of 18" (450 mm) and, unless otherwise approved, any block core spaces with stone meeting the requirements of standard size nos. 57, 67 or 78M in accordance with Sections 1005 and 1014 of the *Standard Specifications*.

An unreinforced cast-in-place concrete leveling pad that is continuous at steps is required for all MSE walls. If existing or future obstructions such as foundations, guardrail posts, pavements, pipes, inlets or utilities will interfere with reinforcement, maintain a minimum clearance of 3" (75 mm) between the obstruction and reinforcement unless otherwise approved. Place reinforcement at or within 3" (75 mm) above the corresponding connection elevation. Separation fabric is required between the wall backfill and the overlying fill or aggregate with the exception of when concrete pavement is placed immediately over the backfill.

Submit working drawings and design calculations for review and acceptance in accordance with Article 105-2 of the *Standard Specifications*. Include items in the MSE wall design submittal listed in Section 7.2 of the *AASHTO LRFD Bridge Construction Specifications*. Submit working drawings showing plan views, wall profiles with maximum applied bearing pressures, typical sections with reinforcement connection details, wall backfill type and separation fabric locations and details for a leveling pad, precast elements, SRW blocks, coping, bin walls, slip joints, etc. If necessary, include details on working drawings for end bent caps connected to reinforcement and obstructions interfering with reinforcement or extending through walls. Submit design calculations for each wall section with different surcharge loads, wall geometry or material parameters. A minimum of one analysis is required for each wall section with different reinforcement lengths. When using a software program other than MSEW by ADAMA Engineering, Inc. for design, provide a hand calculation verifying the analysis of the section with the longest reinforcement length. Have MSE walls designed, detailed and sealed by a Professional Engineer registered in North Carolina.

3.0 MATERIALS

A. Certifications, Storage and Handling

Provide certifications in accordance with Section 106-3 of the *Standard Specifications*. Provide Type 3 Manufacturer's Certifications for all MSE wall materials. For each geogrid product, provide Type 2 Typical Certified Mill Test Reports for tensile strength. For SRW blocks, provide Type 4 Certified Test Reports for all block properties with the exception of durability. When a note on plans requires freeze-thaw durable blocks, provide Type 5 Typical Certified Test Reports for durability.

Load, transport, unload and store MSE wall materials such that they are kept clean and free of damage. Damaged panels or blocks with excessive discoloration, chips or cracks as determined by the Engineer will be rejected. Do not damage reinforcement connection hardware or mechanisms in handling and storing panels or blocks. Label each pallet of blocks with the information listed in Article 1077-13 of the *Standard Specifications*. Do not transport SRW blocks away from the casting yard until the

concrete strength reaches 4000 psi (27.6 MPa) and a period of at least 5 days elapses after casting unless otherwise approved.

Identify, store and handle all geogrids in accordance with ASTM D4873. Geogrids with defects, flaws, deterioration or damage will be rejected. Do not leave geogrids uncovered for more than 7 days.

B. Facing Elements

Provide facing elements produced by a manufacturer approved or licensed by the MSE Wall Vendor.

1. Precast Concrete Panels

Provide precast concrete panels meeting the requirements of Sections 1000 and 1077 of the *Standard Specifications* and reinforcing steel meeting the requirements of Section 1070 of the *Standard Specifications*. Accurately locate and secure reinforcement connection hardware and maintain a minimum 2" (50 mm) clearance to the reinforcing steel. Produce panels within ¼ inch (6 mm) of the panel dimensions shown in the accepted submittals.

A minimum compressive strength of 4000 psi (27.6 MPa) at 28 days is required. For testing panels for compressive strength, 4 cylinders are required per 2000 ft^2 (186 m^2) of panel face area or a single day's production, whichever is less.

Unless required otherwise on the plans, provide a final finish in accordance with Article 1077-11 of the *Standard Specifications*.

2. Segmental Retaining Wall (SRW) Blocks

Use blocks meeting the requirements of ASTM C1372 with the exception of absorption, compressive strength and durability requirements. Test blocks in accordance with ASTM C140 with the exception of the number of units in a lot. For testing blocks, a lot is defined as 5000 units or a single day's production, whichever is less, and 6 blocks are required per lot. Provide blocks with a maximum absorption of 5%.

A minimum compressive strength of 4000 psi (27.6 MPa) at 28 days is required for blocks with the exception of freeze-thaw durable blocks. When a note on plans requires freeze-thaw durable blocks, a minimum compressive strength of 5500 psi (37.9 MPa) at 28 days is required.

Test freeze-thaw durable blocks in accordance with ASTM C1262. Test specimens in water. Freeze-thaw durable blocks are acceptable if the weight loss of each of 4 of the 5 specimens after 150 cycles does not exceed 1% of its initial weight.

Unless required otherwise on the plans, provide blocks with a split face finish and a concrete gray color with no tints, dyes or pigments.

C. Reinforcement

Provide reinforcement supplied by the MSE Wall Vendor or a manufacturer approved or licensed by the vendor.

1. Steel (Inextensible) Reinforcement

Use welded wire reinforcement mesh and mats meeting the requirements of AASHTO M55 or M221 and steel strips or straps meeting the requirements of ASTM A572 or A1011 with a grade as specified in the accepted submittals. Galvanize steel reinforcement in accordance with Section 1076 of the *Standard Specifications*.

2. Geogrid (Extensible) Reinforcement

Use geogrids approved by the Department for the chosen MSE wall system. Obtain the list of approved geogrids for each MSE wall system from the website shown elsewhere in this provision.

Test geogrids in accordance with ASTM D6637. Provide tensile strength values as minimum average roll values (MARV) in accordance with ASTM D4759. For testing geogrids, a lot is defined as a single day's production.

D. Wall Backfill

Use wall backfill in the reinforced zone for MSE walls. Provide wall backfill meeting the requirements of standard size nos. 2S, 2MS, 57, 67 or 78M in accordance with Sections 1005 and 1014 of the *Standard Specifications* with the following exception. Do not use 2S or 2MS when prohibited by a note on plans or when SRW blocks are not allowed.

When using steel reinforcement, provide wall backfill meeting the electrochemical requirements of Section 7.3.6.3 of the *AASHTO LRFD Bridge Construction Specifications* tested in accordance with the following methods:

Property	AASHTO Test Method
pH	T289
Resistivity	T288
Chlorides	T291
Sulfates	T290

Use wall backfill free of deleterious materials with a maximum organic content of 1% tested in accordance with AASHTO T267.

E. Concrete Leveling Pads, Coping and Moment Slabs

Provide leveling pads, coping and moment slabs meeting the requirements of Section 1000 of the *Standard Specifications* and reinforcing steel meeting the requirements of

Section 1070 of the *Standard Specifications*. Provide precast coping meeting the requirements of Section 1077 of the *Standard Specifications*.

Use Class A Concrete for leveling pads, coping and moment slabs in accordance with Article 1000-4 of the *Standard Specifications*. For testing precast coping for compressive strength, 4 cylinders are required per 40 yd^3 (31 m^3) of concrete or a single day's production, whichever is less.

F. Separation Fabric

Use separation fabric meeting the requirements of Type 2 Engineering Fabric in accordance with Section 1056 of the *Standard Specifications*.

G. Joint Materials

Use joint materials in accordance with Section 1028 of the *Standard Specifications*.

H. Miscellaneous Components

Miscellaneous components may include attachment devices, connectors (e.g., pins, bars, plates, etc.), bearing pads, dowels, fasteners (e.g., bolts, nuts, etc.), filter fabric or any other wall components not included above. Galvanize steel components in accordance with Section 1076 of the *Standard Specifications*. Provide miscellaneous components approved by the Department for the chosen MSE wall system. Obtain the list of approved miscellaneous components for each MSE wall system from the website shown elsewhere in this provision.

4.0 CORROSION MONITORING

Corrosion monitoring is required for MSE walls with steel reinforcement. The Engineer will determine the number of monitoring locations and where to install the instrumentation. Contact the NCDOT Materials & Tests (M&T) Unit before beginning wall construction. M&T will provide the corrosion monitoring instrumentation kits and assistance with installation, if necessary.

5.0 MSE WALL PRECONSTRUCTION MEETING

Before starting MSE wall construction, conduct a preconstruction meeting to discuss the construction and inspection of the MSE walls. Schedule this meeting after all MSE wall submittals have been accepted. The Resident or Bridge Maintenance Engineer, Bridge Construction Engineer, Geotechnical Operations Engineer, Contractor and MSE Wall Installer Superintendent will attend this preconstruction meeting.

6.0 MSE WALL VENDOR SITE ASSISTANCE

Provide a representative employed by the MSE Wall Vendor to assist and guide the MSE Wall Installer on-site for at least 8 hours when the first panels or blocks are set and the first reinforcement layer is placed unless otherwise approved. If problems are encountered

during construction, the Engineer may require the vendor representative to return to the site for a time period determined by the Engineer at no additional cost to the Department.

7.0 CONSTRUCTION METHODS

Control drainage during construction in the vicinity of MSE walls. Collect and direct run off away from MSE walls and wall backfill. Contain and maintain wall backfill and protect material from erosion.

Perform all necessary clearing and grubbing in accordance with Section 200 of the *Standard Specifications*. Excavate as necessary for MSE walls in reasonably close conformity to the accepted submittals.

Unless prohibited by a note on plans, install foundations located within the reinforced zone before placing wall backfill or the first reinforcement layer. Notify the Engineer when foundation excavation is complete. Do not place leveling pad concrete, wall backfill or first reinforcement layer until obtaining approval of the excavation depth and foundation material.

Construct cast-in-place concrete leveling pads at elevations and with dimensions shown in the accepted submittals and in accordance with Section 420 of the *Standard Specifications*. Cure leveling pads a minimum of 24 hours before placing panels or blocks.

Erect and support panels or blocks with no negative batter (wall face leaning forward) such that the final position is as shown in the accepted submittals. Stagger vertical joints of blocks to create a running bond when possible unless shown otherwise in the accepted submittals. Place blocks with a maximum joint width of ½ inch (13 mm) and set panels with a joint width of ½ to 1 inch (13 to 25 mm). Construct MSE walls with a vertical and horizontal tolerance of ¾ inch (19 mm) when measured with a 10 ft (3 m) straight edge and a final overall vertical plumbness (batter) of less than ½ inch per 10 ft (13 mm per 3 m) of wall height.

Place reinforcement at the locations and elevations shown in the accepted submittals. Do not splice reinforcement. Replace any damaged reinforcement to the satisfaction of the Engineer. Contact the Engineer when unanticipated existing or future obstructions such as foundations, guardrail posts, pavements, pipes, inlets or utilities will interfere with reinforcement. To avoid obstructions, deflect, skew and modify reinforcement as shown in the accepted submittals. Place reinforcement in slight tension free of kinks, folds, wrinkles or creases.

Place wall backfill in the reinforced zone in 8 to 10 inch (200 to 250 mm) thick lifts. Compact standard size nos. 2S and 2MS wall backfill in accordance with Subarticle 235-4(C) of the *Standard Specifications*. Use only hand operated compaction equipment within 3 ft (1 m) of the wall face. At a distance greater than 3 ft (1 m), compact wall backfill with at least 4 passes of an 8 – 10 ton (7.3 - 9.1 metric ton) vibratory roller. Smooth wheeled or rubber tired rollers are also acceptable for compacting wall backfill. Do not use sheepsfoot, grid rollers or other types of compaction equipment with feet. Compact wall backfill in a direction parallel to the wall face. Do not damage reinforcement when placing

and compacting wall backfill. End dumping directly on the reinforcement is not permitted. Do not operate heavy equipment on the reinforcement until it is covered with at least 10" (250 mm) of wall backfill. Backfill for wall construction outside the reinforced zone in accordance with Article 410-8 of the *Standard Specifications*.

Place and construct coping as shown in the accepted submittals. Construct cast-in-place concrete coping and moment slabs in accordance with Section 420 of the *Standard Specifications*. Do not remove forms until concrete achieves a minimum compressive strength of 2400 psi (16.5 MPa). Provide a Class 2 Surface Finish for cast-in-place coping in accordance with Article 420-17 of the *Standard Specifications*. Construct concrete barrier rail coping with moment slabs in accordance with the plans and barrier rail coping in accordance with Subarticle 460-3(C) of the *Standard Specifications*.

Construct cast-in-place coping joints at a maximum spacing of 10 ft (3 m) to coincide with vertical joints between the panels or blocks. Half-inch (13 mm) thick expansion joints in accordance with Article 420-10 of the *Standard Specifications* are required every third joint. Half-inch (13 mm) deep grooved contraction joints in accordance with Subarticle 825-10(B) of the *Standard Specifications* are required for the remaining joints. Stop coping reinforcement 2" (50 mm) from either side of expansion joints.

When fabric is required to separate the wall backfill from the overlying fill or aggregate, overlap fabric a minimum of 18" (450 mm) with seams oriented parallel to the wall face. Seal joints above and behind MSE walls between coping and pavements with joint sealer.

8.0 MEASUREMENT AND PAYMENT

MSE Retaining Walls will be measured and paid for at the contract unit price per square foot (square meter) of exposed face area incorporated into the completed and accepted wall. The wall height will be measured as the difference between the top and bottom of wall elevation. The top of wall elevation is defined as the top of coping or concrete barrier rail coping. The bottom of wall elevation is defined as where the finished grade intersects the front face of the MSE wall. No payment will be made for portions of MSE walls below bottom of wall elevations.

Include in the unit bid price for *MSE Retaining Walls* all costs for design, submittals, furnishing labor, tools, equipment and materials, performing any excavation, providing site assistance, leveling pads, facing elements, reinforcement, backfill, fabric, coping and miscellaneous components and any incidentals necessary to design and construct MSE walls in accordance with this provision. If necessary, also include in this unit bid price all costs for concrete barrier rail coping, moment slabs and "Temporary Shoring for Wall Construction" as shown elsewhere in this provision.

Pay Item	**Pay Unit**
MSE Retaining Walls	Square Foot (Square Meter)

FALSEWORK AND FORMWORK (7-18-06)

1.0 DESCRIPTION

Use this Special Provision as a guide to develop temporary works submittals required by the Standard Specifications or other provisions; no additional submittals are required herein. Such temporary works include, but are not limited to, falsework and formwork.

Falsework is any temporary construction used to support the permanent structure until it becomes self-supporting. Formwork is the temporary structure or mold used to retain plastic or fluid concrete in its designated shape until it hardens. Access scaffolding is a temporary structure that functions as a work platform that supports construction personnel, materials, and tools, but is not intended to support the structure. Scaffolding systems that are used to temporarily support permanent structures (as opposed to functioning as work platforms) are considered to be falsework under the definitions given. Shoring is a component of falsework such as horizontal, vertical, or inclined support members. Where the term "temporary works" is used, it includes all of the temporary facilities used in bridge construction that do not become part of the permanent structure.

Design and construct safe and adequate temporary works that will support all loads imposed and provide the necessary rigidity to achieve the lines and grades shown on the plans in the final structure.

2.0 MATERIALS

Select materials suitable for temporary works; however, select materials that also ensure the safety and quality required by the design assumptions. The Engineer has authority to reject material on the basis of its condition, inappropriate use, safety, or nonconformance with the plans. Clearly identify allowable loads or stresses for all materials or manufactured devices on the plans. Revise the plan and notify the Engineer if any change to materials or material strengths is required.

3.0 DESIGN REQUIREMENTS

A. Working Drawings

Provide working drawings for items as specified in the contract, or as required by the Engineer, with design calculations and supporting data in sufficient detail to permit a structural and safety review of the proposed design of the temporary work.

When concrete placement is involved, include data such as the drawings of proposed sequence, rate of placement, direction of placement, and location of all construction joints. Submit the number of copies as called for by the contract.

When required, have the drawings and calculations prepared under the guidance of, and sealed by, a North Carolina Registered Professional Engineer who is knowledgeable in temporary works design.

Design falsework and formwork requiring submittals in accordance with the 1995 AASHTO *Guide Design Specifications for Bridge Temporary Works* except as noted herein.

1. Wind Loads

   Table 2.2 of Article 2.2.5.1 is modified to include wind velocities up to 110 mph (177 km/hr). In addition, Table 2.2A is included to provide the maximum wind speeds by county in North Carolina.

Table 2.2 - Wind Pressure Values

Height Zone feet (m) above ground	Pressure, lb/ft^2 (kPa) for Indicated Wind Velocity, mph (km/hr)				
	70 (112.7)	80 (128.7)	90 (144.8)	100 (160.9)	110 (177.0)
0 to 30 (0 to 9.1)	15 (0.72)	20 (0.96)	25 (1.20)	30 (1.44)	35 (1.68)
30 to 50 (9.1 to 15.2)	20 (0.96)	25 (1.20)	30 (1.44)	35 (1.68)	40 (1.92)
50 to 100 (15.2 to 30.5)	25 (1.20)	30 (1.44)	35 (1.68)	40 (1.92)	45 (2.15)
over 100 (30.5)	30 (1.44)	35 (1.68)	40 (1.92)	45 (2.15)	50 (2.39)

2. Time of Removal

   The following requirements replace those of Article 3.4.8.2.

   Do not remove forms until the concrete has attained strengths required in Article 420-16 of the Standard Specifications and these Special Provisions.

   Do not remove forms until the concrete has sufficient strength to prevent damage to the surface.

Table 2.2A - Steady State Maximum Wind Speeds by Counties in North Carolina

COUNTY	25 YR (mph) (km/hr)	COUNTY	25 YR (mph) (km/hr)	COUNTY	25 YR (mph) (km/hr)
Alamance	70 (112.7)	Franklin	70 (112.7)	Pamlico	100 (160.9)
Alexander	70 (112.7)	Gaston	70 (112.7)	Pasquotank	100 (160.9)
Alleghany	70 (112.7)	Gates	90 (144.8)	Pender	100 (160.9)
Anson	70 (112.7)	Graham	80 (128.7)	Perquimans	100 (160.9)
Ashe	70 (112.7)	Granville	70 (112.7)	Person	70 (112.7)
Avery	70 (112.7)	Greene	80 (128.7)	Pitt	90 (144.8)
Beaufort	100 (160.9)	Guilford	70 (112.7)	Polk	80 (128.7)
Bertie	90 (144.8)	Halifax	80 (128.7)	Randolph	70 (112.7)
Bladen	90 (144.8)	Harnett	70 (112.7)	Richmond	70 (112.7)
Brunswick	100 (160.9)	Haywood	80 (128.7)	Robeson	80 (128.7)
Buncombe	80 (128.7)	Henderson	80 (128.7)	Rockingham	70 (112.7)
Burke	70 (112.7)	Hertford	90 (144.8)	Rowan	70 (112.7)
Cabarrus	70 (112.7)	Hoke	70 (112.7)	Rutherford	70 (112.7)
Caldwell	70 (112.7)	Hyde	110 (177.0)	Sampson	90 (144.8)
Camden	100 (160.9)	Iredell	70 (112.7)	Scotland	70 (112.7)
Carteret	110 (177.0)	Jackson	80 (128.7)	Stanley	70 (112.7)
Caswell	70 (112.7)	Johnston	80 (128.7)	Stokes	70 (112.7)
Catawba	70 (112.7)	Jones	100 (160.9)	Surry	70 (112.7)
Cherokee	80 (128.7)	Lee	70 (112.7)	Swain	80 (128.7)
Chatham	70 (112.7)	Lenoir	90 (144.8)	Transylvania	80 (128.7)
Chowan	90 (144.8)	Lincoln	70 (112.7)	Tyrell	100 (160.9)
Clay	80 (128.7)	Macon	80 (128.7)	Union	70 (112.7)
Cleveland	70 (112.7)	Madison	80 (128.7)	Vance	70 (112.7)
Columbus	90 (144.8)	Martin	90 (144.8)	Wake	70 (112.7)
Craven	100 (160.9)	McDowell	70 (112.7)	Warren	70 (112.7)
Cumberland	80 (128.7)	Mecklenburg	70 (112.7)	Washington	100 (160.9)
Currituck	100 (160.9)	Mitchell	70 (112.7)	Watauga	70 (112.7)
Dare	110 (177.0)	Montgomery	70(112.7)	Wayne	80 (128.7)
Davidson	70 (112.7)	Moore	70 (112.7)	Wilkes	70 (112.7)
Davie	70 (112.7)	Nash	80 (128.7)	Wilson	80 (128.7)
Duplin	90 (144.8)	New Hanover	100 (160.9)	Yadkin	70 (112.7)
Durham	70 (112.7)	Northampton	80 (128.7)	Yancey	70 (112.7)
Edgecombe	80 (128.7)	Onslow	100 (160.9)		
Forsyth	70 (112.7)	Orange	70 (112.7)		

Note on the working drawings any anchorages, connectors, inserts, steel sleeves or other such devices used as part of the falsework or formwork that remains in the permanent structure. If the plan notes indicate that the structure contains the necessary corrosion protection required for a Corrosive Site, epoxy coat, galvanize, metallize or otherwise protect these devices as directed by the Engineer. Any coating required by the Engineer will be considered incidental to the various pay items requiring temporary works.

B. Review and Approval

The Engineer is responsible for the review and approval of temporary works' drawings.

Submit the working drawings sufficiently in advance of proposed use to allow for their review, revision (if needed), and approval without delay to the work.

Do not start construction of any temporary work for which working drawings are required until the drawings have been approved. Such approval does not relieve the Contractor of the responsibility for the accuracy and adequacy of the working drawings.

The time period for review of the working drawings does not begin until complete drawings and design calculations, when required, are received by the Engineer.

On the drawings, show all information necessary to allow the design of any component to be checked independently as determined by the Engineer.

If requested by the Engineer, submit with the working drawings manufacturer's catalog data listing the weight of all construction equipment that will be supported on the temporary work. Show anticipated total settlements and/or deflections of falsework and forms on the working drawings. Include falsework footing settlements, joint take-up, and deflection of beams or girders. Falsework hangers that support concentrated loads and are installed at the edge of thin top flange concrete girders (such as bulb tee girders) shall be spaced so as not to exceed 75% of the manufacturer's stated safe working load. Use of dual leg hangers (such as Meadow Burke HF-42 and HF-43) are not allowed. Design the falsework and forms supporting deck slabs and overhangs on girder bridges so that there will be no differential settlement between the girders and the deck forms during placement of deck concrete.

4.0 CONSTRUCTION REQUIREMENTS

All requirements of Section 420 of the Standard Specifications apply.

Construct temporary works in conformance with the approved working drawings. Ensure that the quality of materials and workmanship employed is consistent with that assumed in the design of the temporary works. Do not weld falsework members to any portion of the permanent structure unless approved. Show any welding to the permanent structure on the approved construction drawings.

Provide tell-tales attached to the forms and extending to the ground, or other means, for accurate measurement of falsework settlement. Make sure that the anticipated compressive settlement and/or deflection of falsework does not exceed 1 inch (25 mm). For cast-in-place concrete structures, make sure that the calculated deflection of falsework flexural members does not exceed 1/240 of their span regardless of whether or not the deflection is compensated by camber strips.

A. Maintenance and Inspection

Inspect and maintain the temporary work in an acceptable condition throughout the period of its use. Certify that the manufactured devices have been maintained in a condition to allow them to safely carry their rated loads. Clearly mark each piece so that its capacity can be readily determined at the job site.

Perform an in-depth inspection of an applicable portion(s) of the temporary works, in the presence of the Engineer, not more than 24 hours prior to the beginning of each concrete placement. Inspect other temporary works at least once a month to ensure that they are functioning properly. Have a North Carolina Registered Professional Engineer inspect the cofferdams, shoring, sheathing, support of excavation structures, and support systems for load tests prior to loading.

B. Foundations

Determine the safe bearing capacity of the foundation material on which the supports for temporary works rest. If required by the Engineer, conduct load tests to verify proposed bearing capacity values that are marginal or in other high-risk situations.

The use of the foundation support values shown on the contract plans of the permanent structure is permitted if the foundations are on the same level and on the same soil as those of the permanent structure.

Allow for adequate site drainage or soil protection to prevent soil saturation and washout of the soil supporting the temporary works supports.

If piles are used, the estimation of capacities and later confirmation during construction using standard procedures based on the driving characteristics of the pile is permitted. If preferred, use load tests to confirm the estimated capacities; or, if required by the Engineer conduct load tests to verify bearing capacity values that are marginal or in other high risk situations.

The Engineer reviews and approves the proposed pile and soil bearing capacities.

5.0 REMOVAL

Unless otherwise permitted, remove and keep all temporary works upon completion of the work. Do not disturb or otherwise damage the finished work.

Remove temporary works in conformance with the contract documents. Remove them in such a manner as to permit the structure to uniformly and gradually take the stresses due to its own weight.

6.0 METHOD OF MEASUREMENT

Unless otherwise specified, temporary works will not be directly measured.

7.0 BASIS OF PAYMENT

Payment at the contract unit prices for the various pay items requiring temporary works will be full compensation for the above falsework and formwork.

SUBMITTAL OF WORKING DRAWINGS (9-16-08)

1.0 GENERAL

Submit working drawings in accordance with Article 105-2 of the *Standard Specifications* and this provision. For this provision, "submittals" refers to only those listed in this provision. The list of submittals contained herein does not represent a list of required submittals for the project. Submittals are only necessary for those items as required by the contract. Make submittals that are not specifically noted in this provision directly to the Resident Engineer. Either the Structure Design Unit or the Geotechnical Engineering Unit or both units will jointly review submittals.

If a submittal contains variations from plan details or specifications or significantly affects project cost, field construction or operations, discuss the submittal with and submit all copies to the Resident Engineer. State the reason for the proposed variation in the submittal. To minimize review time, make sure all submittals are complete when initially submitted. Provide a contact name and information with each submittal. Direct any questions regarding submittal requirements to the Resident Engineer, Structure Design Unit contacts or the Geotechnical Engineering Unit contacts noted below.

In order to facilitate in-plant inspection by NCDOT and approval of working drawings, provide the name, address and telephone number of the facility where fabrication will actually be done if different than shown on the title block of the submitted working drawings. This includes, but is not limited to, precast concrete items, prestressed concrete items and fabricated steel or aluminum items.

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2.0 ADDRESSES AND CONTACTS

For submittals to the Structure Design Unit, use the following addresses:

Via US mail:

Mr. G. R. Perfetti, P. E.
State Bridge Design Engineer
North Carolina Department
of Transportation
Structure Design Unit
1581 Mail Service Center
Raleigh, NC 27699-1581

Attention: Mr. P. D. Lambert, P. E.

Via other delivery service:

Mr. G. R. Perfetti, P. E.
State Bridge Design Engineer
North Carolina Department
of Transportation
Structure Design Unit
1000 Birch Ridge Drive
Raleigh, NC 27610

Attention: Mr. P. D. Lambert, P. E.

For submittals to the Geotechnical Engineering Unit, use the following addresses:

For projects in Divisions 1-7, use the following Eastern Regional Office address:

Via US mail:

Mr. K. J. Kim, Ph. D., P. E.
Eastern Regional Geotechnical
Manager
North Carolina Department
of Transportation
Geotechnical Engineering Unit
Eastern Regional Office
1570 Mail Service Center
Raleigh, NC 27699-1570

Via other delivery service:

Mr. K. J. Kim, Ph. D., P. E.
Eastern Regional Geotechnical
Manager
North Carolina Department
of Transportation
Geotechnical Engineering Unit
Eastern Regional Office
3301 Jones Sausage Road, Suite 100
Garner, NC 27529

For projects in Divisions 8-14, use the following Western Regional Office address:

Via US mail:

Mr. John Pilipchuk, L. G., P. E.
Western Regional Geotechnical
Manager
North Carolina Department
of Transportation
Geotechnical Engineering Unit
Western Regional Office
5253 Z Max Boulevard
Harrisburg, NC 28075

Via other delivery service:

Mr. John Pilipchuk, L. G., P. E.
Western Region Geotechnical
Manager
North Carolina Department
of Transportation
Geotechnical Engineering Unit
Western Regional Office
5253 Z Max Boulevard
Harrisburg, NC 28075

Direct any questions concerning submittal review status, review comments or drawing markups to the following contacts:

Primary Structures Contact:
Paul Lambert
(919) 250 – 4041
(919) 250 – 4082 facsimile
plambert@ncdot.gov

Secondary Structures Contacts:
James Gaither (919) 250 – 4042
David Stark (919) 250 – 4044

Eastern Regional Geotechnical Contact (Divisions 1-7):
K. J. Kim
(919) 662 – 4710
(919) 662 – 3095 facsimile
kkim@ncdot.gov

Western Regional Geotechnical Contact (Divisions 8-14):
John Pilipchuk
(704) 455 – 8902
(704) 455 – 8912 facsimile
jpilipchuk@ncdot.gov

3.0 SUBMITTAL COPIES

Furnish one complete copy of each submittal, including all attachments, to the Resident Engineer. At the same time, submit the number of hard copies shown below of the same complete submittal directly to the Structure Design Unit and/or the Geotechnical Engineering Unit.

The first table below covers "Structure Submittals". The Resident Engineer will receive review comments and drawing markups for these submittals from the Structure Design Unit. The second table in this section covers "Geotechnical Submittals". The Resident Engineer will receive review comments and drawing markups for these submittals from the Geotechnical Engineering Unit.

Unless otherwise required, submit one set of supporting calculations to either the Structure Design Unit or the Geotechnical Engineering Unit unless both units require submittal copies in which case submit a set of supporting calculations to each unit. Provide additional copies of any submittal as directed by the Engineer.

STRUCTURE SUBMITTALS

Submittal	Copies Required by Structure Design Unit	Copies Required by Geotechnical Engineering Unit	Contract Reference Requiring Submittal [1]
Arch Culvert Falsework	5	0	Plan Note, SN Sheet & "Falsework and Formwork"
Box Culvert Falsework [7]	5	0	Plan Note, SN Sheet & "Falsework and Formwork"
Cofferdams	6	2	Article 410-4
Evazote Joint Seals [6]	9	0	"Evazote Joint Seals"
Expansion Joint Seals (hold down plate type with base angle)	9	0	"Expansion Joint Seals"
Expansion Joint Seals (modular)	2, then 9	0	"Modular Expansion Joint Seals"
Expansion Joint Seals (strip seals)	9	0	"Strip Seals"
Falsework & Forms [2] (substructure)	8	0	Article 420-3 & "Falsework and Formwork"
Falsework & Forms (superstructure)	8	0	Article 420-3 & "Falsework and Formwork"
Girder Erection over Railroad	5	0	Railroad Provisions
Maintenance and Protection of Traffic Beneath Proposed Structure	8	0	"Maintenance and Protection of Traffic Beneath Proposed Structure at Station ___"
Metal Bridge Railing	8	0	Plan Note
Metal Stay-in-Place Forms	8	0	Article 420-3
Metalwork for Elastomeric Bearings [4,5]	7	0	Article 1072-10

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Miscellaneous Metalwork [4,5]	7	0	Article 1072-10
Optional Disc Bearings [4]	8	0	"Optional Disc Bearings"
Overhead Signs	13	0	Article 903-3(C) & Applicable Provisions
Pile Splicers	7	2	Subarticle 450-7(C) & "Piles"
Pile Points	7	2	Subarticle 450-7(D) & "Piles"
Placement of Equipment on Structures (cranes, etc.)	7	0	Article 420-20
Pot Bearings [4]	8	0	"Pot Bearings"
Precast Concrete Box Culverts	2, then 1 reproducible	0	"Optional Precast Reinforced Concrete Box Culvert at Station ___"
Precast Retaining Wall Panels	10	1	Article 1077-2
Prestressed Concrete Cored Slab (detensioning sequences) [3]	6	0	Article 1078-11
Prestressed Concrete Deck Panels	6 and 1 reproducible	0	Article 420-3
Prestressed Concrete Girder (strand elongation and detensioning sequences)	6	0	Articles 1078-8 and 1078-11
Removal of Existing Structure over Railroad	5	0	Railroad Provisions
Revised Bridge Deck Plans (adaptation to prestressed deck panels)	2, then 1 reproducible	0	Article 420-3
Revised Bridge Deck Plans (adaptation to modular expansion joint seals)	2, then 1 reproducible	0	"Modular Expansion Joint Seals"
Sound Barrier Wall Casting Plans	10	0	Article 1077-2 & "Sound Barrier Wall"
Sound Barrier Wall Steel Fabrication Plans [5]	7	0	Article 1072-10 & "Sound Barrier Wall"
Structural Steel [4]	2, then 7	0	Article 1072-10

Temporary Detour Structures	10	2	Article 400-3 & "Construction, Maintenance and Removal of Temporary Structure at Station ____"
TFE Expansion Bearings [4]	8	0	Article 1072-10

FOOTNOTES

1. References are provided to help locate the part of the contract where the submittals are required. References in quotes refer to the provision by that name. Articles and subarticles refer to the *Standard Specifications*.
2. Submittals for these items are necessary only when required by a note on plans.
3. Submittals for these items may not be required. A list of pre-approved sequences is available from the producer or the Materials & Tests Unit.
4. The fabricator may submit these items directly to the Structure Design Unit.
5. The two sets of preliminary submittals required by Article 1072-10 of the *Standard Specifications* are not required for these items.
6. Submittals for Fabrication Drawings are not required. Submittals for Catalogue Cuts of Proposed Material are required. See Section 5.A of the referenced provision.
7. Submittals are necessary only when the top slab thickness is 18" or greater.

GEOTECHNICAL SUBMITTALS

Submittal [1]	Copies Required by Geotechnical Engineering Unit	Copies Required by Structure Design Unit	Contract Reference Requiring Submittal [2]
Crosshole Sonic Logging (CSL) Reports	1	0	"Crosshole Sonic Logging"
Drilled Pier Construction Sequence Plans	1	0	"Drilled Piers"
Pile Driving Analyzer (PDA) Reports	2	0	"Pile Driving Analyzer"
Pile Driving Equipment Data [3]	1	0	Article 450-5 & "Piles"
Retaining Walls	8	2	Applicable Provisions
Contractor Designed Shoring	7	2	"Temporary Shoring", "Anchored Temporary Shoring" & "Temporary Soil Nail Walls"

FOOTNOTES

1. With the exception of "Pile Driving Equipment Data", electronic copies of geotechnical submittals are required. See referenced provision.

2. References are provided to help locate the part of the contract where the submittals are required. References in quotes refer to the provision by that name. Articles refer to the *Standard Specifications*.

3. Download Pile Driving Equipment Data Form from following link:
http://www.ncdot.org/doh/preconstruct/highway/geotech/formdet/
Submit one hard copy of the completed form to the Resident Engineer. Submit a second copy of the completed form electronically, by facsimile or via US Mail or other delivery service to the Geotechnical Engineering Unit. Electronic submission is preferred. See second page of form for submittal instructions.

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CRANE SAFETY (8-15-05)

Comply with the manufacturer specifications and limitations applicable to the operation of any and all cranes and derricks. Prime contractors, sub-contractors, and fully operated rental companies shall comply with the current Occupational Safety and Health Administration regulations (OSHA).

Submit all items listed below to the Engineer prior to beginning crane operations involving critical lifts. A critical lift is defined as any lift that exceeds 75 percent of the manufacturer's crane chart capacity for the radius at which the load will be lifted or requires the use of more than one crane. Changes in personnel or equipment must be reported to the Engineer and all applicable items listed below must be updated and submitted prior to continuing with crane operations.

CRANE SAFETY SUBMITTAL LIST

A. **Competent Person:** Provide the name and qualifications of the "Competent Person" responsible for crane safety and lifting operations. The named competent person will have the responsibility and authority to stop any work activity due to safety concerns.

B. **Riggers:** Provide the qualifications and experience of the persons responsible for rigging operations. Qualifications and experience should include, but not be limited to, weight calculations, center of gravity determinations, selection and inspection of sling and rigging equipment, and safe rigging practices.

C. **Crane Inspections:** Inspection records for all cranes shall be current and readily accessible for review upon request.

D. **Certifications:** **By July 1, 2006**, crane operators performing critical lifts shall be certified by NC CCO (National Commission for the Certification of Crane Operators), or satisfactorily complete the Carolinas AGC's Professional Crane Operator's Proficiency Program. Other approved nationally accredited programs will be considered upon request. All crane operators shall also have a current CDL medical card. Submit a list of anticipated critical lifts and corresponding crane operator(s). Include current certification for the type of crane operated (small hydraulic, large hydraulic, small lattice, large lattice) and medical evaluations for each operator.

PILES (10-21-08)

Remove Section 450 of the *Standard Specifications* and replace with the following.

1.0 DESCRIPTION

Furnish and install steel and prestressed concrete piles with the required resistance, penetration into natural ground and embedment in the cap or footing in accordance with the Contract and accepted submittals. Drive and drill in piles and use pile tips and accessories as shown on plans. Preauger through embankments, galvanize, restrike, redrive, splice, cut

off and build up piles and perform pile driving analyzer (PDA) testing as necessary or required.

2.0 MATERIALS

Refer to Division 10 of the *Standard Specifications*:

Item	Section
Flowable Fill, Non-Excavatable	340
Portland Cement Concrete	1000
Reinforcing Steel	1070
Steel Plates	1072
Steel and Prestressed Concrete Piles	1084

For drilled-in piles, use Class A Concrete in accordance with Article 1000-4 of the *Standard Specifications* except as modified herein. Provide concrete with a slump of 6 to 8 inches (150 to 200 mm). Use an approved high-range water reducer to achieve this slump.

For galvanized steel piles, see Section 1076 of the *Standard Specifications*. Submit pile splicers and steel pile points with the manufacturer's attachment instructions for review and acceptance before using splicers or points.

3.0 PILE LENGTHS

The estimated pile lengths shown on the plans are for bid purposes only. Provide piles of sufficient lengths for the required resistance, penetration into natural ground and embedment in the cap or footing. At the Contractor's option and no additional cost to the Department, make investigations as necessary to determine required pile lengths.

4.0 CONSTRUCTION METHODS

A. Handling and Storing Piles

Handle, transport and store piles so that piles are kept clean and undamaged. Do not use chains, cables or hooks that can damage or scar piles. Do not damage coatings on steel piles. When handling prestressed concrete piles, support piles at pick-up points as shown on the plans.

Protect steel piles as far as practicable from corrosion. Store piles above ground upon platform skids, or other supports, and keep free from dirt, grease, vegetation and other foreign material. Damaged, bent or cracked piles will be rejected.

B. Pile Installation

If applicable, completely excavate for caps and footings before installing piles. If applicable and unless noted otherwise on the plans, construct embankments to bottom of cap or footing elevations for a horizontal distance of 50 ft (15 m) from any pile except where fill slopes are within 50 ft (15 m) of a pile.

Install piles with the following tolerances.

1. Axial alignment within ¼ inch per foot (21 mm per meter) of vertical or batter shown on the plans

2. Horizontal alignment within 3" (75 mm) of plan location, longitudinally and transversely

3. Pile embedment in the cap or footing within 3" (75 mm) more and 2" (50 mm) less of the embedment shown on the plans

No additional payment will be made for increased cap or footing dimensions due to piles installed out of position.

If necessary, build up prestressed concrete piles or splice steel piles as shown on the plans. Do not use more than 3 sections (2 splices) of steel piling per pile. Cut off piles at required elevations along a plane normal to the axis of the pile as necessary. Do not damage or spall piles when cutting off prestressed concrete piles.

C. Pile Accessories

If required, use pile accessories including steel pile points, pipe pile plates and pile splicers as shown on the plans. Perform any welding in accordance with Article 1072-20 of the *Standard Specifications* and the accepted submittals. Weld steel plates with the specified dimensions to pipe piles as shown on the plans.

Attach steel pile points to steel piles in accordance with the manufacturer's instructions and accepted submittals. The minimum weld length is twice the flange width for H piles.

Use steel pile tips with prestressed concrete piles as shown on the plans. Use pile splicers for splicing steel pile tips. Attach pile splicers in accordance with the manufacturer's instructions and accepted submittals.

D. Driven Piles

Drive piles in accordance with the accepted submittals and this provision. Unless otherwise approved, do not drive piles within 50 ft (15 m) of cast-in-place concrete until the concrete cures for at least 3 days.

When preaugering before driving piles or using a vibratory hammer to install the initial portions of steel piles, submit these pile installation methods with the proposed pile driving methods and equipment for review and acceptance. The Engineer will approve the preaugering depth, auger diameter and depth of pile installation with the vibratory hammer. Do not use vibratory hammers to install prestressed concrete piles.

Limit driving stresses in accordance with the *AASHTO LRFD Bridge Design Specifications*. If a tip elevation is noted on the plans, drive piles to the minimum

required driving resistance and tip elevation. Otherwise, drive piles to the minimum required driving resistance and a penetration into natural ground of at least 10 ft (3 m). Also, drive piles to the required tip elevation or penetration into natural ground, whichever is lower, in a continuous operation unless stopped due to exceeding the maximum blow count or driving stresses, insufficient pile length or other approved reasons. Natural ground within an area of a new embankment is defined as the bottom of the embankment or footings, whichever is lower.

Protect coatings in an approved manner when driving steel piles through templates. Redrive piles raised or moved laterally due to driving adjacent piles.

1. Driving Equipment

   Submit the proposed pile driving methods and equipment (pile driving equipment data form) including the pile driving hammer, hammer cushion, pile helmet and cushion for review and acceptance. Do not submit more than two pile driving hammers per pile type per submittal. Submit this information for review and acceptance at least 30 calendar days before driving piles. All equipment is subject to satisfactory field performance.

   Drive piles with accepted driving equipment using air, steam or diesel hammers. Use pile driving hammers that will not overstress piles and provide the required driving resistance at a blows per foot ranging from 30 to 180. Use a variable energy hammer to drive prestressed concrete piles.

   Operate air and steam hammers within the manufacturer's specified ranges and 10% of the manufacturer's rated speed in blows per minute or a rate approved by the Engineer. Use a plant and equipment for air or steam hammers with sufficient capacity to maintain, under working conditions, the volume and pressure specified by the manufacturer. Equip the plant and equipment with accurate pressure gauges that are easily accessible. Provide striking parts of air and steam hammers that weigh at least one-third the weight of the pile helmet and pile, with a minimum weight of 2,750 lbs.

   Equip open-end (single acting) diesel hammers with a graduated scale (jump stick) extending above the ram cylinder, graduated rings or grooves on the ram or an electric sound activated remote measuring instrument to determine the hammer stroke during driving. Equip closed-end (double acting) diesel hammers with a calibrated bounce chamber pressure gauge mounted near the ground and provide a current calibrated chart or graph equating bounce chamber pressure and gauge hose length to equivalent energy. Submit this chart or graph with the proposed pile driving methods and equipment for closed-end diesel hammers.

   Hold pile heads in position with pile helmets that closely fit over the pile heads and extend down the sides of piles a sufficient distance. Protect pile heads of prestressed concrete piles from direct impact with accepted pile cushions. Use pile cushions made of pine plywood with a minimum thickness of 4" (100 mm). Unless

otherwise approved, provide a new pile cushion for each prestressed concrete pile. Replace pile cushions during driving when a cushion is compressed more than one-half its original thickness or begins to burn.

The Engineer may inspect the hammer cushion before beginning driving and periodically throughout the project. Expose the hammer cushion for inspection as directed by the Engineer. Replace or repair any hammer cushion that is less than 25% of its original thickness.

2. Required Driving Resistance

The Engineer will determine the acceptability of the proposed pile driving methods and equipment and provide the blows per foot and equivalent set for 10 blows for the required driving resistance. The minimum required driving resistance is equal to the factored resistance noted on the plans plus any additional resistance for downdrag and scour, if applicable, divided by a resistance factor. When performing PDA testing in accordance with the *AASHTO LRFD Bridge Design Specifications*, the resistance factor is 0.75. Otherwise, the resistance factor for 0the wave equation analysis is 0.60.

Unless otherwise approved, stop driving piles when refusal is reached. Refusal is defined as 240 blows per foot or any equivalent set.

3. Redriving Piles

Once the required pile penetration is achieved, the Contractor may choose to or the Engineer may require the Contractor to stop driving, wait and restrike or redrive piles to achieve the required driving resistance. If the Contractor chooses to restrike or redrive piles, no payment will be made for restrikes or redrives. If the Engineer requires the Contractor to restrike or redrive piles, payment will be made in accordance with this provision. When the Engineer requires restrikes or redrives, the Engineer will determine the number of restrikes or redrives and the time to wait after stopping driving and between restrikes and redrives. The time to wait will range from 4 to 24 hours.

Use the same pile driving methods, equipment and compressed pile cushion from the previous driving to restrike or redrive the pile unless the cushion is unacceptable due to deterioration. Do not use a cold diesel hammer for a restrike or redrive, unless it is impractical to do otherwise as determined by the Engineer. In general, warm up the hammer by applying at least 20 blows to a previously driven pile or timber mats on the ground.

4. Pile Driving Analyzer

If required, test piles with a pile driving analyzer (PDA) manufactured by Pile Dynamics, Inc., analyze data and provide PDA reports. Perform PDA testing in accordance with ASTM D4945. Either the Engineer will perform the PDA testing and analysis or use a PDA Consultant prequalified by the NCDOT Construction

Unit for Pile Driving Analyzer Work (work code 3060) to perform the PDA testing and analysis and provide a PDA report.

The Engineer will determine the number of piles and which piles to be tested with a PDA. Do not drive piles with a PDA until the proposed pile driving methods and equipment has been preliminarily accepted. Notify the Engineer of the pile driving schedule a minimum of 7 calendar days in advance.

The Engineer will complete the review and acceptance of the proposed pile driving methods and equipment and provide the blows per foot and equivalent set for 10 blows for the required driving resistance within 10 calendar days after the Engineer receives the PDA report or the Engineer finishes PDA testing. A PDA report for or PDA testing on multiple piles may be required as determined by the Engineer before the 10 day time period begins.

a. Preparation

Provide piles for PDA testing that are 5 ft (1.5 m) longer than the estimated pile lengths shown on the plans. Supply an AC electrical power source of a voltage and frequency suitable for computer equipment.

Provide a shelter to protect the PDA equipment and operator from conditions of sun, water, wind and temperature. The shelter should have a minimum floor size of 6 ft by 6 ft (1.8 m by 1.8 m) and a minimum roof height of 8 ft (2.4 m). If necessary, heat or cool the shelter to maintain a temperature between 50 and 85 degrees F (10 and 30 degrees C). Place the shelter within 75 ft (23 m) of the pile such that the PDA cables reach the computer and the operator can clearly observe the pile. The Engineer may waive the shelter requirement if weather conditions allow.

Drill up to a total of 16 bolt holes in either 2 or 4 sides of the pile, as directed by the PDA Consultant or Engineer, at an approximate distance equal to 3 times the pile diameter below the pile head. If the PDA Consultant or Engineer chooses to drill the bolt holes, provide the necessary equipment, tools and assistance to do so. A hammer drill is required for concrete piles. Allow for 2 hours per pile to drill holes.

Lift, align and rotate the pile to be tested with a PDA as directed by the PDA Consultant or Engineer. Place the pile in the leads and template so that the PDA instruments and their accompanying wires will not be damaged. Attach PDA instruments as directed by the PDA Consultant or Engineer after the pile is placed in the leads and the template.

b. Testing

Use only the preliminarily accepted pile driving methods and equipment to drive piles with the PDA instruments attached. Drive piles in accordance with this provision and as directed by the PDA Operator or Engineer. The PDA

Operator or Engineer may require the Contractor to modify the pile installation procedure during driving. Dynamic measurements will be recorded and used to evaluate the hammer performance, driving resistance and stresses, energy transfer, pile integrity and various soil parameters such as quake and damping.

If required, reattach the PDA instruments and restrike or redrive the pile in accordance with this provision. Obtain the required stroke and at least 6" (150 mm) of penetration as directed by the PDA Operator or Engineer. Dynamic measurements will be recorded during restriking and redriving. The Engineer will determine when PDA testing has been satisfactorily completed.

The Contractor is responsible in terms of both actual expense and time delays for any damage to the PDA instruments and supporting equipment due to the Contractor's fault or negligence. Replace any damaged equipment at no additional cost to the Department.

c. Analysis

When using a PDA Consultant, analyze data with the CAse Pile Wave Analysis Program (CAPWAP), version 2006 or later. At a minimum, analysis is required for a hammer blow near the end of initial drive and for each restrike and redrive. Additional CAPWAP analysis may be required as determined by the PDA Consultant or Engineer.

d. Report

When using a PDA Consultant, submit three hard copies and an electronic copy (PDF on CD or DVD) of PDA reports sealed by a Professional Engineer registered in North Carolina within 7 calendar days of completing field testing. Include the following in the PDA Report:

i. Title Sheet

- NCDOT TIP number and WBS element number
- Project description
- County
- Bridge station number
- Pile location
- Personnel
- Report date

ii. Introduction

iii. Site and Subsurface Conditions (including water table elevation)

iv. Pile Details

- Pile type and length
- Required driving resistance and resistance factor
- Concrete compressive strength and/or steel pile yield strength
- Pile splice type and locations
- Pile batter
- Installation methods including use of jetting, preaugering, spudding, vibratory hammer, template, barge, etc.

v. Driving Details

- Hammer make, model and type
- Hammer and pile cushion type and thickness
- Pile helmet weight
- Hammer efficiency and operation data including fuel settings, bounce chamber pressure, blows per minute, equipment volume and pressure
- Ground or mud line elevation and template reference elevation at the time of driving
- Final pile tip elevation
- Driving data (ram stroke, blows per foot (0.3 meter) and set for last 10 hammer blows)
- Restrike and redrive information

vi. PDA Field Work Details

vii. CAPWAP Analysis Results

- Table showing percent skin and tip, skin and toe damping, skin and toe quake and match quality

viii. Summary/Conclusions

ix. Attachments

- Boring log(s)
- Pile driving equipment data form (from Contractor)
- Field pile driving inspection data (from Engineer)
- Accelerometer and strain gauge locations

- Accelerometer and strain gauge serial numbers and calibration information
- PDA hardware model and CAPWAP software version information
- Electronic copy of all PDA data and executable CAPWAP input and output files

E. Drilled-in Piles

If required, perform pile excavation to specified elevations shown on the plans. Excavate holes with diameters that will result in at least 3" (75 mm) of clearance all around piles. Before filling holes, support and center piles in excavations and when noted on the plans, drive piles to the required driving resistance. Remove any fluid from excavations, and at the Contractor's option, fill holes with either concrete or flowable fill unless required otherwise in the Contract.

1. Pile Excavation

Use equipment of adequate capacity and capable of drilling through soil, rock, boulders, debris, man-made objects and any other materials encountered. Blasting is not permitted to advance excavations. Blasting for core removal is only permitted when approved by the Engineer. Dispose of drilling spoils in accordance with Section 802 of the *Standard Specifications* and as directed by the Engineer. Drilling spoils consist of all excavated materials including fluids removed from excavations by pumps or drilling tools.

If unstable, caving or sloughing soils are anticipated or encountered, stabilize excavations with either slurry or steel casing. When using slurry, submit slurry details including product information, manufacturer's recommendations for use, slurry equipment details and written approval from the slurry supplier that the mixing water is acceptable before beginning drilling. When using steel casing, use either the sectional type or one continuous corrugated or non-corrugated piece. Steel casings should consist of clean watertight steel of ample strength to withstand handling and driving stresses and the pressures imposed by concrete, earth and backfill. Use steel casings with an outside diameter equal to the hole size and a minimum wall thickness of ¼ inch (6 mm).

2. Filling Holes

Check the water inflow rate at the bottom of holes after all pumps have been removed. If the inflow rate is less than 6" (150 mm) per half hour, remove any fluid and free fall concrete or flowable fill into excavations. Ensure that concrete or flowable fill flows completely around piles. If the water inflow rate is greater than 6" (150 mm) per half hour, propose and obtain acceptance of a procedure for placing concrete or flowable fill before filling holes. Place concrete or flowable fill in a continuous manner and remove all casings.

5.0 MEASUREMENT AND PAYMENT

_____ *Prestressed Concrete Piles*, _____ *Steel Piles* and _____ *Galvanized Steel Piles* will be measured and paid for in linear feet (meters). The quantity of piles will be measured as the pile length before installation minus any pile cut-offs. No payment will be made for pile cut-offs or cutting off piles. No payment will be made for damaged, defective or rejected piles or any piles for falsework, bracing, templates or temporary work bridges. The contract unit price bid for _____ *Prestressed Concrete Piles*, _____ *Steel Piles* and _____ *Galvanized Steel Piles* will also be full compensation for driving piles and any preaugering.

For driven piles, once the required resistance and pile penetration is achieved, the Contractor may drive the remaining portion of piles to grade in lieu of cutting off piles provided the remaining portions do not exceed 5 ft (1.5 m) and the piles can be driven without being damaged or reaching the maximum blow count or refusal. When this occurs, the additional length of piles driven will be measured and paid for at the contract unit price bid for _____ *Prestressed Concrete Piles*, _____ *Steel Piles* and _____ *Galvanized Steel Piles*.

For prestressed concrete piles that are built up, the build-up will be measured and paid for at the contract unit price bid for _____ *Prestressed Concrete Piles*. Steel pile tips are not included in the quantity of prestressed concrete piles. No separate payment will be made for steel pile tips or pile splicers and any associated hardware or welding. Steel pile tips and pile splicers will be considered incidental to the contract unit price bid for _____ *Prestressed Concrete Piles*.

Steel Pile Points and *Pipe Pile Plates* will be measured and paid for in units of each.

Pile Redrives will be measured and paid for in units of each. The quantity of pile redrives will be measured as the number of restrikes or redrives required by the Engineer. No payment will be made for restrikes or redrives when the Contractor chooses to restrike or redrive piles.

PDA Testing will be measured and paid for in units of each. No payment for *PDA Testing* will be made if the Engineer performs PDA testing. If the Engineer does not perform PDA testing, the quantity of *PDA Testing* per pile will be one. The contract unit price bid for *PDA Testing* will be full compensation for performing PDA testing the first time a pile is tested with a PDA, performing analysis on data collected during initial drive, restrikes and redrives and providing the PDA report. Subsequent PDA testing of the same piles will be considered incidental to the contract unit price bid for *Pile Redrives*.

PDA Assistance will be measured and paid for in units of each. The quantity of *PDA Assistance* per pile will be one. The contract unit price bid for *PDA Assistance* will be full compensation for the Contractor's assistance to perform the PDA testing during initial drive, restrikes and redrives.

Pile Excavation in Soil and *Pile Excavation Not in Soil* will be measured and paid for in linear feet (meters). Not in soil is defined as material with a rock auger penetration rate of

less than 2" (50 mm) per 5 minutes of drilling at full crowd force. Once not in soil is encountered, seams, voids and weathered rock less than 3 ft (1 m) thick with a rock auger penetration rate of greater than 2" (50 mm) per 5 minutes of drilling at full crowd force will be paid for at the contract unit price bid for *Pile Excavation Not in Soil*. Seams, voids and weathered rock greater than 3 ft (1 m) thick will be paid for at the contract unit price bid for *Pile Excavation in Soil* where not in soil is no longer encountered. The contract unit price bid for *Pile Excavation in Soil* and *Pile Excavation Not in Soil* will also be full compensation for filling holes with either concrete or flowable fill.

Payment will be made under:

Pay Item	**Pay Unit**
_____ Prestressed Concrete Piles	Linear Foot (Meter)
_____ Steel Piles	Linear Foot (Meter)
_____ Galvanized Steel Piles	Linear Foot (Meter)
Steel Pile Points	Each
Pipe Pile Plates	Each
Pile Redrives	Each
PDA Testing	Each
PDA Assistance	Each
Pile Excavation in Soil	Linear Foot (Meter)
Pile Excavation Not in Soil	Linear Foot (Meter)

SHIPPING STEEL STRUCTURAL MEMBERS **(7-18-06)**

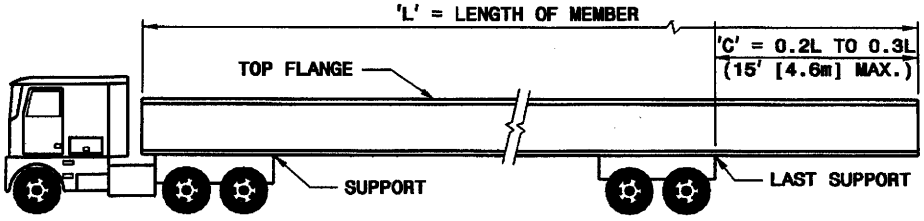
Section 1072-23 Marking and Shipping

Add the following paragraphs after the third paragraph of the Section.

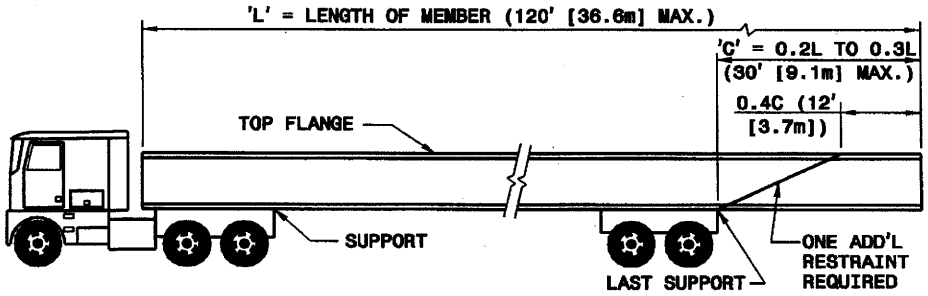
Load and ship steel beams and girders in accordance with the Figure below for all types of transportation.

Below is the sketches provided to Materials and Tests Unit on May 8, 1991. When the contractor wishes to place members on trucks not in accordance with these limits, to ship by rail, to attach shipping restraints to the members, to ship horizontally curved steel members, or to invert members, he shall submit a shipping plan prior to shipping. See also Article 1072-11.

LIMITS FOR PLACEMENT OF BEAMS AND GIRDERS DURING SHIPMENT



WHEN 'C' = 15' (4.6m) OR LESS



WHEN 'C' = OVER 15' (4.6m) THRU 30' (9.1m)

L		MIN. 'C'		MAX 'C'
75 (22.9m)		15 (4.6m)		22½(6.9m)
80 (24.4m)		16 (4.9m)		24 (7.3m)
85 (25.9m)		17 (5.2m)	0.3L	25½(7.8m)
90 (27.4m)		18 (5.5m)		27 (8.2m)
95 (29.0m)	0.2L	19 (5.8m)		28½(8.7m)
100 (30.5m)		20 (6.1m)		30 (9.1m)
105 (32.0m)		21 (6.4m)		30 (9.1m)
110 (33.5m)		22 (6.7m)		30 (9.1m)
115 (35.1m)		23 (7.0m)		30 (9.1m)
120 (36.6m)		24 (7.3m)		30 (9.1m)

NOTES: ALL DIMENSIONS ARE IN FEET (METERS).
TRUCK LOADING SHOWN FOR SIMPLICITY
DIMENSIONS APPLY TO ALL TYPES OF SHIPMENTS.

HIGH STRENGTH BOLTS **(11-17-06)**

In Section 440-8(A) of the Standard Specifications, revise the third paragraph and insert a new paragraph four, respectively, as follows:

"Make sure that plain bolts and washers have a thin coat of lubricant at the time of installation."

"Use nuts that are pre-waxed by the producer/supplier prior to shipping to the project."

VERTICAL CONCRETE BARRIER RAIL **(SPECIAL)**

Use Vertical Concrete Barrier Rail in accordance with the concrete barrier rail provisions of Section 460 of the Standard Specifications. Replace references to "concrete barrier rail" with "vertical concrete barrier rail".

Payment will be made under:

Vertical Concrete Barrier Rail.....Linear Feet