



**Project Special Provisions
Structures**

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PROJECT SPECIAL PROVISIONS
STRUCTURES

PROJECT I-4025A

YADKIN-SURRY COUNTIES

MAINTENANCE AND PROTECTION OF TRAFFIC
BENEATH PROPOSED STRUCTURE AT STATION 28+95.00 - SBL-

(8-13-04)

1.0 GENERAL

Maintain traffic on NC 268 as shown in Traffic Control Plans and as directed by the Engineer.

Provide a minimum temporary vertical clearance of 16'-0" at all times during construction.

Submit plans and calculations for review and approval for protecting traffic and bracing girders, as described herein, at the above station before beginning work at this location. Have the drawings and design calculations prepared, signed, and sealed by a North Carolina Registered Professional Engineer. The approval of the Engineer will not relieve the Contractor of the responsibility for the safety of the method or equipment.

2.0 PROTECTION OF TRAFFIC

Protect traffic from any operation that affords the opportunity for construction materials, equipment, tools, etc. to be dropped into the path of traffic beneath the structure. Based on Contractor means and methods determine and clearly define all dead and live loads for this system, which, at a minimum, shall be installed between beams or girders over any travelway or shoulder area where traffic is maintained. Install the protective system before beginning any construction operations over traffic. In addition, for these same areas, keep the overhang falsework in place until after the rails have been poured.

3.0 BRACING GIRDERS

Brace girders to resist wind forces, weight of forms and other temporary loads, especially those eccentric to the vertical axis of the member during all stages of erection and construction. Before casting of intermediate diaphragms, decks, or connecting steel diaphragms do not allow the horizontal movement of girders to exceed ½ inch (13mm).

4.0 BASIS OF PAYMENT

Payment at the contract unit prices for the various pay items will be full compensation for the above work.

FALSEWORK AND FORMS OVER OR ADJACENT TO TRAFFIC

(10-12-01)

This Special Provision applies in addition to Article 420-3 of the Standard Specifications.

This Special Provision covers falsework or forms including metal stay-in-place forms and precast concrete deck panels erected over vehicular, pedestrian or railroad traffic, or vessel traffic on navigable waterways. It also covers falsework and forms for those parts of a substructure unit constructed within 20 ft. (6 m) of the edge of a travelway or railroad track and more than 25 ft. (7.6 m) above the ground line at the time of substructure construction.

1.0 SUBMITTALS

Submit detailed drawings as required by the Standard Specifications or other Special Provisions and one set of design calculations for falsework and forms for review and acceptance before beginning construction of the falsework or forms. Have the drawings and design calculations prepared, signed and sealed by a North Carolina Registered Professional Engineer. These submittal requirements apply to all falsework and form systems covered by this Special Provision.

2.0 DESIGN

Design falsework and forms for the combined effects of dead load and live load and with appropriate safety factors in accordance with these Special Provisions and the respective design codes of the materials used. Include the weight of concrete, reinforcing steel, forms and falsework in the dead load. Live load includes the actual weight of any equipment the falsework supports, applied as concentrated loads at the points of contact, and a uniform load of not less than 20 lbs/ft² (1.0 kPa) applied over the supported area. In addition, apply a line load of 75 lbs/ft (1.1 kN/m) along the outside edge of deck overhangs.

3.0 INSPECTION

Before the form or falsework system is loaded, inspect the erected falsework and forms and submit a written statement certifying that the erected falsework system complies with the accepted detailed drawings prepared by the Registered Professional Engineer. Submit a separate certification for each span, unit, or bridge component. Any condition that does not comply with the accepted drawings, or any other condition deemed unsatisfactory by the Engineer, is cause for rejection until corrections are made.

4.0 BASIS OF PAYMENT

Payment at the contract unit prices for the various pay items will be full compensation for the above work required for falsework or forms.

DRILLED PIERS

(10-03-02)

1.0 GENERAL**A. Description**

The work in this special provision governs the construction of Drilled Piers, also known as "Drilled Shafts" and "Caissons". Drilled piers are a reinforced concrete section, cast-in-place against in situ, undisturbed material. Drilled piers are a straight shaft type and vertical. Construct drilled piers in accordance with the details and dimensions shown on the plans and the requirements of this special provision.

B. Work Experience

The Contractor/Subcontractor and the Contractor's/Subcontractor's superintendent performing the work described in this special provision is required to have installed drilled piers of both diameter and length similar to those shown on the plans and have a minimum of five years experience with underwater concrete placement prior to the bid date for this project. This work is performed under the supervision of the Contractor's/Subcontractor's superintendent, who is knowledgeable and experienced in the construction of drilled piers using casing and/or slurry. Use equipment that has the capacity to undertake the work and is sufficient to complete the work within the specified contract time. Furnish evidence of experience and expertise that the Contractor/Subcontractor meets the following requirements.

To verify the ability to construct drilled piers for this project, submit a list containing a description of at least two projects completed in the last five years on which those responsible for the drilled pier construction have installed drilled piers of similar size as shown in the plans and with similar excavation techniques anticipated for this project. Include on the list of projects the names and phone numbers of the project owner's representatives who can verify the Contractor/Subcontractor's participation on the project.

C. Construction Sequence Plan

Develop and submit a drilled pier construction sequence plan for all the drilled piers for review and acceptance 30 days prior to beginning construction of the drilled piers. Provide detailed project specific information in the drilled pier construction sequence plan including:

1. Work experience in accordance with Section 1.0, Item B.
2. List and size of proposed equipment including: cranes, kelly bars, drill rigs, vibratory hammers, augers, core barrels, cleanout buckets, airlifts and/or submersible pumps, tremies and/or concrete pumps, casing (diameters, thicknesses and lengths), desanding equipment (for slurry construction), etc.

3. Details of the sequence of drilled pier construction, including the order of drilled pier construction.
4. Details of pier excavation methods.
5. Details of proposed methods to clean the pier excavation bottom.
6. Details of reinforcement placement including support and method to center in the excavation.
7. Details of concrete placement including proposed operational procedures for the concrete tremie or pump; including initial placement, how the tremie or pump is raised during concrete placement and what type of discharge control is proposed to prevent concrete contamination when the tremie or pump is initially placed in the excavation.
8. Details of casing installation and temporary casing removal including order of telescoped casing removal.
9. Required submittals for concrete mix designs.
10. Details of the slurry to be used (if applicable), including: product information, manufacturers mixing instructions, slurry equipment information and how the Contractor proposes to use the slurry. Also, submit a written approval from the bentonite supplier that the water to be used is acceptable.
11. Details on the handling of drilling spoils and slurry overflow including environmental control procedures used to prevent the loss of concrete, slurry and spoils.
12. Details of how the level of slurry is maintained above the highest piezometric pressure head (if applicable).
13. Other information shown in the plans or requested by the Engineer.

The Engineer reviews the drilled pier construction sequence plan for conformance with the plans, specifications and special provisions. Within 15 days of receiving the plan, the Engineer notifies the Contractor of any additional information required and/or changes that are necessary to satisfy the plans, specifications and special provisions. Submit changes for re-evaluation of any unsatisfactory part of the construction sequence plan that is rejected. The Engineer responds to the Contractor within 7 days after receiving the proposed changes.

If any changes in procedure are made during the construction of the drilled piers, inform the Engineer in writing and await approval of the proposed modifications prior to the construction of the remaining drilled piers.

D. Preconstruction Conference

After the drilled pier construction sequence plan is accepted but prior to beginning any drilled pier work, schedule a drilled pier preconstruction conference with the drilling superintendent, the Concrete Supplier, the Resident Engineer including the inspector, the Area Bridge Construction Engineer and the Soils and Foundation Design Engineer to discuss construction and inspection of the drilled piers.

E. Definition of Rock

For the purposes of this special provision, "Rock" is defined as a continuous intact natural material in which the penetration rate with a rock auger is less than 2 inches (50 mm) per 5 minutes of drilling at full crowd force. This definition excludes discontinuous loose natural materials such as boulders and man-made materials such as concrete, steel, timber, etc.

F. Rock Socket

When required by a plan note, provide a minimum penetration into rock as directed by the Engineer.

2.0 EXCAVATION

Perform the excavations required for the drilled piers to the dimensions and elevations shown on the plans or otherwise required by the Engineer, including any miscellaneous grading or excavation to install the drilled pier.

Excavate the drilled pier with a drill rig of adequate capacity. Use a rig that is capable of drilling through soil and non-soil including rock, boulders, timbers, man-made objects and any other materials encountered. Blasting is not permitted to advance the excavation. Blasting for core removal is only permitted when approved by the Engineer. Use a drill rig capable of drilling a minimum of 25% deeper than the deepest drilled pier shown in the plans. Use drilling tools equipped with vents designed to stabilize the hydrostatic pressure above and below the tool during extraction from the excavation. For drilled piers constructed with slurry, monitor the rate at which the drilling tools are inserted and extracted so as to minimize sidewall suction action in the excavation. Drilling below the tip elevations shown on the plans is required if necessary to achieve adequate bearing.

Maintain a drilling log during the drilled pier excavation and provide it to the Engineer. Include in the log information such as top and bottom elevation of each stratum encountered, drilling tools used and drilling time in each stratum and material descriptions of each soil and rock layer.

Drilling spoils consist of all material excavated including water removed from the excavation either by pumping or with augers. Dispose of spoils, with the exception of those containing slurry, as directed by the Engineer and in accordance with Section 802 of the Standard Specifications.

Construct drilled piers at the locations shown on the plans and within the tolerances specified herein. If tolerances are exceeded, provide additional construction as approved by the Engineer to bring the piers within the tolerances specified. Construct the drilled piers such that the axis at the top of the piers is no more than 3 inches (75 mm) in any direction from the position indicated in the plans. Build drilled piers within 1% of the plumb deviation for the total length of the piers. Measure the plumbness of the drilled piers by an accurate procedure, such as an inclinometer on the kelly bar or other approved techniques. Unless a plan note requires the construction joint to be moved below the ground line, construct the finished top of pier elevation between 1 inch (25 mm) above and 3 inches (75 mm) below the top of pier elevation shown on the plans.

When drilling from a barge, use a fixed template that maintains shaft position and alignment during all excavation and concrete placement operations. Floating templates (attached to a barge) are not allowed unless approved by the Engineer.

Stabilize all drilled pier excavations with steel casing and/or bentonite slurry except, as approved by the Engineer, the portions of the excavations in rock as defined by Section 1.0, Item E. Stabilize excavations at all times from the beginning of drilling through concrete placement. Provide casing or slurry in rock if unstable material is anticipated or encountered during drilling. When slurry is used, a partially excavated pier is subject to the time requirements in Section 2.0, Item C, Number 1. When slurry is not used, do not leave a partially excavated pier open overnight unless the excavation is cased to rock.

If the tip of the drilled pier excavation is in rock as defined by Section 1.0, Item E, dewater the excavation to the satisfaction of the Engineer. The minimum diameter of the drilled pier excavation in rock is 2 inches (50 mm) less than the design drilled pier diameter shown on the plans.

If electing to remove a casing and substitute a larger diameter or longer casing through unstable or caving material, either backfill the excavation or stabilize it with a bentonite slurry prior to removing the casing to be replaced. Use other methods, as approved by the Engineer, to control the stability of the excavation during casing replacement.

A. Permanent Steel Casing

Use permanent steel casings as directed by the Engineer and/or a note on the plans. Use permanent casings that are clean smooth non-corrugated watertight steel of ample strength to withstand handling and driving stresses and the pressures imposed by concrete, earth or backfill. Provide permanent casing steel conforming to ASTM A252, Grade 2. The minimum wall thickness of the permanent steel casing depends on the casing diameter and the following requirements.

CASING WALL THICKNESS

Casing Diameter	Minimum Wall Thickness
Less than 42 inches (1066 mm)	3/8 inch (9 mm)
42 inches (1066 mm) to 78 inches (1982 mm)	1/2 inch (12 mm)
Greater than 78 inches (1982 mm)	5/8 inch (16 mm)

Provide permanent casings with an outside diameter not less than specified size of the drilled pier. If approved by the Engineer, a permanent casing larger in diameter than the drilled pier design diameter is permitted. No payment will be made for additional construction materials or other costs associated with a request for a larger casing diameter. Extend the permanent casings from the top of pier elevation or top of permanent casing elevation if shown on the plans to a depth not greater than the permanent casing tip elevation shown on the plans. If electing to extend the permanent steel casing below the permanent casing tip elevation, get prior approval from the Engineer and provide additional drilled pier length if required. No payment will be made for the additional drilled pier length and casing unless the previously approved extension is necessary for dewatering purposes. Place all permanent casings in contact with undisturbed material. Install permanent casing in one continuous unit. If splices are necessary for the casing, use an approved method of splicing. Splices are considered incidental and no additional compensation will be allowed if approved.

Remove any portion of the permanent steel casing that extends above the top of the drilled pier after the drilled pier concrete has achieved a compressive strength of 4500 psi (31.0 MPa). The cost of casing removal will be considered incidental to the cost of the permanent steel casing.

B. Temporary Steel Casing

Provide temporary casing to stabilize drilled pier excavations, protect personnel and prevent caving or sloughing, that is clean smooth non-corrugated watertight steel of ample strength to withstand handling and driving stresses and the pressures imposed by concrete, earth or backfill.

Use temporary steel casings with an outside diameter not less than the specified size of the piers, except for casing to protect inspection personnel. Temporary steel casings are subjected to the same minimum wall thickness requirement as permanent steel casings as shown in Section 2.0, Item A.

Temporary steel casings that become bound or fouled during pier construction and cannot be practically removed constitute a defect in the drilled pier. Improve such defective shafts to the satisfaction of the Engineer by removing the shaft concrete and extending the shaft deeper, providing a replacement shaft, or other acceptable means. Complete all corrective measures including redesign as a result of defective shafts to

the satisfaction of the Engineer without additional compensation or an extension of the completion date of the project.

C. Slurry

When slurry use is not noted on the plans, slurry construction is an option.

Use slurry composed of bentonite having a mineral grain size that remains in suspension and sufficient viscosity and gel characteristics to transport excavated material to a suitable screening system to minimize or eliminate bottom sedimentation. Provide material used to make the suspension with a percentage and specific gravity sufficient to maintain the stability of the excavation and allow for proper concrete placement.

When slurry is used and permanent steel casing is not required, use temporary casing a minimum of 10 feet (3 m) long at the top of the excavation. Maintain the top of the temporary casing a minimum of 1 foot (300 mm) above the ground surface surrounding the casing. This temporary casing is also subject to the minimum wall thickness as required for permanent steel casing as shown in Section 2.0, Item A.

Maintain the slurry in the pier excavation at a level not less than 5 feet (1.5 m) or the drilled pier diameter (whichever is greater) above the highest piezometric pressure head along the depth of the pier. It is anticipated that the highest piezometric pressure head is the static water elevation or the groundwater elevation. However, the Contractor is responsible for determining the highest piezometric pressure head. The use of steel casing to maintain the required slurry level is permitted; however, in accordance with the basis of payment for permanent steel casing, no payment will be made for casing that is cut off. If the slurry level in the excavation suddenly changes or cannot be practically maintained, or the slurry construction method does not produce the desired result, stop the pier construction until an alternate construction procedure is approved by the Engineer.

Thoroughly premix the bentonite slurry with clean, fresh water. Have a sample of the water used on the project tested by an independent laboratory, at no additional cost to the Department, to verify that it is suitable for use with the bentonite slurry. Submit written approval from the bentonite supplier that the water to be used is acceptable. Allow 24 hours for hydration of the slurry, prior to introduction into the pier excavation. Slurry tanks of adequate capacity are required for slurry circulation, storage and treatment. Excavated slurry pits are not allowed in lieu of slurry tanks without prior approval from the Engineer. Take all steps necessary to prevent the slurry from "setting up" in the drilled pier. Such methods include, but are not limited to: agitation, circulation and/or adjusting the properties of the slurry. Provide desanding equipment as necessary to achieve a slurry sand content of 2% or less by volume prior to placement of the reinforcement steel.

1. Time

Adjust the excavation operations so that the maximum time the slurry is in contact with the sidewalls of the uncased portions of the drilled pier excavation (from time of drilling to completing concrete placement) does not exceed 24 hours. Also, agitate the slurry in the drilled pier excavations a minimum of every 4 hours. Do not allow an excavated slurry shaft below the steel casing to go unagitated overnight. Do not work on more than two drilled piers per drill rig below the steel casing at any time.

If the 24 hour time limit is exceeded, overream the drilled pier excavation beneath the steel casing a minimum of 1 inch (25 mm) and a maximum of 3 inches (75 mm), or as required by the Engineer, prior to performing other operations in the excavation. Overream with a grooving tool, overreaming bucket or other approved equipment at a minimum spacing of 12 inches (300 mm). The Contractor bears all costs associated with both overreaming and additional shaft concrete placement at no additional cost to the Department.

If concrete placement is not completed within three days of beginning drilling, enlarge the design drilled pier diameter by a minimum of 6 inches (150 mm), or as required by the Engineer, the entire length of the pier at no additional cost to the Department. Enlarging the drilled pier includes replacing the steel casing with steel casing the same size to which the drilled pier is enlarged at no additional cost to the Department.

2. Sampling

Take all slurry samples using an approved sampling tool. Test slurry samples to determine density, viscosity and pH to establish an acceptable working pattern during slurry use. Test a minimum of four samples during each 8 hours of slurry use for each drilled pier. Take the first sample for the first 8 hours from the slurry tank prior to introduction into the pier excavation. Take the remaining samples from the bottom of the drilled pier excavation. When the test results are acceptable and consistent, a decrease in the testing frequency to one sample per 4 hours of slurry use is permitted.

Prior to placing the reinforcing steel in any drilled pier excavation, extract slurry samples from the bottom of each pier excavation and at intervals not exceeding 10 feet (3 m) up the pier, until two consecutive samples produce acceptable values for density, viscosity, pH and sand content.

3. Testing

Have a qualified Engineer or technician, approved by the Engineer, conduct control tests to determine density, viscosity and pH. Use suitable apparatus for the control tests. The following table shows the acceptable range of values for those physical properties:

BENTONITE SLURRY Sodium Montmorillonite (Commercial Bentonite) Acceptable Range of Values			
Property (units)	At Time of Slurry Introduction	In Hole at Time of Drilling	Test Method
Density, pcf (kg/m ³)	64.3 – 69.1* (1030-1107*)	64.3 – 75.0* (1030-1201*)	Density Balance
Viscosity, sec./quart (sec./0.95 liters)	28 – 45	28 – 45	Marsh Cone
pH	8 – 11	8 – 11	pH paper pH meter
* Increase the density by 2 pcf (32 kg/m ³) in saltwater.			
Notes:			
1. Perform tests when the slurry temperature is above 40°F (4.4°C).			
2. The maximum sand content is 2% by volume at any point in the borehole prior to placement of the reinforcement steel as determined by the American Petroleum Institute sand content base.			
3. When field conditions warrant, an adjustment to the limits and test methods in the above table is permitted only after a successful test hole demonstration. Obtain the Engineer's written approval before use.			

When any slurry samples are found to be unacceptable, take whatever action is necessary to bring the bentonite slurry within specification requirements. Do not place reinforcement steel until resampling and testing produce acceptable results.

Generate reports of all tests required above, have them signed by an authorized representative, and submit them to the Engineer upon completion of each drilled pier. Representatives of the Department reserve the right to perform comparison tests as determined necessary during bentonite slurry operations.

4. Slurry Disposal

Comply with all applicable local, state and federal regulations, as well as with the environmental permits of the project when disposing of excavated materials contaminated with slurry. Keep all excavated materials, spoils from the desanding

unit and slurry out of the water and contain them at all times. The cost of the containment, removal and disposal of excavated materials contaminated with slurry, as well as the slurry itself, is incidental to the cost of constructing the drilled piers.

3.0 CLEANING

Excavate the bottom of the drilled pier to a level plane or stepped with a maximum step height of 12 inches (300 mm). Regardless of construction methods used, clean the bottom of the excavation of loose material using a technique approved by the Engineer. When the drilled pier excavation can not be dewatered and is not hand cleaned, clean the bottom of the excavation with a cleanout bucket and an airlift or submersible pump.

4.0 INSPECTION METHODS AND REQUIREMENTS

After the drilled pier excavation is complete and immediately prior to placement of the reinforcing steel and concrete, demonstrate the proper condition of the drilled pier excavation to the Engineer for verification. Provide bosun chairs, gas meters, safety equipment, lights, mirrors, weighted tape measures, steel probes, personnel and all assistance required for the Engineer to inspect the drilled pier excavations.

A. Bearing Capacity

One or more of the following tests are used to verify the conditions and continuity of the bearing material prior to placement of the reinforcing steel. If the required tip bearing capacity is not satisfied, then increase the drilled pier length as determined by the Engineer. Payment for the additional length of the drilled pier to achieve adequate bearing will be made per the drilled pier pay items.

1. Visual Inspection

The tip bearing of the drilled pier excavation is inspected either by entering the excavation or visually from the top of the excavation as directed by the Engineer.

2. Test Hole

If the tip of the drilled pier excavation is in rock as defined by Section 1.0, Item E, drill one or more 1½ inch (38 mm) diameter test holes in each drilled pier to a depth at least 6 feet (1.83 m) below the tip elevation.

3. Standard Penetration Test (SPT)

When noted on the plans that a SPT is required, drive a split barrel sampler a minimum of 18 inches (450 mm) below the drilled pier tip elevation or to refusal in accordance with ASTM D1586. Complete the SPT using NW rods through casing or another stabilizing method as approved by the Engineer. Extend the SPT rods from the top of the drilled pier excavation to the drilled pier tip elevation. Firmly support the SPT casing at the top of the drilled pier excavation and rest it on the bottom of the excavation. Conduct the SPT a minimum of 12 inches (300 mm)

away from the sidewalls of the excavation and be sure not to scrape the sidewalls of the excavation while inserting or withdrawing the SPT equipment. Have the SPT device on-site prior to reaching the drilled pier tip elevation. Report the number of blows needed to drive the split barrel sampler and a description of the recovered soil sample to the Engineer. The Engineer determines the number of blows required for bearing.

B. Bottom Cleanliness

One or more of the following inspection procedures are used to check the cleanliness of the pier excavation bottom prior to placement of the reinforcement steel and concrete.

The pier excavation bottom is considered clean if a minimum of 50% of the bottom area has less than ½ inch (13 mm) of sediment and no portion of the bottom area has more than 1½ inches (38 mm) of sediment as determined by the Engineer.

1. Visual Inspection

The cleanliness of the drilled pier excavation bottom is observed either by entering the excavation or from the top of the excavation as directed by the Engineer.

2. Steel Probe

If the excavation is not dewatered or if the Engineer requires it, lower a steel probe to the bottom of the drilled pier excavation to ensure that cleaning has been satisfactorily completed. Supply a steel probe that is 2 feet (0.6 m) long with a flat tip on the sounding end, weighs approximately 9 pounds (#10 rebar) (4 kg, #32 rebar) and is suspended from the opposite end with a non-stretch cable.

3. Shaft Inspection Device (SID)

When noted on the plans, the SID is used to take sediment measurements and observe the bottom conditions of the drilled pier excavation at a minimum of five locations selected by the Engineer. The SID is a remotely operated camera capable of observing bottom conditions and measuring sediment underwater and slurry. Each SID inspection (including all 5 locations) takes approximately 1 hour after the equipment has been set up. The Engineer provides the SID and the personnel to operate the device. Notify the Engineer a minimum of 2 days prior to beginning the drilled pier excavation so the Engineer can arrange for the transportation of the SID to the site and the personnel to perform the inspections. SID inspections are required until the cleanliness of the drilled pier excavation bottom is acceptable in accordance with Section 4.0, Item B of this special provision. Do not conduct operations that interfere with the SID inspections as directed by the Engineer. Remove all cleaning and drilling equipment from the drilled pier excavation during any SID inspection. Provide a working area large enough for the SID equipment, within the reach of the cabling supplied, and within clear sight distance of the drilled pier excavation, as directed by the Engineer. Assist the Engineer in the transportation and handling of the SID and all the associated equipment and in

supporting the electric hoist and/or hoisting tripod for the SID, as directed by the Engineer. Provide a safe and secure storage area for the SID and all the associated equipment while it is located unattended on the project site. If any of the SID equipment is damaged, lost or stolen due to the Contractor's negligence, then replace the equipment at no additional cost to the Department. Provide replacement equipment that exactly matches the damaged, lost or stolen equipment as directed by the Engineer. All costs involved with the initial SID inspection of each drilled pier excavation will be made per the SID pay item. No additional payment will be made for subsequent or repeated SID inspections of the same drilled pier excavation. Claims against the Department for either lost time or actual expense of any SID inspections that do not find the cleanliness of the drilled pier excavation bottom in compliance with this special provision are not permitted.

5.0 REINFORCING STEEL

Completely assemble a cage of reinforcing steel, consisting of longitudinal and spiral bars and place it in the drilled pier excavation as a unit immediately after the proper condition of the excavation is demonstrated to the Engineer. When concrete placement does not follow immediately after cage placement, remove the steel from the pier excavation unless the Engineer directs otherwise. If the cage is removed, recheck pier excavation cleanliness in accordance with this special provision prior to reinstallation of the cage.

If the drilled pier excavation is cased down to rock, immediate placement of the reinforcing steel and the concrete is not required. If electing to delay placement of the reinforcing steel and concrete due to the presence of rock, recheck the excavation for proper cleanliness immediately prior to placement of the reinforcing steel.

A. Construction, Placement, Support and Alignment

If it is determined in the field that the drilled pier must be longer, adequate reinforcement is required in the extended length as directed by the Engineer. Lift the cage so racking and cage distortion does not occur. Keep the cage plumb during concrete operations and casing extraction. Check the position of the cage before and after placing the concrete. Position the splice length of the drilled pier cage so that the column or footing has the minimum concrete cover shown on the plans.

Securely cross-tie the vertical and spiral reinforcement at each intersection with double wire. Support or hold down the cage so that the vertical displacement during concrete placement and casing extraction does not exceed 6 inches (150 mm).

B. Bolsters, Blocks and Spacers

Do not set the cage on the bottom of the drilled pier excavation. Place plastic bolsters under each vertical reinforcing bar. If required by the Engineer, provide concrete blocks instead of plastic bolsters to limit rebar cage settlement. Place blocks under each vertical rebar that have a 4 inch (100 mm) minimum diameter and that have a depression to receive the vertical reinforcing bar. Ensure that the blocks are tall enough

to raise the rebar cage off the bottom of the drilled pier excavation a minimum of 3 inches (75 mm).

In order to ensure a minimum of 4 inches (100 mm) of concrete cover and achieve concentric spacing of the cage within the pier, tie plastic spacer wheels, subject to the Engineer's approval, at five points around the cage perimeter. Use spacer wheels that provide a minimum of 4 inches (100 mm) "blocking" from the outside face of the spiral bars to the outermost surface of the drilled pier except in rock as defined by Section 1.0, Item E. Use spacer wheels in the rock zone that provide a minimum of 2 inches (50 mm) "blocking". Tie spacer wheels that snap together with wire and allow them to rotate. Use spacer wheels that span at least two adjacent vertical bars. Start placing spacer wheels at the bottom of the cage and continue up along its length at maximum 10 foot (3 m) intervals. At the Engineer's direction, supply additional peripheral spacer wheels and closer intervals if necessary.

6.0 CONCRETE

Begin concrete placement immediately after inserting reinforcing steel into the drilled pier excavation. Prior to placing concrete, assure the Engineer that sufficient quantities of concrete are available and that sufficient transportation is committed to the project to deliver the concrete within the time frame set forth within this special provision.

A. Concrete Mix

Provide the mix design for Drilled Pier Concrete for approval and, except as modified herein, meeting the requirements of Section 1000 of the Standard Specifications.

Designate the concrete as Drilled Pier Concrete with a minimum compressive strength of 4500 psi (31.0 MPa) at 28 days. Make certain the cementitious material content complies with one of the following options:

- Provide a minimum cement content of 640 lbs/yd³ (380 kg/m³) and a maximum cement content of 800 lbs/yd³ (475 kg/m³); however, if the alkali content of the cement exceeds 0.4%, reduce the cement content by 20% and replace it with fly ash at the rate of 1.2 lb (1.2 kg) of fly ash per lb (kg) of cement removed.
- If Type IP blended cement is used, use a minimum of 665 lbs/yd³ (395 kg/m³) Type IP blended cement and a maximum of 833 lbs/yd³ (494 kg/m³) Type IP blended cement in the mix.

Limit the water-cementitious material ratio to a maximum of 0.45. Do not air-entrain Drilled Pier Concrete.

Produce a workable mix so that vibrating or prodding is not required to consolidate the concrete. When placing the concrete, make certain the slump is between 5 and 7 inches (125 and 175 mm) for dry placement of concrete or 7 and 9 inches (175 and 225 mm) for wet placement of concrete.

Use Type I or Type II cement or Type IP blended cement and either No. 67 or No. 78M coarse aggregate in the mix. Use an approved water-reducer, water-reducing retarder, high-range water-reducer, or high-range water-reducing retarder to facilitate placement of the concrete if necessary. Do not use a stabilizing admixture as a retarder in Drilled Pier Concrete without approval of the Engineer. Use admixtures that satisfy AASHTO M194 and add them at the concrete plant when the mixing water is introduced into the concrete. Redosing of admixtures is not permitted.

Place the concrete within 2 hours after introducing the mixing water. Ensure that the concrete temperature at the time of placement is 90°F (32°C) or less.

1. Slump Loss Test

If any drilled pier concrete pour is greater than 40 yd³ (31 m³) per pier, provide a slump loss test before beginning the drilled pier operation. The slump loss test verifies that the drilled pier concrete maintains a slump of at least 4 inches (100 mm) a minimum of 4 hours after batching. Perform the test with a Division of Highways representative present. Have the concrete producer notify the Department at least 72 hours prior to the test.

Conduct the slump loss test as follows:

- a. Batch the actual mix design at 9 inches (225 mm) initial slump and at the highest concrete temperature expected on the job, but no less than 60°F (15.5°C).
- b. Batch at least 4 yd³ (3 m³) in a mixer truck. Begin timing the test when the mixing water is introduced into the mix.
- c. After initial mixing, measure and record the slump, ambient temperature, concrete temperature and percent air. Ensure all concrete properties are within specifications.
- d. Mix the concrete intermittently at agitation speed for 30 seconds every 15 minutes.
- e. Measure and record the slump, ambient and concrete temperatures, and percent air after every second 15 minute interval until the slump is 3½ inches (90 mm).

Make certain the concrete maintains a minimum slump of 4 inches (100 mm) 4 hours after batching.

Once a mix design is accepted and the slump loss test is on file with the Materials and Tests Unit, resubmit the design for subsequent projects without the slump loss test.

B. Concrete Placement

Place concrete such that the drilled pier is a monolithic structure. Vibration is only permitted, if needed, in the top 10 feet (3 m) of the drilled pier or as directed by the Engineer. Remove any contaminated concrete from the top of the drilled pier and the wasted concrete from the area surrounding the drilled pier. Contain all concrete that spills over the permanent casing of the drilled pier.

Do not remove temporary casing until the level of concrete within the casing is in excess of 10 feet (3 m) above the bottom of the casing being removed. Maintain the concrete level at least 10 feet (3 m) above the bottom of innermost casing throughout the entire casing extraction operation, except when concrete is at or above the top of drilled pier elevation. Sustain a sufficient head of concrete above the bottom of casing to overcome outside soil and water pressure. As the casing is withdrawn, exercise care in maintaining an adequate level of concrete within the casing so that fluid trapped behind the casing is displaced upward and discharged at the ground surface without contaminating or displacing the drilled pier concrete. Exerting downward pressure, hammering and/or vibrating the temporary casing is permitted to facilitate extraction.

After all the pumps have been removed from the excavation, the water inflow rate determines the concrete placement procedure. If the inflow rate is less than 6 inches (150 mm) per half hour, the concrete placement is considered dry. If the water inflow rate is greater than 6 inches (150 mm) per half hour, the concrete placement is considered wet.

Keep a record of the volume of concrete placed in each drilled pier excavation and make it available to the Engineer. For drilled piers constructed with slurry or as directed by the Engineer, record a graphical plot of the depth versus theoretical concrete volume and actual measured concrete volume for each drilled pier and provide it to the Engineer when finished placing concrete.

1. Dry Placement

Prior to placing concrete, make certain the drilled pier excavation is dry so the flow of concrete completely around the reinforcing steel can be certified by visual inspection. If the concrete free fall does not exceed 60 feet (18.3 m), placing the concrete by a central drop method where the concrete is chuted directly down the center of the excavation is permitted.

For drilled piers exceeding 60 feet (18.3 m) in length, use a tremie or a pump to place concrete as described in Section 6.0, Item B, Number 3. Support the tremie or pump so that the concrete free fall is less than 60 feet (18.3 m) at all times.

2. Wet Placement

Maintain a static water or slurry level in the excavation prior to placing concrete underwater. When temporary casing is used as the method to stabilize the excavation, place concrete only with a pump (no tremie).

Once the concrete in the excavation reaches the same elevation as the static water level, placing concrete with the dry method is permitted. Before changing to the dry method of concrete placement, remove the water above the concrete and clean the concrete surface of all scum and sediment to expose clean, uncontaminated concrete.

3. Tremie and Pump

Place concrete with a tremie or a pump in accordance with the applicable parts of Sections 420-6 and 420-8 of the Standard Specifications that concern tremie and/or concrete pumping operations. Use a tremie consisting of a sectional tube a minimum of 10 inches (254 mm) in diameter unless otherwise approved or directed by the Engineer. Use a tremie tube or pump pipe made of steel with watertight joints. Passing concrete through a hopper at the tube end or through side openings as the tremie is retrieved during concrete placement is permitted. Use a discharge control to prevent concrete contamination when the tremie tube or pump pipe is initially placed in the excavation. Extend the tremie tube or pump pipe into the concrete a minimum of 5 feet (1.5 m) at all times except when the concrete is initially introduced into the pier excavation. If the tremie tube or pump pipe pulls out of the concrete for any reason after the initial concrete is placed, restart concrete placement with a steel capped tremie tube or pump pipe.

4. Placement Time

Place concrete within the time frames specified in Table 1000-2 of the Standard Specifications for Class AA concrete and this special provision. Never place concrete so fast as to trap air, slurry, water, fluids, soil or any other deleterious materials in the vicinity of the reinforcing steel and the annular zone between the rebar cage and the excavation walls. Should a delay occur because of concrete delivery or other factors, reduce the placement rate to maintain some movement of the concrete. No more than 45 minutes is allowed between placements.

7.0 SCHEDULING AND RESTRICTIONS

After the first drilled pier is successfully completed, do not make any significant changes in construction methods, equipment or materials, unless approved by the Engineer.

If caving or sloughing occurs, compensation is not provided for additional concrete to fill the resulting voids.

Within the first 16 hours after a drilled pier has achieved its initial concrete set (as determined by the Engineer), do not drill adjacent piers, do not install adjacent piles, and do not allow any equipment wheel loads or "excessive" vibrations to occur at any point within a 20 foot (6 m) radius of the drilled pier.

In the event that the procedures described herein are performed unsatisfactorily, the Engineer reserves the right to shut down the construction operations and/or reject the drilled piers. If the integrity of a drilled pier is in question, use core drilling, sonic or other

approved methods at no additional cost to the Department and under the direction of the Engineer. Dewater and backfill core drill holes with an approved high strength grout with a minimum compressive strength of 4500 psi (31.0 MPa) as directed by the Engineer. Remedial measures are directed by and require approval from the Engineer. No compensation will be paid for losses or damage due to remedial work or any investigation of drilled piers found defective or not in accordance with this special provision or the construction plans.

8.0 NON-DESTRUCTIVE TESTING (NDT)

The Engineer furnishes the non-destructive testing (NDT) equipment. NDT requires the attachment of an accelerometer to the top of the drilled pier. Measurements are made while tapping the top of the drilled pier with a hammer. The Engineer furnishes the materials, labor and equipment necessary for the installation of the accelerometer.

If the NDT instruments and supporting equipment are damaged due to the fault or negligence of the Contractor, replace the damaged equipment at no additional cost to the Department.

After installation, notify the Engineer that the drilled piers are ready to be tested. A drilled pier is tested only after the concrete has been in place for 5 days and the concrete has achieved a minimum compressive strength of 3000 psi (20.7 MPa). Grind four flat dry areas on top of the drilled pier down to exposed aggregate with a grinder or some other acceptable device. The Engineer selects the location of the four ground surfaces. Several velocity records as a function of time are averaged at each test location. The NDT field data is recorded with digital data acquisition equipment. Field testing is estimated to take 1 hour per drilled pier. Evaluation and interpretation of the field data requires 3 working days after testing. Further construction above the drilled piers that were tested is not allowed until the analysis of the NDT field data is complete.

The Engineer determines the number of drilled piers to be tested with NDT. It is anticipated that all drilled piers require testing. The cost of this work is included in the contract unit price bid for the drilled pier pay items. No separate payment will be made. Claims are not permitted for any delay incurred, including but not limited to the installation of the instrumentation or the collection and analysis of the NDT data.

9.0 COMPENSATION

A. Method of Measurement

1. Drilled Piers in Soil

The quantity of "Drilled Piers in Soil" to be paid for will be the linear feet (meters) of the drilled piers exclusive of the linear feet (meters) of "Drilled Piers Not in Soil" computed from elevations and dimensions as shown on the plans or from revised dimensions authorized by the Engineer. Drilled piers through air or water will be paid for as "Drilled Piers in Soil".

2. Drilled Piers Not in Soil

The quantity of "Drilled Piers Not in Soil" to be paid for will be the linear feet (meters) of drilled piers excavated in non-soil as determined by the Engineer. Non-soil is defined as material that can not be cut with a rock auger and requires excavation by coring, air tools, hand removal or other acceptable methods. Top of non-soil elevation is that elevation where the rock auger penetration rate is less than 2 inches (50 mm) per 5 minutes of drilling at full crowd force and coring, air tools, etc. are used to advance the excavation. For pay purposes, after non-soil is encountered, earth seams, rock fragments and voids in the excavation less than 3 feet (0.9 m) in total length will be considered "Drilled Piers Not in Soil". If the non-soil is discontinuous, payment will revert to "Drilled Piers in Soil" at the elevation where non-soil is no longer encountered.

3. Permanent Steel Casing

The quantity of "Permanent Steel Casing" to be paid for will be the linear feet (meters) of permanent steel casing as directed and authorized to be used. The length to be paid for will be measured along the permanent casing from the top of the casing elevation or top of the pier elevation, whichever is lower, to the casing tip elevation. Casing will be paid for only when permanent casing is authorized or when the Engineer directs the Contractor to leave a casing in place that then becomes a permanent part of the pier. No payment will be made for temporary steel casings that become bound or fouled during pier construction and cannot be practically removed.

4. Shaft Inspection Device (SID)

The quantity of "SID Inspection" to be paid for will be per drilled pier as noted on the plans and/or directed by the Engineer. SID inspections are performed until the bottom cleanliness of the drilled pier excavation is acceptable by this special provision; however, payment will only be made for the initial SID inspection of each drilled pier excavation.

5. Standard Penetration Test (SPT)

The quantity of "SPT Testing" to be paid for will be the actual number of SPT tests performed as noted on the plans and/or directed by the Engineer.

B. Basis of Payment

1. Drilled Piers in Soil

Payment will be made at the contract unit price per linear foot (meter) for "____ Dia. Drilled Piers in Soil". Such payment will include, but is not limited to, furnishing all labor, tools, equipment, materials including concrete complete and in place and all incidentals necessary to excavate the drilled piers and complete the work as described in this special provision. No additional payment will be made for

slurry use. No additional payment will be made for any miscellaneous grading or excavation to install the drilled pier. "Reinforcing Steel" and "Spiral Column Reinforcing Steel" will be paid for separately and will not be part of this pay item.

2. Drilled Piers Not in Soil

Payment will be made at the contract unit price per linear foot (meter) for "____ Dia. Drilled Piers Not in Soil". Such payment will include, but is not limited to, furnishing all labor, tools, equipment, materials including concrete complete and in place and all incidentals necessary to excavate the drilled piers and complete the work as described in this special provision. No additional payment will be made for slurry use. No additional payment will be made for any miscellaneous grading or excavation to install the drilled pier. "Reinforcing Steel" and "Spiral Column Reinforcing Steel" will be paid for separately and will not be part of this pay item.

3. Permanent Steel Casing

Payment will be made at the contract unit price per linear foot (meter) for "Permanent Steel Casing for ____ Dia. Drilled Pier". Such payment will include, but is not limited to, furnishing all material, labor, tools, equipment and all incidentals necessary to install the casing in the pier excavation.

4. Shaft Inspection Device (SID)

Payment for SID will be at the contract unit price per each for "SID Inspection". Such payment will include, but is not limited to, furnishing all materials, labor, tools, equipment and all incidentals necessary to complete the SID inspection as described in this special provision.

5. Standard Penetration Test (SPT)

Payment for SPT will be at the contract unit price per each for "SPT Testing". Such payment will include, but is not limited to, furnishing all materials, labor, tools, equipment and all incidentals necessary to complete the SPT at each test location.

CROSSHOLE SONIC LOGGING

(07-09-02)

1.0 GENERAL

Use the non-destructive testing method called Crosshole Sonic Logging (CSL) to verify the integrity of the drilled pier and the quality of the concrete. The Engineer will determine the number of CSL tests and which drilled piers will be CSL tested on this project. Drilled piers are referred to as piers in this special provision.

The CSL test measures the time for an ultrasonic pulse to travel from a signal source in one access tube to a receiver in another access tube. In uniform, good quality concrete, the travel time between equidistant tubes should yield relatively consistent arrival times and corresponds to a reasonable pulse velocity, signal amplitude and energy from the bottom to the top of the pier. Longer travel times, decrease in pulse velocity, and lower amplitude/energy signals indicate the presence of irregularities such as poor quality concrete, voids, honeycombing, cracking and soil intrusions. The signal may be completely lost by the receiver and CSL recording system for severe defects such as voids and soil intrusions.

The CSL Consultant must have a minimum 3 years experience of CSL testing and have a Registered North Carolina Professional Engineer supervising the testing and interpretation of results. **Submit** the proposed CSL Consultant to the Engineer for approval 30 days before beginning drilled pier construction. The following evidence of qualification needs to be included, unless previously approved by the Department and no changes have occurred since previous submittal:

- Written evidence of successful completion of CSL tests, brief descriptions and reference's phone numbers for three recent CSL projects.
- Personnel qualifications
- Equipment description
- Example report

Make all necessary arrangements with the CSL Consultant to have the CSL tests satisfactorily performed on the selected drilled piers and in accordance with this special provision. The CSL Consultant must supply to the Contractor technical instruction and guidance in preconstruction activities, and on-site technical assistance and guidance during set up and performance of the CSL tests. Provide suitable access to the site and to the top of piers to be tested. Follow instructions from the CSL Consultant unless the Engineer directs otherwise.

Place CSL tubes in all drilled piers. Perform CSL testing only on drilled piers selected by the Engineer a minimum 7 days after concrete placement and after concrete achieves a minimum compressive strength of 3000 psi (20.7 MPa), but within 30 days after concrete placement. After CSL test results have been reviewed and the Engineer has accepted the drilled pier or approves grouting of the tubes, dewater the tubes and core holes, if any, and backfill with the approved grout. When the Engineer elects not to CSL test a pier, dewater the tubes and backfill them with an approved 4500 psi (31.0 MPa) compressive strength grout.

2.0 PREPARATION FOR CSL

Install four tubes in each drilled pier with a diameter of 5 feet (1524 mm) or less, and install six tubes in each pier with a diameter of greater than 5 feet (1524 mm). Provide 2 inch (50 mm) inside diameter Schedule 40 steel pipe conforming to ASTM A53, Grade A or B, Type E, F, or S. The tubes must have a round, regular internal diameter free of defects or obstructions, including any at tube joints, in order to permit the free, unobstructed passage of source and receiver probes. The tubes must provide a good bond with the concrete, and be watertight.

Fit the tubes with a watertight threaded cap on the bottom and a removable threaded cap on the top. Securely attach the tubes to the interior of the reinforcement cage. Install the tubes in each drilled pier in a regular, symmetric pattern such that each tube is equally spaced from the others around the perimeter of the cage. Tube placement must be such that large vertical reinforcing bars do not block the direct line between adjacent tubes. The tubes are typically wire-tied to the reinforcing cage every 3 feet (1 m) or otherwise secured such that the tubes remain in position during placement of the rebar cage and the concrete. The tubes must be as near to vertical and as parallel as possible, **as non-vertical tubes can adversely affect data analysis**. Extend the tubes from 6 inches (150 mm) above the pier tip to at least 3 feet (1 m) above the top of the pier. If the pier top elevation is below ground elevation, extend tubes at least 2 feet (610 mm) above ground surface. If the drilled pier tip elevation is excavated more than 1 foot (305 mm) below the tip elevation in the original plans, extend the tubes using proper threaded mechanical couplings to within 6 inches (150 mm) of the revised pier tip elevation.

Before placement of the reinforcement cage into the drilled pier, record the tube lengths and tube positions along the length of the cage. After placement of concrete, measure the stickup of the tubes above the top of the drilled piers and verify tube spacing.

Verify that unobstructed passage of the probes is achievable before the CSL Consultant arrives on site. If testing equipment will not pass through the entire length of the CSL tube, core a 2 inch (50 mm) diameter hole through the concrete the full length of the drilled pier at no cost to the Department. Locate the core hole approximately 9 inches (230 mm) inside the pier reinforcement from obstructed tube or as determined by the Engineer. Fill core hole with clean, potable water and cover to keep out debris.

Immediately after placement of the reinforcement cage and within 2 hours after concrete placement, fill the CSL tubes with clean, potable water, and cap them to keep out debris. The Engineer will reject CSL tubes that are not filled with water or capped. When removing the caps, exercise care not to apply excess torque, force or stress, which could break the bond between the tubes and the concrete.

Submit to the Engineer the CSL tube size, the manufacturer's certificate of compliance, cap details, couplings, any joints details, and the proposed method of attaching the tubes, 30 days before beginning drilled pier construction.

3.0 CSL EQUIPMENT

The minimum requirements of the CSL equipment are as follows:

- A microprocessor based CSL system for display of individual CSL records, analog-digital conversion and recording of CSL data, analysis of receiver responses and printing of report quality CSL logs
- Ultrasonic source and receiver probes which can travel through 2 inch (50 mm) I.D. steel pipe
- An ultrasonic voltage pulser to excite the source with a synchronized triggering system to start the recording system
- A depth measurement device to electronically measure and record the source and receiver depths associated with each CSL signal
- Appropriate filter/amplification and cable systems for CSL testing
- An acquisition system that stores each log in digital format, with drilled pier identification, date, time and test details, including the source and receiver gain. Arrival time data must be displayed graphically during data acquisition.
- 3D tomographic imaging software, or source for completing the work

4.0 CSL TEST PROCEDURE

Provide the Engineer and CSL Consultant with the following:

- Tube lengths and positions
- Record of the drilled pier construction information including the pier bottom and top elevations
- Construction dates before CSL testing

Conduct CSL tests between each perimeter pair and major principal diameter and log, unless otherwise directed by the Engineer.

Perform the CSL testing with the source and receiver probes in the same horizontal plane unless test results indicate defects or poor concrete zones, in which case the defect zones must be further evaluated with angle tests (source and receiver vertically offset at greater than 1.5 feet (460 mm) in the tubes). Report any defects indicated by decreased signal velocity and lower amplitude/energy signals to the Engineer at the time of testing, and conduct angle tests in the zones of the defects as defined by the Concrete Condition Rating Criteria (CCRC) in Section 5.0 of this special provision. Make CSL measurements at

depth intervals of 2 ½ inches (65 mm) or less from the bottom of the tubes to the top of each pier. Pull the probes simultaneously, starting from the bottom of the tubes, using a depth-measuring device to electronically measure and record the depths associated with each CSL signal. Remove any slack from the cables before pulling to provide for accurate depth measurements of the CSL records. In the event defects are detected, conduct additional logs, as needed, at no additional cost to the Department. The Department will not accept any claims for either lost time or the actual expense of further investigation of defects.

If steel tube debonding occurs, then core drill a 2 inch (50 mm) diameter hole to the depth of debonding for each debonded tube in order to perform the CSL logs at no additional cost to the Department.

5.0 CSL RESULTS AND REPORTING

Submit the test results in the form of a report including four original copies of CSL results to the Engineer within 5 working days of completion of CSL testing. The CSL report should include but not limited to the following:

- Project identification
- Dates of testing
- Table and a plan view of each pier tested with accurate identification of tube coordinates and tubes referenced to the site
- Tube collar elevation
- Names of personnel that performed the tests/interpretation and their affiliation
- Equipment used
- Interpretation, analysis, and results.

Include CSL logs for each tube pair tested with analysis of the initial pulse arrival time, velocity, relative pulse energy/amplitude, and stacked waveform plotted versus depth. List all zones defined by the Concrete Condition Rating Criteria (CCRC) in a tabular format including the percent velocity reduction and the velocity values used from the nearby zone of good quality concrete. Discuss each zone defined by the CCRC in the CSL report as appropriate. Base the results on the percent reduction in velocity value from a nearby zone of good quality concrete with good signal amplitude and energy as correlated to the following:

Concrete Condition Rating Criteria (CCRC)			
CCRC	Rating Symbol	Velocity Reduction	Indicative Results
Good	G	$\leq 10\%$	Good quality concrete
Questionable Defect	Q	$>10\% \text{ \& } < 20\%$	Minor concrete contamination or intrusion. Questionable quality concrete.
Poor	P/D	$\geq 20\%$	Defects exist, possible water/slurry contamination, soil intrusion, and/or poor quality concrete.
No Signal	NS	No Signal received	Soil intrusion or other severe defect absorbed the signal (assumes good bond of the tube-concrete interface).
Water	W	V = 4750 fps (1450 mps) to 5000 fps (1525 mps)	Water intrusion, or water filled gravel intrusion with few or no fines present.

The following are a few examples of types and causes of defects:

- Necking or arching of the concrete on withdrawal of the temporary casing.
- Necking or contamination of the concrete due to collapse of the side walls.
- Soft toe due to incomplete cleaning or collapse of the side walls.
- Horizontal lenses of silt/mud/bentonite due to the tremie pipe rising above the concrete
- Voids due to the use of low-slump concrete.
- Honeycombing due to washout of fines.
- Trapping of contaminants due to pumping concrete too fast.

Provide the original pulse signal data files and ASCII format of the picks with a header (identifying the pier tested, tube coordinates and each data column) in an electronic file to the Engineer. The Engineer will require 7 working days to evaluate the CSL test results and determine whether or not the drilled pier is acceptable. Evaluation of CSL test results, with ratings other than good (G) per the Concrete Condition Rating Criteria (CCRC) may require further investigation and additional time for review and analysis of the data. Do not grout the CSL tubes or perform any further work on the CSL tested drilled pier until the Engineer determines whether the drilled pier is acceptable. Perform tomography in order to further investigate and delineate the boundaries of any defective/unconsolidated zones with 20% or more reduction in velocity value as correlated to the CCRC. Process CSL data to construct easy to understand 2D/3D (2D cross-sections between tubes and 3D volumetric images for the entire pier) *color-coded* tomographic images indicating velocity variations along the pier. Location and geometry of defective/unconsolidated zones must be identified in 3D color images with detailed discussion in the CSL report. Any further tests deemed necessary by the Engineer in order to determine the acceptability of the drilled pier will be determined after reviewing the CSL report. Additional test or analysis options include 3D tomographic imaging, single-hole sonic testing, gamma-gamma nuclear density logging, sonic echo or impact response tests, and concrete coring, in addition to load testing of the piers.

The Engineer will determine the depth, location, and the number of core holes when concrete coring is required. Drill a minimum of two PQ size core holes to intercept the suspected defect zones. Use a coring method that provides maximum core recovery and minimizes abrasion and erosion. Provide concrete cores properly marked in a wooden crate and labeling the drilled pier depth at each interval of core recovery to the NCDOT Materials and Test Unit for evaluation and testing. Submit to the Engineer a drilling report that includes the NCDOT project number, name of the Drilling Contractor, date drilled, percent core recovery and signed by the Contractor. Allow 7 working days after submitting the core records for the Department's review.

6.0 CORRECTION OF UNACCEPTABLE DRILLED PIER

When the Engineer determines a drilled pier is unacceptable, the Engineer will direct the Contractor to submit remedial measures to the Department for approval. No compensation will be made for remedial work or losses or damage due to remedial work of drilled piers found defective or not in accordance with the drilled pier special provision or the construction plans. Modifications to the drilled pier design or any load transfer mechanisms required by the remedial action must be designed and calculations sealed by a Registered North Carolina Professional Engineer. Include drawings sealed by a Registered North Carolina Professional Engineer for all foundation elements affected. Do not begin remedial action work until the Department has reviewed and accepted the remedial action plan. Allow 10 working days after submitting the remedial work plan for the Department's review and acceptance. Furnish all materials and work necessary to correct defective drilled piers.

7.0 MEASUREMENT AND BASIS OF PAYMENT

The complete and accepted CSL testing will be paid for at the unit bid price for “Crosshole Sonic Logging” per each, which will constitute full compensation for all costs incurred for procurements, conducting the CSL testing, including any other test required to determine acceptability, reporting of results and incidentals necessary to complete the work.

The complete and accepted crosshole sonic logging tubes will be paid for at the unit bid price for “CSL Tubes” per foot (meter) of tube. The unit bid price will constitute full compensation for furnishing, installing, extending tubes, dewatering and grouting of all CSL tubes and 2 inch (50 mm) diameter core holes, if applicable, and for all materials, labor, tools, equipment and incidentals necessary to complete the work.

THERMAL SPRAYED COATINGS (METALLIZATION)

(2-14-04)

1.0 DESCRIPTION

Apply a thermal sprayed coating (TSC) and sealer to metal surfaces as specified herein when called for on the plans or by other Special Provisions, or when otherwise approved by the Engineer in accordance with the SSPC-CS 23.00/AWS C2.23/NACE No. 12 Specification. Only Arc Sprayed application methods are used to apply TSC coatings, the Engineer must approve other methods of application.

2.0 QUALIFICATIONS

Only use NCDOT approved TSC Contractors meeting the following requirements:

1. Who have the capability of blast cleaning steel surfaces to SSPC SP-5 and SP-10 Finishes.
2. Who employ a Spray Operator(s) qualified in accordance with AWS C.16/C2.16M2002 and a Quality Control Inspector(s) who have documented training in the applicable test procedures of ASTM D-3276 and SSPC-CS 23.00.

A summary of the contractor’s related work experience and the documents verifying each Spray Operator’s and Quality Control Inspector’s qualifications are submitted to the Engineer before any work is performed.

3.0 MATERIALS

Provide wire in accordance with the metallizing equipment manufacturer's recommendations. Use the wire alloy specified on the plans which meets the requirements in Annex C of the SSPC-CS 23.00 Specification. Have the contractor provide a certified analysis (NCDOT Type 2 Certification) for each lot of wire material.

Apply an approved sealer to all metallized surfaces in accordance with Section 9 of SSPC-CS 23. The sealer must either meet SSPC Paint 27 or is an alternate approved by the Engineer.

4.0 SURFACE PREPARATION AND TSC APPLICATION

Grind flame cut edges to remove the carbonized surface prior to blasting. Bevel all flame cut edges in accordance with Article 442-10(D) regardless of included angle. Blast clean surfaces to be metallized with grit or mineral abrasive in accordance with Steel Structures Painting Council SSPC SP-5/10(as specified) to impart an angular surface profile of 2.5 - 4.0 mils (0.063 – 0.100 mm). Surface preparation hold times are in accordance with Section 7.32 of SSPC-CS 23. If flash rusting occurs prior to metallizing, blast clean the metal surface again. Apply the thermal sprayed coating only when the surface temperature of the steel is at least 5°F (3°C) above the dew point.

At the beginning of each work period or shift, conduct bend tests in accordance with Section 6.5 of SSPC-CS 23.00. Any disbonding or delamination of the coating that exposes the substrate requires corrective action, additional testing, and the Engineer's approval before resuming the metallizing process.

Apply TSCs to thickness specified on the plans. All spot results (the average of 3 to 5 readings) must meet the minimum requirement. No additional tolerance (as allowed by SSPC PA-2) is permitted. The specified thickness requirement has been adjusted for surface roughness so that no correction for base metal is needed. (For Steel Beams: For pieces with less than 200 ft² (18.6m²) measure 2 spots/surface per piece and for pieces greater than 200 ft² (18.6m²) add 1 additional spots/surface for each 500 ft² (46.5m²))

When noted on the plans, apply the sealer to all metallized surfaces in accordance with the manufacturer's recommendations. Only apply the seal coat when the air temperature is above 40°F (4°C) and the surface temperature of the steel is at least 5°F (3°C) above the dew point. If the sealer is not applied within eight hours after the final application of TSC, the applicator verifies acceptable TSC surfaces and obtains approval from the Engineer before applying the sealer.

5.0 INSPECTION FREQUENCY

The TSC Contractor must conduct the following tests at the specified frequency and the results documented in a format approved by the Engineer.

TEST/STANDARD	LOCATION	FREQUENCY	SPECIFICATION
Ambient Conditions	Site	Each Process	5°F (3°C) above the dew point
Abrasive Properties	Site	Each Day	Size, angularity, cleanliness
Surface Cleanliness SSPC Vis 1	All Surfaces	Visual All Surfaces	SSPC-SP-10 Atmospheric Service SSPC-SP - 5 Immersion Service
Surface Profile ASTM D-4417 Method C	Random Surfaces	3 per 500 ft ²	2.5 - 4.0 mils
Bend Test SSPC-CS 23.00	Site	5 per shift	Pass Visual
Thickness SSPC PA-2R SSPC-CS 23.00	Each Surface	Use the method in PA-2 Appendix 3 for Girders and Appendix 4 for frames and miscellaneous steel. See Note 1.	Zn - 8.0 mils minimum Al - 12 mils minimum Areas with more than twice the minimum thickness are inspected for compliance to the adhesion and cut testing requirements of this specification.
Adhesion ASTM 4541	Random Surfaces Splice Areas	1 set of 3 per 500 ft ²	ZN > 500 psi Al > 1000 psi
Cut Test - SSPC-CS 23.00	Random Surfaces	3 sets of 3 per 500 ft ²	No peeling or delamination
Job Reference Std. SSPC-CS 23.00	Site	1 per job	Meets all the above requirements

6.0 REPAIRS

All Repairs are to be performed in accordance with the procedures below, depending on whether the repair surface is hidden or exposed. As an exception to the following, field welded splices on joint angles may be repaired in accordance with the procedures for hidden surfaces.

For hidden surfaces (including but not limited to interior girders, interior faces of exterior girders, and below-grade sections of piles):

1. Welding of metallized surfaces may be performed only if specifically permitted by the Engineer. Remove metallizing at the location of field welds by blast cleaning (SSPC SP-6 finish), or hand (SSPC SP-2 finish) or power tool cleaning (SSPC SP-3

finish) just prior to welding. Clean sufficiently to prevent contamination of the weld. All repairs to welded connections are metallized in accordance with SSPC CS 23.00.

2. Minor areas less than or equal to 0.1 ft^2 (9300mm^2) exposing the substrate are metallized in accordance with SSPC CS 23.00 or painted in accordance with ASTM A780, "Repair of Damaged and Uncoated Areas of Hot Dip Galvanized Coatings."
3. Large areas greater than 0.1 ft^2 (9300mm^2) exposing the substrate are metallized in accordance with SSPC CS 23.00.
4. Damaged (burnished) areas not exposing the substrate with less than the specified coating thickness are metallized in accordance with SSPC CS 23.00 or painted in accordance with ASTM A780, "Repair of Damaged and Uncoated Areas of Hot Dip Galvanized Coatings."
5. Damaged (burnished) areas not exposing the substrate with more than the specified coating thickness are not repaired.
6. Defective coating is repaired by either method 2 or 3 depending on the area of the defect.

For Exposed Surfaces (including but not limited to exterior faces of exterior girders and above-grade sections of piles):

1. Welding of metallized surfaces may be performed only if specifically permitted by the Engineer. Remove metallization at the location of field welds by blast cleaning (SSPC SP-6 finish), or hand (SSPC SP-2 finish) or power tool cleaning (SSPC SP-3 finish) just prior to welding. Clean sufficiently to prevent contamination of the weld. All repairs to welded connections are metallized in accordance with SSPC CS 23.00.
2. All areas exposing the substrate are metallized in accordance with SSPC CS 23.00
3. Defective coating is repaired by either method 2 or 3 depending on the area of the defect.

7.0 TWELVE MONTH OBSERVATION PERIOD

The contractor maintains responsibility for the coating system for a twelve (12) month observation period beginning upon the satisfactory completion of all the work required in the plans or as directed by the engineer. The contractor must guarantee the coating system under the payment and performance bond (refer to article 109-10). To successfully complete the observation period, the coating system must meet the following requirements after twelve(12) months service:

- No visible rust, contamination or application defect is observed in any coated area.
- Painted surfaces have a uniform color and gloss.

- Surfaces have an adhesion of no less than 500 psi (3.45 MPa) when tested in accordance with ASTM D-4541.

8.0 BASIS OF PAYMENT

The contract price bid for the bridge component to which the coating is applied will be full compensation for the thermal sprayed coating.

MINIMIZING RAILROAD FLAGGING SERVICE

(10-12-01)

Notify the Engineer whenever construction activity on, or immediately adjacent to, the railroad right-of-way is expected to be delayed for more than 2 weeks due to:

- Construction activity being confined to an area where the activity, including the possible falling or overturning of proposed construction equipment and/or material, is not reasonably expected to interfere with Railroad operations or cause damage to facilities of the Railroad or its tenants, and where Railroad operations would not affect personnel and/or equipment.
- The Contractor removing his work force from the site to pursue his work at other locations.
- Scheduling of needed construction equipment and/or material
- Coordination with other required construction activity
- Seasonal considerations

In the notification, describe the reason for the delay and provide a schedule of when the delay in the area is expected to begin and when work in the area is expected to resume.

Contact the Railroad's authorized representative to determine if the flagman can be released and reassigned to accommodate the proposed work delay schedule. If the Railroad agrees, the Engineer follows the advance notification procedures for releasing and rescheduling a flagman as stated elsewhere in this Special Provision or as provided by the Railroad.

Prior to the release of the flagman, ensure that drainage facilities and erosion control measures adjacent to the tracks are properly maintained and that the site is left in a condition satisfactory to the Railroad. In addition, remove any material or equipment stored on the Railway right of way that is needed during the absence of the flagman.

If failing to notify the Engineer of a construction activity delay as stated above and a flagman remains assigned to the site for more than 2 weeks after the delay begins, the flagman time exceeding the 2 weeks, until work resumes on a routine schedule, is considered the Contractor's responsibility.

For that portion of the flagman time considered as the Contractor's responsibility, the Department will continue to pay the flagging charges but an amount of \$250 per day will be withheld from partial or final payment due the Contractor.

ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS

(10-12-01)

1.0 DESCRIPTION

The work covered by this Special Provision consists of furnishing all necessary labor, equipment, and materials and performing all operations necessary for installing anchor bolts/dowels in concrete using an adhesive bonding system in accordance with the details shown on the plans and with the requirements of this specification unless otherwise directed.

Submit a description of the proposed adhesive bonding system to the Engineer for review, comments and acceptance. Include in the description the bolt type and its deformations, equipment, manufacturer's recommended hole diameter, embedment depth, material specifications, and any other material, equipment or procedure not covered by the plans or these specifications. List the properties of the adhesive, including density, minimum and maximum temperature application, setting time, shelf life, pot life, shear strength and compressive strength. If bars/dowels containing a corrosion protective coating are required, provide an adhesive that does not contain any chemical elements that are detrimental to the coating and include a statement to this effect in the submittal.

2.0 MATERIALS

Use an adhesive bonding system that has been tested for a tensile strength of 125% of the specified anchor bolt/dowel yield load. Provide certification that, for the particular bolt grade, diameter and embedment depth required, the anchor system will not fail by adhesive failure and that the anchor bolt/dowel will not move. The minimum concrete compressive strength is 3000 psi (20.7 MPa) for certification and anchorage selection.

Package components of the adhesive so that one whole container of each component mixes to form one batch of adhesive. Use containers designed so that all of the contents may be removed easily and sealed tightly to prevent leakage. Furnish adhesive material requiring hand mixing in two separate containers designated as Component A and Component B. Provide a self contained cartridge or capsule consisting of two components which are automatically mixed as they are dispensed, as in the case of a cartridge, or drilled into, as in the case of a capsule.

Clearly label each container with the manufacturer's name, date of manufacture, batch number, batch expiration date, direction for use, and warnings and precautions concerning the contents as required by State or Federal Laws and Regulations.

3.0 PROCEDURE**A. Drilling of Holes into Concrete**

When directed, use a jig or fixture to ensure the holes are positioned and aligned correctly during the drilling process. Upon approval, adjusting hole locations to avoid reinforcing steel is permitted.

Drill the holes with a pneumatic drill unless another drilling method is approved. Follow the manufacturer's recommendations regarding the diameter of the drilled hole.

Immediately after completion of drilling, blow all dust and debris out of the holes with oil-free compressed air using a wand extending to the bottom of the hole. Remove all dust from the sides of the holes by brushing the holes with a stiff-bristled brush of a sufficient size and then blow the hole free of dust. Repeat this procedure until the hole is completely clean. Check each hole with a depth gauge to ensure proper embedment depth.

Repair spalled or otherwise damaged concrete using approved methods.

B. Inspection of Holes

Inspect each hole immediately prior to placing the adhesive and the anchor bolts/dowels. Ensure all holes are dry and free of dust, dirt, oil, and grease. Rework any hole that does not meet the requirements of this Special Provision.

C. Mixing of Adhesive

Mix the adhesive in strict conformance with the manufacturer's instructions.

D. Embedment of Anchor Bolt/Dowel

Clean each anchor bolt/dowel so that it is free of all rust, grease, oil, and other contaminants.

Unless otherwise shown on the plans, the minimum anchor bolt/dowel embedment depth is such that the adhesive develops at least 125% of the anchor bolt/dowel yield load as determined by the manufacturer.

Insert the anchor bolt/dowel the specified depth into the hole and slightly agitate it to ensure wetting and complete encapsulation. After insertion of the anchor bolt/dowel, strike off any excessive adhesive flush with the concrete face. Should the adhesive fail to fill the hole, add additional adhesive to the hole to allow a flush strike-off.

Do not disturb the anchor bolts/dowels while adhesive is hardening.

4.0 FIELD TESTING

When specified on the plans, test the installed anchor bolts/dowels for adequate adhesive as specified below. Inform the Engineer when the tests will be performed at least 2 days prior to testing. Conduct the tests in the presence of the Engineer.

Use a calibrated hydraulic centerhole jack system for testing. Place the jack on a plate washer that has a hole at least 1/8 inch (3 mm) larger than the hole drilled into the concrete. Position the plate washer on center to allow an unobstructed pull. Position the anchor bolts/dowels and the jack on the same axis. Have an approved testing agency calibrate the jack within 6 months prior to testing. Supply the Engineer with a certificate of calibration.

In the presence of the Engineer, field test 10% of the first 50 anchor bolts/dowels prior to installing any additional anchors. For testing, apply and hold briefly 90% of the anchor bolt/dowel yield load shown on the plans. No visible signs of movement of the anchor bolts/dowels is permitted under this load. Upon receiving satisfactory results from these tests, install the remaining anchors. Test a minimum of 2% of the remaining anchors as previously described.

Record data for each anchor bolt/dowel tested on the report form entitled "Installation Test Report of Adhesively Anchored Anchor Bolts or Dowels". Obtain this form from the North Carolina Department of Transportation Materials and Tests Engineer. Submit a copy of the completed report forms to the Engineer.

Final acceptance of the adhesively anchored system is based on the conformance of the pull test to the requirements of this specification. Failure to meet the criteria of this specification is grounds for rejection.

5.0 BASIS OF PAYMENT

No separate measurement or payment will be made for furnishing, installing, and testing anchor bolts/dowels.

Payment at the contract unit prices for the various pay items will be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the above work.

REINFORCED CONCRETE DECK SLAB **(SAND LIGHTWEIGHT CONCRETE)**

(10-12-01)

1.0 GENERAL

This Special Provision governs materials, forming and all other related work in the construction of a reinforced concrete deck slab in accordance with applicable parts of the Standard Specifications, the details shown on the plan, and as outlined in these Special Provisions.

Plans for the concrete deck slab are detailed for the use of cast-in-place slab using fabricated metal stay-in-place forms; however, the option of constructing a cast-in-place slab using removable forms is permitted. Any additional costs incurred by the use of this option is the responsibility of the Contractor. The use of precast prestressed concrete panels is not permitted.

When using removable forms, design the slab and forms in accordance with Article 420-3 of the Standard Specifications.

2.0 MATERIALS

Use materials for metal stay-in-place forms in accordance with Article 1074-11 of the Standard Specifications.

Unless otherwise noted on the plans, use sand lightweight concrete for all cast-in-place concrete. See the Special Provision for "Sand Lightweight Concrete".

3.0 METHOD OF MEASUREMENT

Reinforced concrete deck slab(s) constructed under this item will be measured in accordance with Article 420-21 of the Standard Specifications.

4.0 BASIS OF PAYMENT

The quantity for which payment is made will be that quantity shown in square feet (square meters) on the plans. Where the plans have been revised, the quantity to be paid for will be the quantity shown on the revised plans.

The unit bid per square foot (square meter) will be full compensation for all work covered by this Special Provision and applicable parts of the Standard Specifications, but not limited to furnishing and placing concrete, reinforcing steel, joint filler and sealer, curing, deck drains, bridge scuppers, and any other material; erecting and removing all falsework and forms including any appurtenances required by the Engineer to stabilize exterior girders during overhang construction; protecting concrete in wind, rain, low humidity, high temperatures or other unfavorable weather; constructing joints, constructing drains and scuppers, finishing concrete and curing concrete.

Payment will be made under:

Reinforced Concrete Deck Slab
(Sand Lightweight Concrete) Square Foot (Square Meter)

SAND LIGHTWEIGHT CONCRETE

(10-12-01)

Use sand lightweight concrete, as noted on the plans, that meets the requirements of this Special Provision.

Sand lightweight concrete is composed of portland cement, fine aggregate, lightweight coarse aggregate, water, and admixtures. Provide sand lightweight concrete that complies with the applicable requirements of Sections 420, 1000, and 1024 of the Standard Specifications and the additional requirements herein.

Submit a mix design from a testing laboratory approved by the NC Division of Highways for approval at least 35 days prior to the proposed use. Provide a mix with a minimum cement content of 715 lbs/yd³ (424 kg/m³), a maximum water/cement ratio of 0.42, and meeting the following design criteria:

TEST	TEST METHOD	REQUIREMENT
Min. 28 Day Compressive Strength, psi (MPa)	AASHTO T22	4500 (31.0)
Max. Unit Weight, plastic, lbs/ft ³ (kg/m ³)	AASHTO T121	120 (1925)
Max. Unit Weight, dry, lbs/ft ³ (kg/m ³)	ASTM C567 using equilibrium air dried unit weight	115 (1845)
Slump, in (mm)	AASHTO T119	2 - 4 (50 - 100)
Air Content, total entrapped and entrained (percent)	AASHTO T196	6.0 ±1.5
Min. Relative Dynamic Modulus, (percent)	AASHTO T161 Procedure A	80

When submitting the mix design, include the source of the aggregates, cement, and admixtures and the gradation, specific gravity and fineness modulus (fine aggregate only) of the aggregates. Submit test results showing the mix design conforms to the criteria, including the 28 day compressive strength of a minimum of six cylinders. Provide a mix design that produces an average compressive strength sufficient to ensure that a minimum strength of 4500 psi (31.0 MPa) is achieved in the field.

Produce an additional mix in accordance with AASHTO M195 to determine the drying shrinkage. The maximum drying shrinkage for this mix is 0.07%.

For lightweight aggregate, use expanded shale or slate that meets the requirements of AASHTO M195. Grade the lightweight aggregate as follows:

Sieve Size	Passing Square Opening Sieves (Percent by Weight)
1" (25 mm)	100
3/4" (19 mm)	90 - 100
3/8" (9.5 mm)	10 - 50
No. 4	0 - 15

Determine the soundness in accordance with AASHTO T104. Loss of more than 10% of the lightweight aggregate in five cycles of the accelerated soundness test using sodium sulfate is not permitted.

Ensure the lightweight aggregate is in a saturated surface-dry condition when it is proportioned and incorporated into the mix.

EXPANSION JOINT SEALS

(10-12-01)

1.0 GENERAL

The work covered by this Special Provision consists of furnishing and installing the expansion joint seals as shown on the contract drawings. All materials, labor, equipment and incidentals necessary for the proper installation of the expansion joint seals are included.

2.0 MATERIAL

Provide expansion joint seals capable of accommodating a total movement measured parallel to the centerline of the roadway as shown on plans.

Provide an elastomeric component for each expansion joint seal that is a continuous unit for the entire length of the joint. Do not field splice the elastomeric component. Only vulcanized shop splicing of the elastomeric component is permitted. The minimum length of an elastomeric component before shop splicing is 20 feet (6.1 m). However, one piece shorter than 20 feet (6.1 m) is permitted. Provide an elastomeric component that is clearly shop marked to indicate the top side and joint location of the elastomeric component. On skewed bridges, or under unsymmetrical conditions, clearly mark the left side of the elastomeric component also. Left is defined as being on the left when facing in the direction of increasing station. Inspect the seals upon receipt to ensure that the marks are clearly visible upon installation.

Make sure the convolution of the gland does not project above the top of the hold-down plates when the joint opening is in the most compressed condition. Use either elastic polychloroprene (neoprene) or ethyl propylene diene monomer (EPDM) for the elastomer that meets the following minimum properties:

	ASTM TEST METHOD	REQUIREMENTS
Hardness, Durometer - Shore A	D2240	60 ± 5, Neoprene (upward corrugated shape - fabric reinforced) 75 ± 5, EPDM and Neoprene (upward non-corrugated shape) 80 ± 5, EPDM (upward corrugated shape-fabric reinforced)
Tensile Strength	D412	2000 psi (13.8 MPa), min.
Elongation at Break	D412	250% min.
Width of Gland in Relaxed Condition	N/A	10" ± 0.25" (254 mm ± 6 mm)
Thickness of Upturned portion of gland	N/A	0.25" (6 mm) non-corrugated shape, -0.032" to +0.032" (-0.8 mm to +0.8 mm)
Thickness of Upturned portion of gland	N/A	0.1875" (5 mm) corrugated shape, -0.032" to +0.032" (-0.8 mm to +0.8 mm)
Thickness of Flat portion of gland	N/A	0.1563" (4 mm), -0.032" to +0.032" (-0.8 mm to +0.8 mm)

For fabric reinforced glands, submit one unreinforced sample per lot number, up to 500 feet (152.4 m) of Expansion Joint Seal, to the Engineer for testing.

Only field splice hold-down plates at crown points, at abrupt changes in the deck slab cross slope, and on lane lines. Splicing within travel lanes is not permitted and splicing on edge lines is not required. Field splice hold-down plates between the edge line and gutter upturn and where necessary for proper installation and alignment is permitted. Show all splice locations on the working drawings for approval. For the location of lane markings at the expansion joint seal, see the Structure plans. At the splice locations, locate the hold-down bolts 3 inches (76 mm) from the end of the hold-down plate. At splice locations where changes in deck slab cross slope occur, cut the ends of hold-down plates parallel to the bridge centerline for skews less than 80° and greater than 100°.

Do not use welded shop splices in hold-down plates.

3.0 SHOP DRAWINGS

Submit nine sets of working drawings to the Engineer for review, comments and acceptance. Show complete details drawn to scale and include:

- The proposed template details including the makeup of the template
- The proposed method of holding the base angle assembly in place while concrete is cast around it
- The proposed procedure to correct for the effects of beam movement and rotation when setting width of joint opening
- The proposed chronology of installation including the sequence and direction of the concrete casting
- The details of cross connectors between base angles, such as steel bars with slots bolted to angles, to maintain evenness between the adjacent base angles while accommodating movement that occurs when concrete is cast. Indicate when bolts are loosened to allow movement.
- The proposed method for removing the hold-down plate
- A section detail through the joint showing horizontal offset dimensions of the base angles from the centerline joint. This detail is required when the vertical face of the joint opening is not perpendicular to the roadway surface (e.g. when the roadway grade is significant).

Have someone other than the one who prepares the drawing check all detailed drawings and include the signatures of both the drafter and checker on each sheet of the drawings. The Engineer returns unchecked drawings to the Contractor. Provide all completed drawings well in advance of the scheduled installation time for the expansion joint seal.

4.0 INSTALLATION

Provide supports for the base angle assembly at a maximum spacing of 9 feet (2.75 m). Place supports near field splices of base angles to ensure that field splices are straight and even. Provide base angles with ½" (13 mm) diameter weep holes at 12 inch (305 mm) centers to allow bleeding of trapped air and/or water. Do not obstruct the weep holes with falsework. Make the bottom of the trough parallel to grade and the sides parallel to the sides of the expansion joint seal.

For damaged areas, depressions, spalls, cracks, or irregularities of curbs or decks adjacent to the expansion joint, submit a proposed method of repair and repair material specifications for approval.

If the Engineer deems any aspects of the expansion joint seals unacceptable, make necessary corrections.

5.0 INSPECTION

When concrete is cast, use a non-aluminum, 10 foot (3 m), true to line straight edge to check and grade the top of the slab on each side of the joint to ensure smooth transition between spans.

Watertight Integrity Test

- Upon completion of an expansion joint seal, perform a water test on the top surface to detect any leakage. Cover the roadway section of the joint from curb to curb, or barrier rail to barrier rail, with water, either ponded or flowing, not less than 1 inch (25 mm) above the roadway surface at all points. Block sidewalk sections and secure an unnozzled water hose delivering approximately 1 gallon (3.8 liters) of water per minute to the inside face of the bridge railing, trained in a downward position about 6 inches (150 mm) above the sidewalks, such that there is continuous flow of water across the sidewalk and down the curb face of the joint.
- Maintain the ponding or flowing of water on the roadway and continuous flow across sidewalks and curbs for a period of 5 hours. At the conclusion of the test, the underside of the joint is closely examined for leakage. The expansion joint seal is considered watertight if no obvious wetness is visible on the Engineer's finger after touching a number of underdeck areas. Damp concrete that does not impart wetness to the finger is not a sign of leakage.
- If the joint system leaks, locate the place(s) of leakage and take any repair measures necessary to stop the leakage at no additional cost to the Department. Use repair measures recommended by the manufacturer and approved by the Engineer prior to beginning corrective work.
- If measures to eliminate leakage are taken, perform a subsequent water integrity test subject to the same conditions as the original test. Subsequent tests carry the same responsibility as the original test and are performed at no extra cost to the Department.

6.0 BASIS OF PAYMENT

Basis of payment for all expansion joint seals will be at the lump sum contract price for "Expansion Joint Seals" which price and payment will be full compensation for furnishing all material, including any steel accessory plates for sidewalks, medians and rails, labor, tools, and incidentals necessary for installing the expansion joint seal in place and including all materials, labor, tools and incidentals for performing the original watertight integrity test.

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.
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.

EPOXY PROTECTIVE COATING

(10-12-01)

1.0 DESCRIPTION

This work consists of preparing the concrete surface and furnishing and applying an epoxy protective coating to the surfaces described in this Special Provision. When epoxy protective coating is required, cure the top surfaces of the bent or end bent caps in accordance with the Standard Specifications, but do not use the Membrane Curing Compound method.

2.0 MATERIALS

Use an epoxy coating that meets the most recently published NCDOT Specification on the date of advertisement. Use the epoxy coating that meets NCDOT-Type 4A Flexible, epoxy coating, moisture insensitive.

Provide a certification for the proposed epoxy showing that it meets NCDOT-Type 4A.

The following companies have epoxies that meet Type 4A Specifications:

- E-Bond Epoxy, Inc.
Fort Lauderdale, Florida 33307
- Permagine Industries
Plainview, NY 11803
- Poly-Carb
Cleveland, OH 44139

- Tamms, Inc.
Mentor, OH 44060
- Adhesive Engineering
Cleveland, OH 44122-5554
- Kaufman Products
Baltimore, MD 21226-1131
- Prime Resins
Lithonia, GA 30058
- Sika Corporation
Lyndhurst, N. J. 07071

A copy of the specifications for Epoxy Resin Systems is available from the Materials and Tests Unit.

3.0 SURFACES

With the exception of cored slab bridges, apply the epoxy protective coating to the top surface area, including chamfer area, of bent caps under expansion joints and of end bent caps, excluding areas under elastomeric bearings. For cored slab bridges, do not apply the epoxy protective coating to the bent or end bent caps. Also, apply epoxy protective coating to the ends of prestressed concrete members as noted on the plans.

Use extreme care to keep the area under the elastomeric bearings free of the epoxy protective coating. Do not apply the epoxy protective coating in the notch at the ends of the prestressed concrete girders.

Thoroughly clean all dust, dirt, grease, oil, laitance, and other objectionable material from the concrete surfaces to be coated. Air-blast all surfaces immediately prior to applying the protective coating.

Only use cleaning agents pre-approved by the Engineer.

4.0 APPLICATION

Apply epoxy protective coating only when the air temperature is at least 40°F (4°C) and rising, but less than 95°F (35°C) and the surface temperature of the area to be coated is at least 40°F (4°C). Remove any excess or free standing water from the surfaces before applying the coating. Apply one coat of epoxy protective coating at a rate such that it covers between 100 and 200 ft²/gal (2.5 and 5 m²/liter).

Note: Under certain combinations of circumstances, the cured epoxy protective coating may develop “oily” condition on the surface due to amine blush. This condition is not detrimental to the applied system.

Apply the coating so that the entire designated surface of the concrete is covered and all pores filled. To provide a uniform appearance, use the exact same material on all visible surfaces.

5.0 BASIS OF PAYMENT

No separate measurement or payment will be made for preparing, furnishing and applying the epoxy protective coating to the concrete surfaces.

Payment at the contract unit prices for the various pay items will be full compensation for the above work including all materials, equipment, tools, labor, and incidentals necessary to complete the work.

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)	ASTM 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.

MSE RETAINING WALLS

(10-03-02)

1.0 DESCRIPTION

Design, prepare plans, and construct MSE retaining walls to the lines, grades and locations shown in the plans and in accordance with this specification and the details shown in the plans. Work includes all excavation, leveling pad, concrete face panel, concrete coping, retaining wall backfill, the fabric above the #57 stone, and all other materials, labor, tools, equipment and incidentals necessary to complete the work.

Furnish any one of following retaining wall systems in accordance with this Special Provision. Declare the choice of retaining wall system at the Preconstruction Conference for the project. The wall system chosen at the Preconstruction Conference becomes the required wall system for the contract.

The Reinforced Earth Wall as manufactured by:

The Reinforced Earth Company
8614 Westwood Center Drive, Suite 1100
Vienna, VA 22182
Telephone (703) 821-1175

The Retained Earth Wall as manufactured by:

Foster Geotechnical
1372 Old Bridge Road, Suite 101
Woodbridge, VA 22192
Telephone (703) 499-9818

The Hilfiker RSE Wall as manufactured by:

T and B Structural Systems
637 W. Hurst Boulevard, Suite 2A
Hurst, TX 76053
Telephone (817) 280-9858

Value engineering proposals for other wall systems are not considered.

Design the retaining walls to meet the criteria of the current AASHTO Standard Specifications for Highway Bridges and the requirements specified in the plans.

Submit eight sets of complete working drawings/shop plans, erection plans and design calculations, sealed by a North Carolina Registered Professional Engineer, for review and approval prior to beginning wall work. Allow 40 days for review and approval from the date they are received by the Engineer until they are returned to the Contractor.

Provide the option chosen to meet the requirements of the plans, this Special Provision and the Standard Specifications.

2.0 GENERAL

The Resident Engineer schedules a Preconstruction Conference with representatives from the Contractor, the retaining wall system Supplier, and the Soils and Foundation Section to discuss construction details and inspection of the retaining wall.

Provide all necessary material from the Supplier chosen.

Obtain from the Supplier technical instruction and guidance in preconstruction activities, including the Preconstruction Conference, and on-site technical assistance during construction. Follow any instructions from the Supplier closely unless otherwise directed.

3.0 MATERIALS

A. Concrete Panels

Provide the concrete mix designed by the Supplier and approved by the State Materials Engineer prior to use. Furnish a copy of the Supplier's approval to the Engineer and to the Materials and Tests Unit in Raleigh. Design the mix to meet the strength requirements included in this Special Provision under the heading "Casting of Precast Concrete Face Panels".

B. Concrete Leveling Pad

Provide Class A concrete conforming to the applicable requirements in Sections 420 and 1000 of the Standard Specifications for the leveling pad.

C. Concrete Coping

Use Class A Concrete for coping and apply the requirements in Sections 420, 1000, and 1077 of the Standard Specifications. The requirements in Sections 425 and 1070 of the Standard Specifications apply to the reinforcing steel in coping. If preferred, precast coping is permitted unless otherwise stated in the plans.

D. Reinforcing Steel, Reinforcing Mesh, Mats, or Strips, Tie Strips and Fasteners

Use reinforcing Steel conforming to the applicable requirements in Sections 425 and 1070 of the Standard Specifications.

Shop-fabricate tie strips of hot rolled steel conforming to the minimum requirements of ASTM A570-85, Grade 50 (Grade 345) or equivalent. Shop fabricate the reinforcing mesh or mats of cold drawn steel wire conforming to the minimum requirements of AASHTO M32 (M32M) and weld into the finished mesh fabric in accordance with AASHTO M55 (M55M). Hot roll reinforcing strips from bars to the required shape and dimensions with their physical and mechanical properties conforming to AASHTO M223 (M223M), Grade 65 (Grade 450). Cut to lengths and tolerances shown on the plans and punch holes for bolts in the locations shown on plan details. The minimum bending radius of tie strips is 1 inch (25 mm). Inspect all reinforcing and tie strips carefully to ensure they are true to size and free from defects that may impair their strength or durability. Galvanize in accordance with the minimum requirements of AASHTO M111.

Use 1/2" (12.70 mm) diameter bolts, nuts and washers conforming to AASHTO M164 (M164M). Provide Bolt and thread lengths in accordance with Supplier's recommendations. Hot-dip galvanize bolts and nuts in accordance with the requirements of AASHTO M232 (M232M).

E. Miscellaneous Panel Components and Attachment Devices

Provide miscellaneous concrete face panel components, including dowels, polyvinylchloride pipe, stirrups, etc., in accordance with the Supplier's recommendations.

Fabricate clevis connector and connector bar from cold drawn steel wire conforming to the requirements of AASHTO M32 (M32M) and welded in accordance with AASHTO M55 (M55M). Galvanize loops in accordance with AASHTO M111.

Cold form mat anchors or buttonheads, where applicable, symmetrically about the axis of the wire to develop the minimum guaranteed ultimate tensile strength of the wire. Do not use a cold forming process that causes indentations in the wire. Provide mat anchors and buttonheads that do not contain wide open splits or splits not parallel with the axis of the wire.

agitation so the solids will settle out. At this time remove a sufficient amount of the solution and filter through a coarse paper (Fisher Q8) to obtain the supernate to be analyzed in accordance with the above procedures.

2. Backfill Separation Fabric

Place a layer of fabric on top of the completed wall backfill to prevent migration of fines from common backfill placed above from contaminating the wall backfill.

Use fabric meeting the applicable requirements for Type 2 fabric as described in Section 1056 of the Standard Specifications.

Overlap the fabric a minimum of 18 inches (460 mm).

4.0 CASTING OF PRECAST CONCRETE FACE PANELS

A. General

Cast concrete face panels and apply the requirements of Sections 1000 and 1077 of the Standard Specifications.

B. Acceptance

Supply concrete for precast panels that attains a 28 day compressive strength of 4000 psi (27.6 MPa) unless otherwise shown on plans.

Acceptance of the concrete face panels with respect to compressive strength is determined on the basis of production lots. A production lot is a group of panels that is represented by a single compressive strength sample and consists of either 40 panels or a single day's production, whichever is less. Make compression tests on standard 6" x 12" (152 mm by 305 mm) or 4" x 8" (102 mm by 203 mm) test specimens prepared in accordance with AASHTO T23. Conduct compressive strength testing in accordance with AASHTO T22.

Cast a minimum of four cylinders for each production lot sampled. Cure all specimens in the same manner as the panels. An acceptance test result is the average compressive strength of two cylinders.

The lot is acceptable if the test results are equal to or greater than 4000 psi (27.6 MPa).

If a production lot fails to meet the specified compressive strength requirements, the production lot is rejected unless the Supplier, at his own expense, obtains and submits evidence of a type acceptable to the Engineer that the strength and quality of the concrete placed within the panels of the production lot is acceptable. If such evidence consists of tests made on cores taken from the panels within the production lot, obtain and test the cores in accordance with the requirements of AASHTO T24.

C. Miscellaneous

1. Casting

Set all panel components in place in the forms to conform to the details on the plans and accepted shop plans prior to casting. Cast the panels on a flat area with the front face of the form at the bottom and the rear face at the top. Set tie strip guides or clevis connectors on the rear face.

Give special care to the clevis connectors: Place all clevis connectors normal to the panel and attach them to the alignment templates using the bars provided with the forms. Tolerance for the vertical and horizontal alignment of the clevis connectors is $\pm 1/8$ " (3 mm). Clean the holes inside the loops so that they are free of all concrete and debris.

Place the concrete in each unit without interruption and consolidate using an approved vibrator, supplemented by hand tamping to force the concrete into corners of the forms and prevent the formation of stone pockets or cleavage planes. Use clear form oil of the same manufacture throughout the casting operation.

2. Concrete Finish

Provide an ordinary surface finish as defined by Subarticle 420-18(B) of the Standard Specifications for the front face (exposed face of wall) unless otherwise shown on the plans. Screed the rear face of the panel to a uniform surface finish to eliminate open pockets of aggregate and surface distortions in excess of 1/4 inch (6 mm).

3. Tolerances

Manufacture all units within the following tolerances:

- All dimensions within 3/16 inch (5 mm), except the lateral position of the tie strips to within 1 inch (25 mm).
- Surface defects on formed surfaces are not to exceed 1/8 inch in 5 feet (3mm in 1.5 m).

4. Marking

Clearly scribe the date of manufacture, the production lot number, and the piece-mark on the rear face of each panel.

5. Handling, Storage and Shipping

Handle, store and ship all units in such manner as to eliminate the danger of discoloration, chipping, cracks, fractures and excessive bending stresses. Support panels in storage on firm blocking located immediately adjacent to tie strips to avoid bending the tie strips. Store panels in a horizontal position and stack no more than six high. Do not ship panels prior to 5 days after production.

5.0 CONSTRUCTION METHODS

A. Site Preparation

Perform surface excavation operations and random fill construction in the vicinity of the structure in accordance with the applicable portions of this Special Provision, and in reasonably close conformity to the lines, grades, dimensions, and cross-sections shown on the plans.

B. Retaining Wall Excavation

Excavate all material necessary for the construction of the retaining walls in accordance with the plans and this provision. Excavation includes the construction and subsequent removal of all necessary bracing, shoring, sheeting and cribbing and all pumping, bailing, and draining. Perform random backfilling in accordance with the details in the plans and dispose of or stockpile surplus or unsuitable excavated material as directed by the Engineer.

Perform all necessary clearing and grubbing at the site in accordance with Section 200 of the Standard Specifications.

Notify the Engineer a sufficient time before beginning the excavation so that measurements may be taken of the undisturbed ground.

Shore or brace the excavation in accordance with local and state safety standards. Perform excavation and related work in such sequence that no portion of the retaining wall will be endangered by subsequent operations.

When the retaining wall is adjacent to a traveled way, obtain approval before beginning the excavation. Submit drawings and design calculations in accordance with the provisions of Subarticle 410-5(D) of the Standard Specifications.

Notify the Engineer after excavating each location of the wall. Do not place the concrete leveling pad until the depth of the excavation and the character of the foundation material have been approved.

Remove all sheeting and bracing as the random backfilling progresses.

Obtain approval for all random backfill material. Large or frozen lumps, wood or other undesirable material is not allowed in the backfill. Compact all backfill in accordance with Subarticle 235-4(C) of the Standard Specifications.

C. Wall Erection

1. Foundation Preparation

Prior to wall construction, grade the foundation for the structure level for a width equal to or exceeding the length of soil reinforcing or as shown on the plans. Compact the foundation to a minimum of 95% of the maximum dry density as determined by AASHTO T99.

2. Leveling Pad Construction

Construct an unreinforced concrete leveling pad of Class A concrete having the dimensions and at the locations and elevations shown on the plans. Cure the leveling pad a minimum of 24 hours before placement of wall panels.

3. Placing Concrete Face Panels

Place precast concrete panels vertically with equipment that does not damage the panels. For erection, handle panels by means of eyes set into the upper edge of the panels. Use other placement methods when approved by the Supplier and Engineer. Place panels in successive horizontal lifts in accordance with the details and at the locations shown on the plans. Externally brace the first lift of panels. Proceed with backfill placement as hereinafter specified. As panel and backfill lifts progress, maintain the panels in vertical position by means of temporary wooden wedges placed in the joint at the junction of the two adjacent panels on the external side of the wall. The maximum tolerance for vertical (plumbness) and horizontal alignment is 3/4 inch (19 mm) when measured along a 10 foot (3 m) straightedge. The maximum allowable offset in any panel joint is 3/4 inch (19 mm). The overall vertical tolerance of the wall (plumbness from top to bottom) is 1/2 inch (13 mm) per 10 feet (3 m) of wall height. As wall erection progresses, install horizontal and vertical joint filler in accordance with the Supplier's instructions.

4. Placing Retaining Wall Backfill and Soil Reinforcing

Place backfill within the structure closely following the erection of each lift of panels. Place the backfill material in layers for the full width shown on the plans. Place layers not more than 7½ inches (190 mm) in depth loose thickness and compact. Compact #57 stone backfill with at least four passes of an 8 – 10 ton (7.3 - 9.1 metric ton) vibratory roller in the vibratory mode, or as directed by the Engineer. At each tie strip level, reinforcing mesh level, or reinforcing mat level of the wall, level and compact the backfill material before placing and attaching tie strip, mat or mesh. Place the reinforcing strips, mat or mesh normal to the face of the wall or as shown on the plans. Compact backfill layers in a direction parallel to the wall and without disturbance or distortion of reinforcing strips, mats, mesh, or

wall panels. Use only a hand-operated mechanical compactor within 3 feet (1 m) of the face of the wall as a precaution against pushing panels outward and distorting the vertical face of the wall. Exercise extreme care to prevent bending panel tie strips, mats, or mesh during compaction. Compact as required with a minimum of three passes of the compactor.

At the end of each day's operation, slope the areas adjacent to the stone backfill such that in the event of rain, surface runoff will be diverted away from the backfill area. Contamination of the stone backfill by soil fines from runoff is grounds for rejection of the backfill.

5. Placing Concrete Coping

When cast-in-place coping is used, place a 1/2 inch deep vertical contraction joint in all exposed faces at a spacing equal to two panel widths and in accordance with Article 825-10(B) of the Standard Specifications. Place the contraction joints in the coping so that it aligns with the vertical joints between the panels.

6.0 BASIS OF PAYMENT

Payment will be made under:

MSE Retaining Walls, Sta. _____ Lump Sum

VERTICAL CRACKS IN PRESTRESSED CONCRETE GIRDERS PRIOR TO DETENSIONING (10-12-01)

Provide prestressed concrete girders without objectionable cracks. The provisions herein address prestressed concrete girders that have vertical casting cracks in the middle half of the member length prior to strand detensioning. Certain types of these cracks have been determined by the Department to render the girders unacceptable.

Unacceptable cracked members include, but are not limited to, those with two or more full height vertical cracks spaced at a distance less than the member depth. Such members are not considered serviceable and will be rejected. Full height cracks are cracks that begin at or near the top of the member and extend down to or below the center of gravity of the bottom group of prestressed strands.

Except as noted above, members with one or more vertical cracks that extend into the bottom flange are subject to an engineering assessment to determine their acceptability. If this engineering assessment requires, submit, at no additional cost to the Department, a proposal for repairing the member and a structural evaluation of the member prepared by a North Carolina Registered Professional Engineer. In the structural evaluation, consider the stresses under full service loads had the member not cracked and the effects of localized loss of prestress at the crack as determined by methods acceptable to the Department.

For members designed for zero tension under full service loads, the maximum magnitude of the computed concrete tension at the lower end of the cracks is the square root of the specified design strength of the concrete. The maximum width of the crack at the bottom of the web is 3 mils (0.075 mm) after detensioning. For all other members, the maximum magnitude of the computed concrete tension at the lower end of the crack is 350% of the square root of the specified design strength of the concrete, and the maximum width of the crack at the bottom of the web is 4 mils (0.100 mm) after detensioning.

The Department has final determination regarding acceptability of any members in question.

FALSEWORK AND FORMWORK

(10-12-01)

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 420-17 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. 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

8-13-04

1.0 GENERAL

Submit working drawings in accordance with Article 105-2 of the Standard Specifications and the requirements of this Special Provision. The list of submittals contained herein does not represent a list of required submittals for this project. Submittals are only necessary for those items as required by the Standard Specifications, other Special Provisions, or contract plans. Make submittals that are not specifically noted in this Special Provision directly to the Resident Engineer.

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

2.0 WORKING DRAWINGS SUBMITTAL CONTACTS

All submittals noted herein are reviewed by the Structure Design Unit and/or the Geotechnical Engineering Unit.

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@dot.state.nc.us

Secondary Structures Contacts:

James Gaither (919) 250 – 4042
Man-Pan Hui (919) 250 – 4044

Eastern Regional Geotechnical Contact (Divisions 1-7):

K. J. Kim
(919) 662 – 4710
(919) 662 – 3095 facsimile
kkim@dot.state.nc.us

Western Regional Geotechnical Contact (Divisions 8-14):

John Pilipchuk
 (704) 455 – 8902
 (704) 455 – 8912 facsimile
jpilipchuk@dot.state.nc.us

3.0 SUBMITTAL COPIES

The quantities provided in this Special Provision act as a guide in the submittal process.

Unless otherwise required by the contract, submit two sets of supporting calculations to the Structure Design Unit.

Furnish one complete copy of the submittal, including all attachments, to the Resident Engineer. If requested, provide additional copies of any submittal. At the same time, submit the following number of copies directly to the Structure Design Unit and/or the Geotechnical Engineering Unit:

Working Drawing 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
Box Culvert Falsework ²	5	0	Plan Note & SN Sheet
Cofferdams ⁴	6	1	Articles 410-5 and 420-8
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 (superstructure)	8	0	Article 420-3
Falsework & Forms ² (substructure)	8	0	Article 420-3
Mechanically Stabilized Earth Retaining Walls ⁴	7	1	“MSE Retaining Walls”
Metal Bridge Railing	8	0	Plan Note

Metal Stay-in-Place Forms	8	0	Article 420-3
Metalwork for Elastomeric Bearings ^{5,6}	7	0	Article 1072-10
Miscellaneous Metalwork ^{5,6}	7	0	Article 1072-10
Overhead Sign Assemblies	13	0	Article 903-3(C)
Pile Points	7	1	Article 450-8(D) & "Steel Pile Points"
Placement of Equipment on Structures (cranes, etc.)	7	0	Article 420-20
Precast Concrete Box Culverts	2, then 1 reproducible	0	"(Optional) Precast Reinforced Concrete Box Culvert at Station ____"
Precast Retaining Wall Panels	10	0	Article 1077-2
Pot bearings ⁵	8	0	"Pot Bearings"
Prestressed Concrete Deck Panels	6 and 1 reproducible	0	Article 420-3
Proprietary retaining walls ⁴	9	1	Applicable Project Special Provision
Prestressed Concrete Girder (strand elongation and detensioning sequences)	6	0	Articles 1078-8 and 1078-11
Prestressed Concrete Cored Slab (detensioning sequences) ³	6	0	Article 1078-11
Revised Bridge Deck Plans (adaptation to metal stay-in-place forms)	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"
Soil Nail Retaining Walls ⁴	4	1	Applicable Project Special Provision
Sound Barrier Wall Steel Fabrication Plans ⁶	7	0	Article 1072-10 & "Sound Barrier Wall"
Sound Barrier Wall Casting Plans	10	0	Article 1077-2 & "Sound Barrier Wall"
Structural Steel ⁵	2, then 7	0	Article 1072-10

TFE Expansion Bearings ⁵	8	0	Article 1072-10
Temporary Detour Structures ⁴	10	1	Article 400-3 & “Construction, Maintenance and Removal of Temporary Structure at Station _____”
Temporary Shoring ⁴	6	1	Article 410-4 & “Temporary Shoring for Maintenance of Traffic”
Temporary Fabric or Wire Walls ⁸	0	2	Applicable Project Special Provision
Permanent Anchored Tieback Retaining Walls ⁴	4	1	Applicable Project Special Provision
Evazote Joint Seals ⁷	9	0	Applicable Project Special Provision
Optional Disc Bearings ⁵	8	0	“Optional Disc Bearings”
Removal of Existing Structure over Railroad	5	0	Railroad Special Provisions
Drilled Pier Construction Sequence Plans ⁸	0	2	“Drilled Piers”
Pile Hammers ⁸	0	2	Article 450-6

FOOTNOTES

- References are provided to help locate the part of the contract where the working drawing submittals are required. References in quotes refer to the Project Special Provision by that name. Articles refer to the Standard Specifications.
- Submittals for these items are necessary only when plan notes require them.
- Submittals for these items may not be required. A list of pre-approved sequences is available from the producer or the Materials and Tests Unit.
- These submittals are reviewed by the Structure Design Unit and the Geotechnical Engineering Unit. If NCDOT Shoring Standards are used, working drawings need not be submitted, but the Shoring Selection Form should be forwarded to the Geotechnical Engineering Unit.
- The fabricator may submit these items directly to the Structure Design Unit.
- The two sets of preliminary submittals required by Article 1072-10 of the Standard Specifications are not required for these items.

7. Submittals for Fabrication Drawings are not required. Submission of Catalogue Cuts of Proposed Material is required. See Section 5.A of the Project Special Provision.
8. Submittals for these items are reviewed by the Geotechnical Engineering Unit only and correspondence regarding these items should be directed to and will come from the Geotechnical Engineering Unit.

**CONSTRUCTION, MAINTENANCE AND REMOVAL
OF TEMPORARY ACCESS AT STATION 28+95.00 -SBL-**

(2-14-04)

1.0 GENERAL

Construct, maintain, and remove the temporary access required to provide the working area necessary to construct the bridge and, if applicable, remove an existing bridge. Temporary access may include other methods than those outlined in this Special Provision; however, all types of temporary access are required to meet the requirements of all permits, the Standard Specifications, and this Special Provision.

2.0 TEMPORARY ROCK CAUSEWAY [WORKPAD]

If detailed on the plans, construction of a temporary rock causeway [workpad] within the limits shown on the plans is permitted. Build the causeway [workpad] with Class II riprap topped by a layer of Class A riprap or as otherwise designated on the plans or approved by the Engineer. If desired, recycle the Class II riprap used in the causeway [workpad] for placement in the final riprap slope protection as directed by the Engineer. No payment will be made for recycled riprap as this material is considered incidental to the causeway [workpad] placement and removal. If this option is exercised, no adjustment in contract bid price will be allowed due to an underrun in the quantity of "Plain Rip Rap Class II (2'-0" (600 mm) Thick)".

Completely remove all causeway [workpad] material including pipes and return the entire causeway [workpad] footprint to the original contours and elevations within 90 days of the completion of the deck slab or as otherwise required by permits.

For sites affected by moratoriums of restrictions on in-stream work: Do not construct or remove causeway [workpad] during the moratorium period shown on the permit. If the completion of the deck slab falls within the prohibitive dates for causeway [workpad] construction or removal, begin causeway [workpad] removal immediately following the prohibitive dates.

3.0 TEMPORARY WORK BRIDGE

If noted on the plans, the construction of a temporary work bridge is permitted. Submit details of the temporary work bridge to the Engineer prior to constructing the work bridge to ensure conformance with the plans and all permits. Make certain that the temporary work bridge satisfies all permits. Completely remove the temporary bridge prior to final acceptance or as otherwise required by the permits.

If a causeway [workpad] is detailed on the plans, the construction of a temporary work bridge in lieu of the causeway [workpad] is permitted. If this option is exercised, prepare all necessary documents required for permit modifications, if any.

4.0 BASIS OF PAYMENT

The lump sum price bid for “Construction, Maintenance and Removal of Temporary Access at Station _____” will be full compensation for the above work, or other methods of access, including all material, pipes, work bridge components, equipment, tools, labor, disposal, and incidentals necessary to complete the work.

ELASTOMERIC BEARINGS

(10-03-02)

Use elastomeric bearings in accordance with Article 1079-2 of the Standard Specifications except as follows:

**TABLE 1079-2
NATURAL RUBBER ELASTOMER REQUIREMENTS**

Grade (durometer)	50	60
PHYSICAL PROPERTIES Hardness ASTM D2240	50 +5 -5	60 +5 -5

UNCLASSIFIED STRUCTURE EXCAVATION AT STATION 28+95.00 -SBL-

(12-12-02)

The 2002 Standard Specifications shall be revised as follows:

Unclassified structure excavation shall be in accordance with Section 412 of the Standard Specifications with the following exception:

Payment will be made under:

Unclassified Structure Excavation at Station 28+95.00 -SBL-.....Lump Sum

PRESTRESSED CONCRETE MEMBERS

(2-14-04)

In Section 1078-12 of the Standard Specifications after the first sentence of “5,” place the following:

“Conduit may be rigid one-piece or rigid two-piece (split sheathed). Do not use flexible conduit.”

In Section 1078-13 of the Standard Specifications, after the fourth paragraph add the following paragraph:

“When handling the prestressed concrete members, a temporary stress of $5\sqrt{f_{ci}}$ is permitted, where f_{ci} is the strength of concrete at release, in psi.”

In Section 1078-5 of the Standard Specifications, place the following two sentences after the first paragraph:

“When casting holes through the top flange of Bulb Tee Girders for overhang or interior bay falsework hanger rods use rigid PVC conduits with a wall thickness of approximately 1/8 inch. Do not use thin wall material. Secure conduits in the forms so that they do not migrate out of the proper location. Other methods of forming holes may be proposed but are subject to the Engineer’s approval.”

“When casting dowel rod holes in cored slab members use material that creates round, vertical holes of the specified diameter and in the correct location. Do not use material that deforms, collapses or shifts position during casting of the member.”

STRUCTURE DRAINAGE SYSTEM AT STATION 28+95.00 -SBL- (SPECIAL)

The Contractor shall be responsible for furnishing all equipment, labor and materials necessary to install the Structure Drainage System s shown on the plans for the Structure.

Drains, yes and other fittings shall be of polyvinyl chloride plastic meeting the requirements of ASTM D3034 and shall be SDR35.

No separate measurement shall be made for this work. Payment for the work covered by this provision will be at the contract lump sum price bid for “Structure Drainage System at Station 28+95.00 -SBL-.” Such price and payment shall be full compensation for furnishing all materials, equipment, tools, labor and all incidentals necessary to complete the work.

Payment will be made under:

Structure Drainage System at Station 28+95.00 -SBL-.....Lump Sum

8” SLOPE PROTECTION: (SPECIAL)

Construct the 8” Slope Protection according to the Standard Specifications with the exception that only the stone option is allowed.

FABRICATED METAL STAY IN PLACE FORMS

(8-13-04)

In Section 420-3 "Falsework and Forms" of the Standard Specifications, revise "(D)(2) Fabricated Metal Stay-In-Place Forms" as follows:

Add the following sentence after the third sentence of the first paragraph:

When required by the design plans, detail SIP forms with excluder plates to exclude concrete from the valleys in the forms. Do not use filler material, such as styrofoam, in the form valleys.

and add the following new Item, (D)(10) Fabricated Metal Stay-In-Place Forms

10. Weld metal stay-in-place forms for prestressed concrete girders to embedded clips in the girder flanges. . The embedded clips shall be a minimum of 2" x 3/4" (51 mm x 83 mm) and 2" (51 mm) long. The clips shall be galvanized, 12 gauge ASTM A653 steel and have a 3/4" (19 mm) or 1" (25 mm) diameter hole in the 2" (51 mm) leg. The spacing of the clips shall be 12" (305 mm). All submitted metal stay-in-place form designs must be able to utilize the standard size and spacing of the clip described above.