

Project Special Provisions
Structure

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8/31/07

PROJECT SPECIAL PROVISIONS
STRUCTURE

B-4334

DAVIDSON COUNTY

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.

EVAZOTE JOINT SEALS

(02/04/03)

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, initially form the joints to the width shown on the plans.

Allow the concrete slab to cure for at least 2 days prior to sawing the concrete joint to its final specified width and depth.

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.

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.

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**(02-14-04)****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:

Western Regional Geotechnical
 Manager
 North Carolina Department
 of Transportation
 Geotechnical Engineering Unit
 Western Regional Office
 1589 Mail Service Center
 Raleigh, NC 27699-1589

Via other delivery service:

Western Regional Geotechnical
 Manager
 North Carolina Department
 of Transportation
 Geotechnical Engineering Unit
 Western Regional Office
 1020 Birch Ridge Drive
 Raleigh, NC 27610

Attention: Mr. M. A. Mulla, P. E.

Attention: Mr. M. A. Mulla, P. E.

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):

Mohammed Mulla
(919) 250 – 4088
(919) 250 – 4237 facsimile
mmulla@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

1. 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.
2. Submittals for these items are necessary only when plan notes require them.
3. 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.
4. 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.
5. The fabricator may submit these items directly to the Structure Design Unit.
6. 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 27+49.00-L-**

(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

BEARING PILES

(SPECIAL)

A. GENERAL

During pile driving operations, the Contractor must use an approved system. No variations in the driving system will be permitted without the Engineer's written approval. Any change in the driving system will only be considered after the Contractor has submitted the necessary information for a revised wave equation analysis. The Contractor will be notified of the acceptance or rejection of the driving system changes within five (5) calendar days of the Engineer's receipt of the requested change.

B. PILE DRIVING ANALYZER (PDA)

1.0 General:

The work consists of driving 30” steel pipe piles with the Pile Driving Analyzer (PDA) (ASTM D 4945-89) attached. Use the PDA on the first production pile installed or as directed by the Engineer. The pile must be a vertical pile. Notify the Engineer of the pile driving system and driving schedule not less than fourteen (14) working days prior to the beginning of pile driving.

After dynamic testing is completed, pile driving criteria for the production piles will be furnished to the Contractor within two (2) weeks.

2.0 Equipment:

The Engineer will furnish the dynamic measuring instruments, materials and directions for installation of the transducers.

Supply a shelter to protect the computer and the test equipment operator from sun, wet, wind, and cold. The shelter must have a minimum floor size of 6 ft. x 6 ft. and minimum roof height of 7 ft. Maintain the inside temperature between 50 to 85 degrees F, using a heating or cooling system, if necessary. Place the shelter within 75 feet of the test pile.

Supply a pile with extra length, if needed, so that the transducers and their accompanying wires are not damaged during driving.

3.0 Construction:

Procedures for installing piles are subject to modification as directed by the Engineer.

Drill the holes necessary for attaching the transducers. Lift, align and rotate the pile to be tested in the driving leads, as directed by the Engineer. Place the hammer and leads on the pile. Ensure the hammer is properly aligned on the pile. Attach the transducers. Drive the pile as directed by the Engineer. The Engineer may require reducing the energy transmitted to the pile, by using additional cushions or reducing the energy of the hammer.

If through fault or negligence the Contractor damages the Pile Driving Analyzer or supporting equipment, the Contractor must replace the damaged equipment at no additional cost to the department. If transducers are installed incorrectly, the Contractor is responsible for any time delays.

During driving the Engineer will take dynamic measurements of the pile. Measurements taken will include, but not be limited to: hammer performance, driving system performance, skin friction, bearing capacity, and driving stresses. If the dynamic records are inconclusive, the Engineer may require the Contractor to readjust the transducers.

When the transducers are within one (1) foot of the ground surface, water surface, or a pile template, halt driving and remove the transducers from the pile. If additional driving is required, reattach the transducers to the head of the next segment before the resumption of driving.

If absolute refusal above the specified plan elevation occurs, or piles do not achieve the specified resistance, the Engineer will determine the final pile length. Deeper driving or less driving may be required in order to allow for variations in the location and/or strength of the stratum from which the pile obtains its capacity.

After the hammer has been placed on the pile, an estimated two (2) hours per pile is needed to attach the transducers and take measurements.

The Engineer may require re-driving of the pile. Wait a minimum 24 hours (freeze period). Reattach the transducers. Warm up the hammer, for example by applying at least 30 blows to another pile. Restrike the pile. Do not use a cold hammer for restrike. The Engineer will

determine the amount of penetration required during restrike. Notify the Engineer of the redriving schedule not less than one (1) working day prior to beginning redrive.

The Engineer will determine when the dynamic testing has been satisfactorily completed.

C. METHOD OF MEASUREMENT AND BASIS OF PAYMENT

The total number of test piles is anticipated to be one (1). The Engineer may require additional dynamic testing on other production piles.

Dynamic Load testing will be paid for at the contract unit price per each, "Dynamic Load Test", which price will be full compensation for all materials, labor, tools, equipment, mobilization, and incidentals necessary to complete the work for each test, excluding the pile to be tested, which will be paid for as a production pile.

PRESTRESSED CONCRETE MEMBERS

(2-14-04)

In Section 1078-12 of the Standard Specifications, delete the first two lines. 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."