Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

M E M O R A N D U M

DATE: April 2, 2018

TO: District Specifications Engineers

FROM: Dan Hurtado, State Specifications Engineer

CC: State Program Management Office
Tim Lattner, Director, Office of Design
David Sadler, Director, Office of Construction
Amy Tootle, State Construction Engineer
Rudy Powell, Director, Office of Maintenance
Stefanie Maxwell, Manager, Program Management Office

SUBJECT: MANDATORY SPECIFICATIONS REVISIONS
July 2018 Workbook and eBook: Mandatory Revision No. 2

Mandatory No. 2 is issued to include the following Special Provision for lettings beginning July 1, 2018, and forward.

Chapter 2018-52, Laws of Florida (formerly House Bill 545) was signed by the Governor on March 21, 2018, and will be effective July 1, 2018. This action amended Section 287-135, Florida Statutes related to "Scrutinized Companies that Boycott Israel" to include contracts of any amount.

Revise specification packages as described below for the effective letting date as noted:

Specification Number	Heading	Revision Date	Effective Letting Date	Remarks
SS0073000	Legal Requirements and Responsibility to the Public – Scrutinized Companies.	4-20-16	10-16	SP deleted and replaced by new SP. Usage Note: All Jobs
SP0073000	Legal Requirements and Responsibility to the Public – Scrutinized Companies.	3-22-18	7-18	New SP. Usage Note: All Jobs.

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – SCRUTINIZED COMPANIES.
(REV 3-22-18) (7-18)

SECTION 7 is expanded by the following new Article:

7-30 Scrutinized Companies.

For Contracts of any amount, if the Department determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, the Department shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the Department's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met.

For Contracts $1,000,000 and greater, if the Department determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies with Activities in the Sudan List, or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, the Department shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the Department's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

June 15, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **009**
Proposed Specification: **0090504 Measurement and Payment**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Ashley Anderson of the State Construction Office (SCO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

MEASUREMENT AND PAYMENT.
(REV 5-8-18)

SUBARTICLE 9-5.4 is deleted and the following substituted:

9-5.4 Release of Retainage After Acceptance: When the Contractor has furnished the Department with all submittals required by the Contract, such as invoices, EEO reports, materials certifications, certification of materials procured, etc., (excluding Contractor's letter of acceptance of final amount due and Form 21-A release) and the Engineer has determined that the measurement and computation of pay quantities is correct, the Department may reduce the retainage to $1,000 plus any amount that the Department elects to deduct for defective work as provided in 9-5.3.

~~The Department will not allow a semifinal estimate under the provisions of the above paragraphs unless the time elapsing between (1) acceptance of the project and receipt of all test reports, invoices, etc., and (2) submission of the final estimate to the Contractor for acceptance, exceeds or is expected to exceed ten days.~~

The Department may deduct from payment estimates any sums that the Contractor owes to the Department on any account. Where more than one project or job (separate job number) is included in the Contract, the Department will distribute the reduced retainage as provided in the first paragraph of this Subarticle to each separate project or job in the ratio that the Contract value of the work for the particular job bears to the total Contract amount.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 23, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **102**
Proposed Specification: **1020303 Maintenance of Traffic.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Daniel Strickland to update the specification because lane closures, mobile operations, and traffic pacing operations will no longer be required to be submitted in the Lane Closure Information System.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

MAINTENANCE OF TRAFFIC
(REV 7~~5~~-20~~5~~-18)

SUBARTICLE 102-3.3 is deleted and the following substituted:

102-3.3 Lane Closures~~ Information System~~: Approval for all lane closures, mobile operations, and traffic pacing operations is required. Submit routine requests to the Engineer fourteen calendar days in advance of planned lane closures, mobile operations, and traffic pacing operations~~ at the following URL address: https://lcis.dot.state.fl.us/~~ . ~~Confirm at least once every two weeks that information entered within LCIS reflects current planned operations and update as necessary.~~ For unforeseen events that require cancelling or rescheduling lane closures, mobile operations, and traffic pacing operations, revise the lane closure request as soon as possible.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 6, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **102**
Proposed Specification: **1020917 Maintenance of Traffic.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Daniel Strickland to clarify truck mounted attenuators and trailer mounted attenuators. All manufacturer requirements are moved to Section 990.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

MAINTENANCE OF TRAFFIC.
(REV 5-30~~7~~-18)

SUBARTICLE 102-9.17 is deleted and the following substituted:

102-9.17 Truck Mounted Attenuators and Trailer Mounted Attenuators: Furnish,~~install~~ operate and maintain ~~only those~~ APL listed truck mounted and trailer mounted attenuators ~~listed on the APL~~in accordance with the manufacturer's recommendations.

For posted speeds of 50 mph or greater, use either truck mounted attenuators or trailer mounted attenuators that meet TL-3 criteria (NCHRP Report 350 or MASH). For posted speeds of 45 mph or less, use either truck mounted attenuators or trailer mounted attenuators that meet TL-2 or TL-3 criteria (NCHRP Report 350 or MASH).

~~When attenuators are called for in the Plans or Standard Plans, use either a truck mounted attenuator or a trailer mounted attenuator and install in accordance with this Section and the manufacturer's recommendations.~~

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

~~Install either alternating black with yellow or white with orange sheeting on the rear of trailer mounted attenuators and on truck mounted attenuators, in both the operating and raised position. Use Type III (work zone) or Type IV sheeting consisting of 4 or 6 inch wide stripes installed to form chevrons that point upward. All sheeting except black must be retroreflective.~~

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

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 3, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **102**
Proposed Specification: **1021102 Maintenance of Traffic.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Ed Cashman to assist industry and track the cost of temporary roadway lighting.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

MAINTENANCE OF TRAFFIC
(REV 5-3-18)

SUBARTICLE 102-11 is expanded by the following:

102-11.24 Temporary Highway Lighting: When temporary highway lighting is required by the Plans, the work of constructing, maintaining, and removing the temporary highway lighting, including all materials and any necessary design work, will be paid for under Temporary Highway Lighting, lump sum.

SUBARTICLE 102-13 is expanded by the following:

102-13.23 Temporary Highway Lighting: Price and payment will be full compensation for providing all temporary highway lighting shown in the Plans.

102-13.24~~3~~ Payment Items: Payment will be made under:

Item No. 102- 1-	Maintenance of Traffic - lump sum.
Item No. 102- 2-	Special Detour - lump sum.
Item No. 102- 3-	Commercial Material for Driveway Maintenance - per cubic yard.
Item No. 102- 14-	Traffic Control Officer - per hour.
Item No. 102- 30-	Temporary Highway Lighting - lump sum.
Item No. 102- 60-	Work Zone Sign - per each per day.
Item No. 102- 61-	Business Sign - each.
Item No. 102- 62-	Barrier Mounted Work Zone Sign – per each per day
Item No. 102- 71-	Temporary Barrier - per foot.
Item No. 102- 75-	Temporary Lane Separator - per foot
Item No. 102- 73-	Temporary Guardrail - per foot.
Item No. 102- 74-	Channelizing Devices
Item No. 102- 76-	Arrow Board - per each per day.
Item No. 102- 78-	Temporary Raised Pavement Markers - each.
Item No. 102- 81-	Temporary Crash Cushion, Gating - per location.
Item No. 102- 89-	Temporary Crash Cushion, Redirective - per location.
Item No. 102- 94-	Glare Screen - per foot.
Item No. 102- 99-	Portable Changeable Message Sign - per each per day.
Item No. 102-104-	Temporary Signalization and Maintenance - per intersection per day.
Item No. 102-107-	Temporary Traffic Detection and Maintenance - per intersection per day.
Item No. 102-120-	Temporary Signal for Lane Closures on Two-Lane, Two-Way Roadways – per each per day.
Item No. 102-150-	Portable Regulatory Sign - per each per day.
Item No. 102-150-	Radar Speed Display Unit - per each per day.
Item No. 102-909-	Temporary Raised Rumble Strips - per day.
Item No. 102-911-	Removable Tape (White/Black) - per gross mile.
Item No. 102-912-	Removable Tape (Yellow) - per gross mile.
Item No. 710-	Painted Pavement Markings.

Item No. 711- Thermoplastic Pavement Markings.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

M E M O R A N D U M

DATE: March 23, 2018

TO: District Specifications Engineers

FROM: Dan Hurtado, State Specifications Engineer

CC: State Program Management Office
Tim Lattner, Director, Office of Design
David Sadler, Director, Office of Construction
Amy Tootle, State Construction Engineer
Rudy Powell, Director, Office of Maintenance
Stefanie Maxwell, Manager, Program Management Office

SUBJECT: MANDATORY SPECIFICATIONS REVISIONS
July 2018 Workbook and eBook: Mandatory Revision No. 1

Mandatory No. 1 is issued to expand the requirements for the use of traffic control officers for maintenance of traffic (MOT).

Revise specification packages as described below for the effective letting date as noted:

Specification Number	Heading	Revision Date	Effective Letting Date	Remarks
SS1020700	Maintenance of Traffic.	3-13-18	7-18	New SS. Usage Note: All Jobs

102 MAINTENANCE OF TRAFFIC.
(REV 3-13-18) (FA 3-23-18) (7-18)

ARTICLE 102-7 is deleted and the following substituted:

102-7 Traffic Control Officer.

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

1. When directing traffic/overriding the signal in a signalized intersection.
2. When Standard Plans, Index 102-619 is used on freeway facilities (interstates, toll roads, and expressways) at nighttime for work within the travel lane.
3. When Standard Plans, Index 102-655 Traffic Pacing is called for in the Plans or approved by the Engineer.
4. When pulling conductor/cable above an open traffic lane on limited access facilities, when called for in the Plans or approved by the Engineer.
5. When Standard Plans, Index 102-625 Temporary Road Closure 5 Minutes or Less is used.
6. When performing lane closures during nighttime operations on roadways with posted speed limits 55 mph or greater.

At the Contractor's option, traffic control officers may be used for operations other than those listed above.

Cost for traffic control officers will be paid for as described in 102-11.2.

The Department will not consider any claim arising from the failure of a traffic control officer to be present or available on the project. A noncompensable time extension may be granted when a state or local emergency requires all area law enforcement officers to be on-duty and not available for hire.

SUBARTICLE 102-11.2 is deleted and the following substituted:

102-11.2 Traffic Control Officers: The quantity to be paid for traffic control officers as specified in 102-7(1) through (5) will be at the Contract unit price per hour (4 hour minimum) for the actual number of officers certified to be on the project site, including any law enforcement vehicles and all other direct and indirect costs. Payment will be made only for those traffic control officers specified in the Plans and authorized by the Engineer.

Cost for traffic control officers as specified in 102-7(6) or used at the Contractor's option will be paid for under Maintenance of Traffic, lump sum.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section:
Proposed Specification: **1050410 Contractor Quality Control General Requirements..**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jose Armenteros of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

CONTRACTOR QUALITY CONTROL GENERAL REQUIREMENTS.
(REV 5-21-18)

SUBARTICLE 105-4.10 is deleted and the following substituted:

105-4.10 Department Inspection Access: Include a statement in the Quality Control Plan allowing the Department inspectors access ~~including the right to photograph, video record, and digitally record both~~ to the production facility to perform the inspections of the production process and the products produced for the Department ~~while Department representatives are on or at the production facility~~. ~~The Department representatives shall not be required to obtain further written or oral consent to take said photographs, video recordings, or digital recordings of a production process and products while conducting inspections.~~

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 3, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **110**
Proposed Specification: **1100301 Clearing and Grubbing.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Ashley Binder to expand stockpiling and parking within the selective clearing and grubbing areas as well as plant preservation areas.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

CLEARING AND GRUBBING
(REV 6~~5~~-25~~10~~-18)

SUBARTICLE 110-3.1 is deleted and the following substituted:

110-3 Selective Clearing and Grubbing.

110-3.1 General: Remove and dispose of vegetation, obstructions, etc., as shown in the Plans. Provide acceptable fill material, and grade and compact holes or voids created by the removal of the stumps. Perform all selective clearing and grubbing in accordance with ANSI A300.

No staging, storing, stockpiling, parking or dumping will be allowed in selective clearing and grubbing areas. ~~Use only rubber tire equipment in these areas.~~Only mechanical equipment related to selective clearing and grubbing activities will be allowed in selective clearing and grubbing areas. Protect trees to remain from trunk, branch and root damage.

SUBARTICLE 110-3.3 is deleted and the following substituted:

110-3.3 Protection of Plant Preservation Areas: Areas to remain natural may be designated in the Plans. Protect these areas with a tree protection barrier in accordance with Standard Plans, Index 110-100. No clearing and grubbing, staging, storage, stockpiling, parking or dumping is allowed in these areas. Do not bring equipment into these areas.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 2, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **234**
Proposed Specification: **2340500 Superpave Asphalt Base.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Wayne Rilko of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

SUPERPAVE ASPHALT BASE.
(REV 5-1-18)

ARTICLE 234-5 is deleted and the following substituted:

234-5 Acceptance of the Mixture.

The mixture will be accepted in accordance with the requirements of 334-5. ~~When the total plan quantity of Type B-12.5 mix for the project is less than 2000 tons, the Engineer will accept the mix on the basis of visual inspection.~~ Use the permissible variations from longitudinal and transverse grades as specified in 200-7.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 2, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **320**
Proposed Specification: **3200602 Hot Mix Asphalt – Plant Methods and Equipment.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Wayne Rilko of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

HOT MIX ASPHALT – PLANT METHODS AND EQUIPMENT.
(REV 5-1-18)

SUBARTICLE 320-6.2 is deleted and the following substituted:

320-6.2 Storage: If necessary, store the asphalt mixture in a surge bin or hot storage silo for a maximum of 72 hours. For FC-5 mixtures containing mineral fibers, store the asphalt mixture in a surge bin or hot storage silo for a maximum of one hour. For FC-5 mixtures containing cellulose fibers, store the asphalt mixture in a surge bin or hot storage silo for a maximum of 1-1/2 hours.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

April 20, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **334**
Proposed Specification: **3340104 Superpave Asphalt Concrete.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Wayne Rilko of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

SUPERPAVE ASPHALT CONCRETE.
(REV 3-7-18)

SUBARTICLE 334-1.4.1 is deleted and the following substituted:

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

Type SP-9.5.....1 to 1-1/2 inches
Type SP-12.5..... 1-1/2 to 2-1/2 inches
Type SP-19.0..... 2 to 4 inches

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

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

Type SP-9.5 – ~~May~~Do not ~~be~~ use~~d~~ on Traffic Level D and E applications.

Type SP-19.0 - ~~May~~Do not ~~be~~ use~~d~~ in the final (top) structural layer below FC-5 mixtures. Type SP-19.0 mixtures are permissible in the layer directly below FC-9.5 and FC-12.5 mixtures. Do not use in the final (top) layer of shoulders.

SUBARTICLE 334-2.4 is deleted and the following substituted:

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

1. Consider the recycled crushed glass a local material and meet all requirements specified in 902-6.
2. Limit the amount of recycled crushed glass to a maximum of 15% by weight of total aggregate.
3. Use an asphalt binder that contains an ~~minimum of 0.5%~~ anti-stripping agent ~~by weight of binder. The anti-strip additive shall be one of the products~~ listed on the Approved Product List (APL). The anti-strip additive shall be introduced into the asphalt binder by the supplier during loading.
4. Do not use recycled crushed glass in friction course mixtures or in structural course mixtures which are to be used as the final wearing surface.

SUBARTICLE 334-3.2.1 is deleted and the following substituted:

334-3.2.1 General: Design the asphalt mixture in accordance with AASHTO R 35-12, except as noted herein. Prior to the production of any asphalt mixture, submit the proposed mix design with supporting test data indicating compliance with all mix design criteria to the Engineer. For ~~Traffic Level B through E~~all mix designs, include representative samples of all component materials, including asphalt binder. Allow the Director of the Office of Materials a maximum of four weeks to either conditionally verify or reject the mix as designed.

For a Traffic Level A mixture, meet the mix design criteria for a Traffic Level B mixture and for a Traffic Level D mixture meet the mix design criteria for a Traffic Level E mixture. In addition, a Type SP mix one traffic level higher than the traffic level specified in the Contract Documents may be substituted, at no cost to the Department. Based on the previous conditions, the following substitutions are allowed:

Traffic Level E can be substituted for Traffic Level D.
Traffic Level D or E can be substituted for Traffic Level C.
Traffic Level C can be substituted for Traffic Level B.
Traffic Level B or C can be substituted for Traffic Level A.

The same traffic level and binder type that is used for the mainline traffic lanes may be placed in the shoulder at no additional cost to the Department, even if the conditions stated above are not met for the shoulder.

Do not use more than four mix designs per nominal maximum aggregate size per traffic level per binder grade per year, where the year starts at the Notice to Proceed. Exceeding this limitation will result in a maximum Composite Pay Factor (CPF) of 1.00 as defined in 334-8.2 for all designs used beyond this limit.

Warm mix technologies (additives, foaming techniques, etc.) listed on the Department's website may be used in the production of the mix. The URL for obtaining this information, if available, is: http://www.fdot.gov/materials/mac/production/warmmixasphalt/

When warm mix technologies are used, for mixtures containing a PG 52-28, PG 58-22, or PG 67-22 binder, a mixture will be considered a warm mix asphalt design if the mixing temperature is 285°F or less. For mixtures containing a PG 76-22 or High Polymer binder, a mixture will be considered a warm mix asphalt design if the mixing temperature is 305°F or less.

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

SUBARTICLE 334-3.2.6 is deleted and the following substituted:

334-3.2.6 Moisture Susceptibility:

1. For Traffic Level A and B mixtures, use a liquid anti-strip ~~additive, at a rate of 0.5% by weight of the asphalt binder. The anti-strip additive must be~~agent listed on the APL.~~ Other rates of anti-strip additive may be used upon approval of the Engineer.~~

2. For Traffic Level C through E mixtures, test 4 inch specimens in accordance with FM 1-T 283. Provide a mixture having a retained tensile strength ratio of at least 0.80 and a minimum tensile strength (unconditioned) of 100 psi. If necessary, add a liquid anti-stripping agent and/or hydrated lime (meeting the requirements of Section 337) in order to meet these criteria. The anti-strip additive must be listed on the APL.

SUBARTICLE 334-3.2.7 is deleted and the following substituted:

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

1. The design traffic level and the design number of gyrations (N_{design}).

2. The source and description of the materials to be used.

3. The Department source number and the Department product code of the aggregate components furnished from a Department approved source.

4. The gradation and proportions of the raw materials as intended to be combined in the paving mixture. The gradation of the component materials shall be representative of the material at the time of use. Compensate for any change in aggregate gradation caused by handling and processing as necessary.

5. A single percentage of the combined mineral aggregate passing each specified sieve. Degradation of the aggregate due to processing (particularly material passing the No. 200 sieve) should be accounted for and identified.

6. The bulk specific gravity (G_{sb}) value for each individual aggregate and RAP component, as identified in the Department's aggregate control program.

7. A single percentage of asphalt binder by weight of total mix intended to be incorporated in the completed mixture, shown to the nearest 0.1%.

8. A target temperature for the mixture at the plant (mixing temperature) and a target temperature for the mixture at the roadway (compaction temperature) in accordance with 320-6.3. Do not exceed a target temperature of 340°F for High Polymer asphalt binder, 330°F for PG 76-22 asphalt binders, and 315°F for unmodified asphalt binders.

9. Provide the physical properties ~~achieved at four different asphalt binder contents. One of which must be~~ at the optimum asphalt content, ~~and~~which must conform to all specified ~~physical~~ requirements.

10. The name of the Construction Training Qualification Program (CTQP) Qualified Mix Designer.

11. The ignition oven calibration factor.

12. The warm mix technology, if used.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 2, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **334**
Proposed Specification: **3340302 Superpave Asphalt Concrete.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Wayne Rilko of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

SUPERPAVE ASPHALT CONCRETE.
(REV 5-1-18)

SUBARTICLE 334-3.2.6 is deleted and the following substituted:

334-3.2.6 Moisture Susceptibility:
~~1.~~ For ~~Traffic Level A and B mixtures~~all traffic levels, use a liquid anti-strip agent listed on the APL at the specified dosage rate. Hydrated lime may be used instead of the liquid anti-strip agent.

~~2. For Traffic Level C through E mixtures, test 4 inch specimens in accordance with FM 1-T 283.~~ Provide a mixture having a retained tensile strength ratio of at least 0.80 and a minimum tensile strength (unconditioned) of 100 psi. ~~If necessary, add a liquid anti-stripping agent and/or hydrated lime (meeting the requirements of Section 337) in order to meet these criteria. The anti-strip additive must be listed on the APL.~~

SUBARTICLE 334-5.1.2 is deleted and the following substituted:

334-5.1.2 Acceptance Testing Exceptions: When the total combined quantity of hot mix asphalt for the project, as indicated in the Plans for Type B-12.5, Type SP and Type FC mixtures only, is less than 2000 tons, the Engineer will accept the mix on the basis of visual inspection. The Engineer may require the Contractor to run process control tests for informational purposes, as defined in 334-4, or may run independent verification tests to determine the acceptability of the material.

Density testing for acceptance will not be performed on widening strips or shoulders with a width of 5 feet or less, open-graded friction courses, variable thickness overbuild courses, leveling courses, any asphalt layer placed on subgrade (regardless of type), miscellaneous asphalt pavement, shared use paths, crossovers, gore areas, or any course with a specified thickness less than 1 inch or a specified spread rate that converts to less than 1 inch as described in 334-1.4. Density testing for acceptance will not be performed on asphalt courses placed on bridge decks or approach slabs; compact these courses in static mode only per the requirements of 330-7.7. In addition, density testing for acceptance will not be performed on the following areas when they are less than 500 feet (continuous) in length: turning lanes, acceleration lanes, deceleration lanes, shoulders, parallel parking lanes or ramps. Do not perform density testing for acceptance in situations where the areas requiring density testing is less than 50 tons within a sublot.

Density testing for acceptance will not be performed in intersections. The limits of the intersection will be from stop bar to stop bar for both the mainline and side streets. A random core location that occurs within the intersection shall be moved forward or backward from the intersection at the direction of the Engineer.

Where density testing for acceptance is not required, compact these courses (with the exception of open-graded friction courses) in accordance with the rolling procedure (equipment and pattern) as approved by the Engineer or with Standard Rolling Procedure as specified in 330-7.2. In the event that the rolling procedure deviates from the procedure approved by the Engineer, or the Standard Rolling Procedure, placement of the mix shall be stopped.

The density pay factor (as defined in 334-8.2) for areas not requiring density testing for acceptance will be paid at the same density pay factor as for the areas requiring density testing within the same LOT. If the entire LOT does not require density testing for acceptance, the LOT will be paid at a density pay factor of 1.00.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 2, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **337**
Proposed Specification: **3370701 Asphalt Concrete Friction Course.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Wayne Rilko of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

ASPHALT CONCRETE FRICTION COURSE.
(REV 5-1-18)

SUBARTICLE 337-7.1 is deleted and the following substituted:

337-7.1 Hot Storage of FC-5 Mixtures: When using surge or storage bins in the normal production of FC-5, do not leave ~~the~~ mixtures containing mineral fibers in the surge or storage bin for more than one hour. Do not leave mixtures containing cellulose fibers in the surge or storage bin for more than 1-1/2 hours.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

August 1, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **346**
Proposed Specification: **3460000 Portland Cement Concrete.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jose Armenteros of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

PORTLAND CEMENT CONCRETE.
(REV ~~5-30-86-4-18~~6-6-18)

SECTION 346 is deleted and the following substituted:

SECTION 346
PORTLAND CEMENT CONCRETE

346-1 Description.

Use concrete composed of a mixture of portland cement, aggregate, water, and, where specified, admixtures, ~~pozzolan and ground granulated blast furnace slag~~and other cementitious materials. Deliver the portland cement concrete to the site of placement in a freshly mixed, unhardened state.

Obtain concrete from a plant that is currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105. If the concrete production facility's Quality Control (QC) Plan is suspended, the Contractor is solely responsible to obtain the services of another concrete production facility with an accepted QC Plan or await the re-acceptance of the affected concrete production facility's QC Plan prior to the placement of any further concrete on the project. There will be no changes in the Contract Time or completion dates. Bear all delay costs and other costs associated with the concrete production facility's QC Plan acceptance or re-acceptance.

346-2 Materials.

346-2.1 General: Meet the following requirements:

Coarse Aggregate.....Section 901
Fine Aggregate*.....Section 902
Portland Cement.....Section 921
Water.....Section 923
Admixtures**.....Section 924
Pozzolans and Slag .....Section 929
*Use only silica sand except as provided in 902-5.2.3.
**Use products listed on the Department's Approved Product List (APL).

Do not use materials containing hard lumps, crusts or frozen matter, or that is contaminated with dissimilar material in excess of that specified in the above listed Sections.

346-2.2 Types of Cement: Unless a specific type of cement is designated elsewhere, use Type I, Type~~-~~ IL, Type IP, Type IS, Type II, Type II (MH) or Type~~-~~ III cement in all classes of concrete. Use Type IL or Type II (MH) for all mass concrete elements.

Do not use high alkali cement in extremely aggressive environments or in mass concrete.

Use only the types of cements designated for each environmental condition in structural concrete as shown in Table 1. A mix design ~~approved~~ for a more aggressive environment may be ~~substitut~~used in ~~for~~ a l~~ower~~ess aggressive environmental condition.

TABLE 1 ~~-~~Cement Use by Environmental Classification
~~BRIDGE SUPERSTRUCTURES~~

Component~~Application~~	Slightly Aggressive Environment	Moderately Aggressive Environment	Extremely Aggressive Environment
Bridge Superstructures			
Precast Superstructure and Prestressed Elements	Type I or Type III	Type I, Type IL, Type II, Type III, Type IP, or Type IS	Type II (MH), Type IL, or Ternary Blend
Cast In Place	Type I	Type I, Type IL, Type II, Type IP, or Type IS	Type II (MH), Type IL, or Ternary Blend
B~~RIDGE~~ridge S~~UBSTRUCTURE~~ubstructures, D~~RAINAGE~~rainage S~~TRUCTURES~~tructures ~~AND~~and ~~OTHER~~other S~~TRUCTURES~~tructures			
All Elements	Type I or Type III	Type I, Type IL, Type II, Type IP, or Type IS	Type II (MH), Type IL, or Ternary Blend
Notes: 1. Cements used in a more aggressive environment may also be used in a less aggressive environment. 2. Type III cement may be used in an Extremely Aggressive Environment for precast superstructure and prestressed elements when the ambient temperature at the time of concrete placement is 60°F and below.			

346-2.3 Pozzolans and Slag: Fly ash or slag materials are required in all classes of concrete except for the following when used in slightly aggressive environments: Class- I- 3,000 psi, Class- I- ~~(Pavement)~~ 3,000 psi (Pavement)~~psi~~, and Class II 3400 psi~~,~~ ~~Class I 3000, , and concrete requiring a coloring agent~~. ~~When a concrete requiring a coloring agent is used in a moderately or extremely aggressive environment, slag must be used. Use fly ash or slag materials as a cement replacement, Ensure that t~~The quantity of portland cement replaced with supplemental cementitious materials ~~are~~must be on an equal weight replacement basis of the total cementitious materials with the ~~following~~ limitations, ~~as identified~~shown in Table 2~~:~~.

Table 2
Cementitious Materials Concrete Mix Proportions (%)
(Environmental exposures are extremely aggressive, unless otherwise noted.)

Application	Portland Cement	Fly Ash Type F	Slag	Highly Reactive Pozzolans		
				Silica Fume	Metakaolin	Ultra-Fine Fly Ash
General Use	70-82	18-30				
	66-78	15-25		7-9		
	66-78	15-25			8-12	
	66-78	15-25				8-12
	30-40	10-20	50-60			
	30-75(1)		25-70(1)			
	30-50		50-70			
	36-43		50-55	7-9		
	33-42		50-55		8-12	
	33-42		50-55			8-12
Precast Prestressed	70-85(1)	15-30(1)				
	70-82	18-30				
	66-78	15-25		7-9		
	66-78	15-25			8-12	
	66-78	15-25				8-12
	30-40	10-20	50-60			
	30-50		50-70			
	36-43		50-55	7-9		
	33-42		50-55		8-12	
	33-42		50-55			8-12
Drilled Shaft	63-67	33-37				
	38-42		58-62			
	30-40	10-20	50-60			
Mass Concrete	50-82(2)	18-50(2)				
	50-65(3)	35-50(3)				
	66-78	15-25		7-9		
	66-78	15-25			8-12	
	66-78	15-25				8-12
	30-40	10-20	50-60			
	30-50		50-70			
	36-43		50-55	7-9		
	33-42		50-55		8-12	
	33-42		50-55			8-12

(1) Slightly Aggressive and Moderately Aggressive environments.
(2) Concrete Core Temperature T≤165°F.
(3) Concrete Core Temperature T≥165°F.

346-2.4 Coarse Aggregate Gradation: Produce all concrete using Size No.~~-~~ 57, 67 or 78 coarse aggregate. With the Engineer's approval and input from the District Materials Office with Producer QC Plan acceptance authority, Size No.~~-~~ 8~~-~~, Size No.~~-~~ 89, or other gradations may be used either alone or blended with Size No.~~-~~ 57, 67 or 78 coarse aggregate. Submit sufficient statistical data to establish production quality and uniformity of the subject aggregates, and establish the quality and uniformity of the resultant concrete. Furnish aggregate gradations sized larger than nominal maximum size of 1.5 inch as two components.

For concrete Class I and Class II, excluding Class II (Bridge Deck), the coarse and fine aggregate gradation requirements set forth in Sections 901 and 902 are not applicable and the aggregates may be blended; however, the aggregate sources must be approved by the Department. Do not blend the aggregate if the size is smaller than Size No.~~-~~ 78.

346-2.5 Admixtures: Use admixtures in accordance with the requirements of this subarticle. Chemical admixtures not covered in this subarticle may be approved by the Department. Submit statistical evidence supporting successful laboratory and field trial mixes which demonstrate improved concrete quality or handling characteristics.

Use admixtures in accordance with the manufacturer's recommended dosage rate. Dosage rates outside of this range may be used with written recommendation from the admixture producer's technical representative. Do not use admixtures or additives containing calcium chloride, ~~(~~either in the raw materials or introduced during the manufacturing process~~)~~, in reinforced concrete.

346-2.5.1 Water-Reducer/Water-Reducer Retardant Admixtures: When a water-reducing admixture is used, meet the requirements of a Type A. When a water-reducing and retarding admixture is used, meet the requirements of a Type D.

346-2.5.2 Air Entrainment Admixtures: Use an air entraining admixture in all concrete mixes except counterweight and dry cast concrete. For precast concrete products, the use of air entraining admixture is optional for Class I and Class II concrete.

346-2.5.3 High Range Water-Reducing Admixtures:

346-2.5.3.1 General: When a high range water-reducing admixture is used, meet the requirements of a Type F or Type I. When a high range water-reducing and retarding admixture is used, meet the requirements of a Type G or Type II. When silica fume or metakaolin is incorporated into a concrete mix design, use a high range water-reducing admixture Type I, II, F or G.

346-2.5.3.2 Flowing Concrete Admixtures for Precast/Prestressed Concrete: Use a Type I, II, F or G admixture for producing flowing concrete. If Type F or G admixture is used, verify the distribution of aggregates in accordance with ASTM C1610 except allow for minimal vibration for consolidating the concrete. The maximum allowable difference between the static segregation is less than or equal to 15 ~~percent~~%. Add the flowing concrete admixtures at the concrete production facility.

346-2.5.4 Corrosion Inhibitor Admixture: Use only with concrete containing Type II cement, or Type II (MH) cement, and a water-reducing retardant admixture, Type D, or ~~H~~high ~~R~~range ~~W~~water-~~R~~reducer retarder admixture, Type G, to normalize the setting time of concrete.

346-2.5.5 Accelerating Admixture for Precast Drainage and Incidental Concrete Products: The use of non-chloride admixtures Type C or Type E is allowed in the manufacturing of precast drainage and incidental concrete products.

346-2.5.6 Type S Admixtures: When a workability retention, shrinkage reducing or a rheology modifying admixture is used, meet the requirements of a Type S admixture.

346-3 Classification, Strength, Slump and Air Content.

346-3.1 General: The separate classifications of concrete covered by this Section are designated as Class I, Class II, Class III, Class IV, Class V, ~~and~~ Class VI, and Class- VII. Strength and slump are specified in Table ~~2~~3. The air content for all classes of concrete is less than or equal to 6.0%.

Substitution of a higher class concrete in lieu of a lower class concrete may be allowed when the substituted concrete mixes are included as part of the QC Plan, or for precast concrete, the Precast Concrete Producer QC Plan. The substituted higher class concrete must meet or exceed the requirements of the lower class concrete and both classes must contain the same types of mix ingredients. When the compressive strength acceptance data is less than the minimum compressive strength of the higher design mix, notify the Engineer. Acceptance is based on the requirements in Table ~~2~~3 for the lower class concrete. Do not place concrete with a slump more than plus or minus 1.5 inches from the target slump value specified in Table 3.

TABLE ~~2~~3
Concrete Class, Compressive Strength, and Slump

Class of Concrete	Specified Minimum Strength (28-day) (psi)	Target Slump Value (inches) (c)
S~~TRUCTURAL~~tructural C~~ONCRETE~~oncrete		
I [(a)]	3,000	3 [(b)]
I (Pavement)	3,000	2
II [(a)]	3,400	3 [(b)]
II (Bridge Deck)	4,500	3 [(b)]
III [(e)]	5,000	3 [(b)]
III (Seal)	3,000	8
IV [(d)(f)]	5,500	3 [(b)]
IV (Drilled Shaft)	4,000	8.5
V (Special) [(d)(f)]	6,000	3 [(b)]
V [(d)(f)]	6,500	3 [(b)]
VI [(d)(f)]	8,500	3 [(b)]
VII [(d)(f)]	10,000	3 [(b)]

(a) For precast three-sided culverts, box culverts, endwalls, inlets, manholes and junction boxes, the target slump value and air content will not apply. The maximum allowable slump is 6 inches, except as noted in (b). The Contractor is permitted to use concrete meeting the requirements of ASTM C478 4,000 psi in lieu of Class I or Class II concrete for precast endwalls, inlets, manholes and junction boxes.
(b) The Engineer may allow a ~~higher~~maximum target slump of 7 inches when a Type F, G, I or II admixture is used.~~, except w~~When flowing concrete is used~~.~~, ~~T~~the ~~maximum~~ target slump ~~shall be~~is ~~7~~9 inches.
(c) For a reduction in the target slump for slip-form operations, submit a revision to the mix design to the Engineer. The target slump for slip-form mix is 1.50 inches.
(d) When silica fume, ultrafine fly ash, metakaolin, or a ternary blend cement is used in Class IV, Class V, Class V (Special),~~ or~~ Class VI, or Class~~-~~ VII concrete, ensure that the concrete meets or exceeds a resistivity of 29 KOhm-cm at 28 days, when tested in accordance with AASHTO T358. Submit three 4 x 8 inch cylindrical test specimens to the Engineer for resistivity testing before mix design approval. Take the resistivity test specimens from the concrete of the laboratory trial batch or from the field trial batch of at least 3 cubic yards. Verify the mix proportioning of the design mix and take representative samples of trial batch concrete for the required plastic and hardened property tests. Cure the field trial batch specimens similar to the standard laboratory curing methods. Submit the resistivity test specimens at least 7 calendar days prior to the scheduled 28 day test. The average resistivity of the three cylinders, eight readings per cylinder, is an indicator of the permeability of the concrete mix.
(e) When precast three-sided culverts, box culverts, endwalls, inlets, manholes or junction boxes require a Class III concrete, the minimum cementitious materials is 470 pounds per cubic yard. Do not apply the air content range and the maximum target slump shall be 6 inches, except as allowed in (b).
(f) Highly reactive pozzolans may be used outside the lower specified ranges to enhance strength and workability. Testing in accordance with AASHTO T358 is not required.

346-3.2 Drilled Shaft Concrete: Notify the Engineer at least 48 hours before placing drilled shaft concrete. Obtain slump loss tests results demonstrating that the drilled shaft concrete maintains a slump of at least 5 inches throughout the concrete elapsed time before drilled shaft concrete operations begin. Ambient temperature conditions for placement of drilled shaft concrete for summer condition is 85°F or higher, and below 85°F for normal condition.

Perform the slump loss test at the anticipated ambient temperature for drilled shaft placements greater than 30~~-~~ cubic yards and an elapsed time of greater than five hours.

Obtain slump loss test results from an approved laboratory or from a field demonstration. Slump loss test results for drilled shafts requiring 30 cubic yards of concrete or less and a maximum elapsed time of five hours or less may be done in a laboratory. Obtain all other slump loss test results in the field. Technicians performing the slump test must be ACI Field Grade I qualified.

The concrete elapsed time is defined in Section 455. Obtain the Engineer's approval for use of slump loss test results including elapsed time before concrete placement begins.

Test each load of concrete for slump to ensure the slump is within the limits of ~~346~~this Section. Initially cure acceptance cylinders for 48 hours before transporting to the laboratory.

If the elapsed time during placement exceeds the slump loss test data, submit an Engineering Analysis Scope in accordance with 6-4 by a Specialty Engineer knowledgeable in the area of foundations, to determine if the shaft is structurally sound and free from voids. At the direction of the Engineer, excavate the drilled shaft for inspection. Obtain approval from the Engineer before placing any additional shafts.

346-3.3 Mass Concrete: When mass concrete is designated in the Contract Documents, use a Specialty Engineer to develop and administer a Mass Concrete Control Plan (MCCP). Develop the MCCP in accordance with ~~S~~section 207 of the ACI Manual of Concrete Practice to ensure concrete core temperatures for any mass concrete element do not exceed the maximum allowable core temperature of 180°F and that the temperature differential between the element core and surface do not exceed the maximum allowable temperature differential of 35°F. Submit

the MCCP to the Engineer for approval at least 14 days prior to the first anticipated mass concrete placement. Ensure the MCCP includes and fully describes the following:

1. The Financial Project Identification Number (FPI~~N~~D).
2. Contact names and numbers for project information.
3. Names and qualifications of all designees who will inspect the installation of and record the output of temperature measuring devices, and who will implement temperature control measures directed by the Specialty Engineer.
4. The number, type, and dimensions of each mass concrete element to be constructed.
5. ~~Assign a~~A ~~unique~~sequential ID number assigned to each element indicating bridge number, element type, element size, element location~~, and a sequential number~~.
6. The ~~C~~concrete mix design ~~proportions,~~number used to construct each element.
7. Indicate which mass concrete elements will be monitored, or will be candidates for reduced or omitted monitoring.

~~2~~8. Casting procedures,
~~3~~9. Insulating systems,
~~4~~10. Type and placement of temperature measuring and recording devices, as well as any remote monitoring devices and software.
~~5~~11. Analysis of anticipated thermal developments for the various mass concrete elements for all anticipated ambient temperature ranges~~,~~.
~~6. Names and qualifications of all designees who will inspect the installation of and record the output of temperature measuring devices, and who will implement temperature control measures directed by the Specialty Engineer,~~
~~7~~12. Measures to prevent thermal shock~~,~~. ~~and~~
~~8~~13. Active cooling measures, ~~(~~if used~~)~~.

Fully comply with the approved MCCP. The Specialty Engineer or approved designee shall personally inspect and approve the installation of temperature measuring devices and verify that the process for recording temperature readings is effective for the first placement of each size and type mass component. The Specialty Engineer shall be available for immediate consultation during the monitoring period of any mass concrete element. Record temperature measuring device readings at intervals no greater than six hours, beginning at the completion of concrete placement and continuing until decreasing core temperatures and temperature differentials are confirmed in accordance with the approved MCCP. Leave temperature control mechanisms in place until the concrete core temperature is within 50°F of the ambient temperature. Within three days of the completion of temperature monitoring, submit a report to the Engineer which includes all temperature readings, temperature differentials, data logger summary sheets and the maximum core temperature and temperature differentials for each mass concrete element.

Upon successful performance of the MCCP, reduced monitoring of similar elements may be requested. Submit any such requests to the Engineer for approval at least 14 days prior to the requested date of reduced monitoring. If approved, the Specialty Engineer may monitor only the initial element of concrete elements meeting all of the following requirements:

1. All elements have the same least cross sectional dimension,
2. All elements have the same concrete mix design,

3. All elements have the same insulation R-value and active cooling measures (if used), and

4. Ambient temperatures during concrete placement for all elements is within minus 10°F or plus 5°F of the ambient temperature during placement of the initial element.

Install temperature measuring devices for all mass concrete elements. Resume the recording of temperature monitoring device output for all elements if directed by the Engineer. The Department will make no compensation, either monetary or time, for any impacts associated with reduced monitoring of mass concrete elements.

Mass concrete control provisions are not required for drilled shafts supporting sign, signal, lighting or intelligent transportation (ITS) structures. At the Contractor's option, instrumentation and temperature measuring may be omitted for any mass concrete substructure element meeting all of the following requirements:

1. Least cross sectional dimension of six feet or less,

2. Insulation R-value of at least 2.5 provided for at least 72 hours following the completion of concrete placement,

3. The environmental classification of the concrete element is ~~S~~slightly ~~A~~aggressive or ~~M~~moderately ~~A~~aggressive,

4. The concrete mix design meets the mass concrete proportioning requirements of 346-2.3, and

5. The total cementitious content of the concrete mix design is 750 ~~lb/cy~~pounds per cubic yard or less.

6. Temperature of the concrete is 95°F or less at placement.

If either the maximum allowable core temperature or temperature differential of any mass concrete element is exceeded, implement immediate corrective action as directed by the Specialty Engineer to remediate. The approval of the MCCP shall be revoked. Do not place any mass concrete elements until a revised MCCP has been approved by the Engineer. Submit an Engineering Analysis Scope in accordance with 6-4 for approval, which addresses the structural integrity and durability of any mass concrete element which is not cast in compliance with the approved MCCP or which exceeds the allowable core temperature or temperature differential. Submit all analyses and test results requested by the Engineer for any noncompliant mass concrete element to the satisfaction of the Engineer. The Department will make no compensation, either monetary or time, for the analyses and tests or any impacts upon the project.

346-3.4 Flowing Concrete for Precast/Prestressed Concrete: Produce flowing concrete mix with target slump of 9 inches.

Subsequent to the laboratory trial batch, perform a field demonstration of the proposed mix design by production and placement of at least three batches, 3 cubic yards minimum size each, of concrete containing flowing concrete ~~H~~high ~~R~~range ~~W~~water ~~R~~reducing admixture. Take representative samples from each batch and perform slump, air content, density (unit weight), and temperature tests on these samples. Cast specimens from each sample for compressive strength tests to verify the design mix trial. Record the ambient air temperature during the test. Ensure that the concrete properties are within the required specification limits. The plants that are producing concrete with batch sizes of less than 3 cubic yards are required to produce and place at least a total amount of 9 cubic yards and perform the aforementioned tests on at least three randomly selected batches.

Determine the workability of the demonstration concrete batches by performing the slump tests on the samples taken at 15 minute intervals from each batch. Continue sampling and testing until the slump measures 6 inches or less. From the plot of slump versus time, determine the time for each batch when the slump is at 7.5 inches. The shortest time period determined from three consecutive batches, at 7.5 inches slump, is considered the cutoff time of the proposed concrete mix. For production concrete, ensure that the time between the batching and depositing of each load of concrete is less than the cutoff time of the mix and also does not exceed the allowable time limit specified in this Section.

Ensure that the demonstration concrete is mixed, delivered, placed, consolidated and cured in accordance with the proposed method and sequence. Produce the flowing concrete batches at slumps between 7.5 inches to 10.5 inches.

Perform inspection of the demonstration concrete during batching, delivery, placement and post placement. During placement, ensure that the concrete batches meet all plastic property requirements of the ~~s~~Specifications and maintain their cohesive nature without excessive bleeding, segregation, or abnormal retardation.

Dispose of concrete produced for demonstration purposes at no expense to the Department. Subject to the Engineer's approval, the Contractor may incorporate this concrete into non-reinforced concrete items and may be included for payment, provided it meets Contract requirements for slump, entrained air, and strength.

After removal of the forms, perform the post-placement inspection of the in-place concrete. Observe for any signs of honeycombs, cracks, aggregate segregation or any other surface defects and ensure that the hardened concrete is free from these deficiencies. The Engineer may require saw cutting of the mock-up products to verify the uniform distribution of the aggregates within the saw cut surfaces and around the reinforcing steel and prestressing strands. The Engineer will require saw cutting of the demonstration mock-up products for plants that are demonstrating the use of the flowing concrete for the first time. Obtain core samples in accordance with FM 5-617, section 7 to inspect the aggregate distribution.

Submit the results of the laboratory trial batch tests and field demonstration of verified test data and inspection reports to the Engineer, along with certification stating that the results of the laboratory trial batch tests and field demonstration tests indicate that the proposed concrete mix design meets the requirements of the specifications. For the proposed mix design, state the anticipated maximum time limit between the batching and when the concrete of each batch is deposited during the production.

Upon the review and verification of the laboratory trial batch, field demonstration test data, inspection reports and contractor's certification statement, the Department will approve the proposed mix design.

The Department may approve proposed flowing concrete mixes, centrally mixed at the placement site, without the production of demonstration batches, provided that the proposed mix meets the following two criteria:

1. A previously approved flowing concrete mix of the same class has demonstrated satisfactory performance under the proposed job placing conditions with a minimum of fifteen consecutive Department acceptance tests, which met all plastic and hardened concrete test requirements.

2. The cementitious materials and chemical admixtures, including the flowing concrete ~~H~~high ~~R~~range ~~W~~water ~~R~~reducing admixture, used in the proposed mix are the same materials from the same source used in the previously approved mix, (1) above.

Do not produce or place concrete until the design mixes have been approved.

346-4 Composition of Concrete.

346-4.1 Master Proportion Table: Proportion the materials used to produce the various classes of concrete in accordance with Table ~~3~~4:

TABLE ~~3~~4 Concrete Master Proportions		
Class of Concrete	Minimum Total Cementitious Materials Content pounds per cubic yard	Maximum Water to Cementitious Materials Ratio pounds per pounds*
I	470	0.53
I (Pavement)	470	0.50
II	470	0.53
II (Bridge Deck)	611	0.44
III	611	0.44
III (Seal)	611	0.53
IV	658	0.41**
IV (Drilled Shaft)	658	0.41
V (Special)	752	0.37**
V	752	0.37**
VI	752	0.37**
VII	752	0.37**

*The calculation of the water to cementitious materials ratio (w/cm) is based on the total cementitious material including cement and any supplemental cementitious materials that are used in the mix.
** When silica fume or metakaolin is used, the maximum water to cementitious material ratio will be 0.35. When the use of ultrafine fly ash is required, the maximum water to cementitious material ratio will be 0.30.

346-4.2 Chloride Content Limits for Concrete Construction:

346-4.2.1 General: Use the following maximum chloride content limits for the concrete application and/or exposure environment shown:

TABLE ~~4~~5 Chloride Content Limits for Concrete Construction		
Application/Exposure Environment		Maximum Allowable Chloride Content, pounds per cubic yard
Non Reinforced Concrete		No Test Needed
Reinforced Concrete	Slightly Aggressive Environment	0.70
	Moderately or Extremely Aggressive Environment	0.40
Prestressed Concrete		0.40

346-4.2.2 Control Level for Corrective Action: If chloride test results exceed the limits of Table ~~4~~5, suspend concrete placement immediately for every mix design represented

by the failing test results, until corrective measures are made. Submit an Engineering Analysis Scope in accordance with 6-4 by a Specialty Engineer knowledgeable in the areas of corrosion and corrosion control, to determine if the material meets the intended service life of the structure on all concrete produced from the mix design failing chloride test results to the previous passing test results~~.~~.

346-5 Sampling and Testing Methods.

Perform concrete sampling and testing in accordance with the following methods:

TABLE ~~5~~6 Sampling and Testing Methods	
Description	Method
Slump of Hydraulic Cement Concrete	ASTM C143
Air Content of Freshly Mixed Concrete by the Pressure Method*	ASTM C231
Air Content of Freshly Mixed Concrete by the Volumetric Method*	ASTM C173
Making and Curing Test Specimens in the Field**	ASTM C31
Compressive Strength of Cylindrical Concrete Specimens***	ASTM C39
Obtaining and Testing Drilled Core and Sawed Beams of Concrete	ASTM C42
Initial Sampling of Concrete from Revolving Drum Truck Mixers or Agitators	FM 5-501
Low Levels of Chloride in Concrete and Raw Materials	FM 5-516
Density (Unit Weight), Yield and Air Content (Gravimetric) of Concrete	ASTM C138
Temperature of Freshly Mixed Portland Cement Concrete	ASTM C1064
Sampling Freshly Mixed Concrete****	ASTM C172
Static Segregation of Self-Consolidating Concrete using Column Techniques	ASTM C1610
Slump Flow of Self-Consolidating Concrete	ASTM C1611
Relative Viscosity of Self-Consolidating Concrete	ASTM C1611
Visual Stability Index of Self-Consolidating Concrete	ASTM C1611
Passing Ability of Self-Consolidating Concrete by J-Ring	ASTM C1621
Rapid Assessment of Static Segregation Resistance of Self-Consolidating Concrete Using Penetration Test	ASTM C1712
Aggregate Distribution of Hardened Self-Consolidating Concrete	FM 5-617
Hardened Visual Stability Index of Self-Consolidating Concrete	~~FM 5-615~~AASHTO R81
Fabricating Test Specimens with Self-Consolidating Concrete	ASTM C1758
Concrete Resistivity as an Electrical Indicator of its Permeability	AASHTO T358

*The Department will use the same type of meter for Verification testing as used for QC testing. When using pressure type meters, use an aggregate correction factor determined by the concrete producer for each mix design to be tested. Record and certify test results for correction factors for each type of aggregate at the concrete production facility.
** Provide curing facilities that have the capacity to store all QC, Verification, “hold” and Independent Verification cylinders simultaneously for the initial curing. Cylinders will be delivered to the testing laboratory in their molds. The laboratory will remove the specimens from the molds and begin final curing.
***The Verification technician will use the same size cylinders as the Quality Control technician.
**** Take the test sample from the middle portion of the batch in lieu of collecting and compositing samples from two or more portions, as described in ASTM C172.

346-6 Quality Control.

346-6.1 General:
Perform QC activities to ensure materials, methods, techniques, personnel, procedures and processes utilized during production meet the specified requirements. For precast/prestressed operations, ensure that the QC testing is performed by the producer.

Accept the responsibility for QC inspections on all phases of work. Ensure all materials and workmanship incorporated into the project meet the requirements of the Contract Documents.

346-6.2 Concrete Design Mix: Provide concrete that has been produced in accordance with a Department approved design mix, in a uniform mass free from balls and lumps.

For slump target values in excess of 6 inches or self consolidating concrete, utilize a grate over the conveyance equipment to capture any lumps or balls that may be present in the mix. The grate must cover the entire opening of the conveyance equipment and have an opening that is a maximum of 2-1/2 inches in any one direction. Remove the lumps or balls from the grate and discard them. Discharge the concrete in a manner satisfactory to the Engineer. Perform demonstration batches to ensure complete and thorough placements in complex elements, when requested by the Engineer.

Do not place concretes of different compositions such that the plastic concretes may combine, except where the Plans require concrete with a surface resistivity value of 29 KOhm-cm or below and one with higher than 29 KOhm-cm values in a continuous placement. Produce these concretes using separate design mixes. For example, designate the mix with calcium nitrite as the original mix and the mix without calcium nitrite as the redesigned mix. Ensure that both mixes contain the same cement, fly ash or slag, coarse and fine aggregates and admixtures. Submit both mixes for approval as separate mix designs, both meeting all requirements of this Section. Ensure that the redesigned mix exhibits plastic and hardened qualities which are additionally approved by the Engineer as suitable for placement with the original mix. The Engineer will approve the redesigned mix for commingling with the original mix and for a specific project application only. Alternately, place a construction joint at the location of the change in concretes.

346-6.3 Delivery Certification: Ensure that an electronic delivery ticket is furnished with each batch of concrete before unloading at the placement site. The delivery ticket may be proprietary software or in the form of an electronic spreadsheet, but shall be printed. Ensure that the materials and quantities incorporated into the batch of concrete are printed on the delivery ticket. Include the following information on the Ddelivery Tticket:

1. Arrival time at jobsite,
2. Time that concrete mix has been completely discharged,
3. Number of revolutions upon arrival at the jobsite,
4. Total gallons of water added at the jobsite,
5. Additional mixing revolutions when water is added,
6. Total number of revolutions.

Items (3) through (6) do not apply to non-agitating concrete transporting vehicles.

Ensure the batcher responsible for production of the batch of concrete signs the delivery ticket, certifying the batch of concrete was produced in accordance with the Contract Documents.

Sign the delivery ticket certifying that the design mix maximum specified water to cementitious materials ratio was not exceeded due to any jobsite adjustments to the batch of

concrete, and that the batch of concrete was delivered and placed in accordance with the Contract Documents.

346-6.4 Plastic Property Tolerances: ~~Do not place concrete with a slump more than plus or minus 1.5 inches from the target slump value specified in Table 2.~~

Reject concrete with slump or air content that does not fall within the specified tolerances and immediately notify the concrete production facility that an adjustment of the concrete mixture is required. If a load does not fall within the tolerances, test each subsequent load and the first adjusted load. If failing concrete is not rejected or adjustments are not implemented, the Engineer may reject the concrete and terminate further production until the corrections are implemented.

Do not allow concrete to remain in a transporting vehicle to reduce slump. Water may be added only upon arrival of the concrete to the jobsite and not thereafter.

346-7 Mixing and Delivering Concrete.

346-7.1 General Requirements: Operate all concrete mixers at speeds and volumes per the manufacturer's design or recommendation as stipulated on the mixer rating plate.

346-7.2 Transit Truck Mixing: When water is added at the jobsite, mix the concrete 30 additional drum mixing revolutions. Do not add water after the total number of drum mixing revolutions exceeds 130, do not make additional mix adjustments. Discharge all concrete from truck mixers before total drum revolutions exceed 300, unless the approved mix design allows for an extended transit time. Seek approval from the Engineer prior to using a central mixer and depositing the batch into a truck mixer.

346-7.2.1 Transit Time: Ensure compliance with Table ~~6~~7 between the initial introduction of water into the mix and completely discharging all of the concrete from the truck. Reject concrete exceeding the maximum transit time. For critical placements, the ~~Engineer~~transit time may ~~authorize the placement of the concrete~~be extended to the allowable mixing time shown in the mix design.

TABLE ~~6~~7	
Maximum Allowable Transit Time	
Non-Agitator Trucks	Agitator Trucks
45 minutes	60 minutes
75 minutes*	90 minutes*
*When a water-reducing and retarding admixture (Type D, Type G, or Type II) is used.	

346-7.2.2 Placement Time: All the concrete in a load must be in its final placement position a maximum of 15 minutes after the transit time has expired unless a time extension is approved by the Engineer

346-7.3 On-site Batching and Mixing: Use a mixer of sufficient capacity to prevent delays that may be detrimental to the quality of the work. Ensure that the accuracy of batching equipment is in accordance with requirements of this Section.

346-7.4 Concreting in Cold Weather: Do not mix or place concrete when the air temperature is below 40ºF. Protect the fresh concrete from freezing in accordance with Section 400. The requirements of concreting in cold weather are not applicable to precast concrete mixing and placement operations occurring in a temperature controlled environment.

346-7.5 Concreting in Hot Weather: Hot weather concreting is defined as the production, placing and curing of concrete when the concrete temperature at placing exceeds 85ºF but is 100ºF or less.

Unless the specified hot weather concreting measures are in effect, reject concrete exceeding 85ºF at the time of placement. Regardless of special measures taken, reject concrete exceeding 100ºF. Predict the concrete temperatures at placement time and implement hot weather measures to avoid production shutdown.

346-7.6 Adding Water to Concrete at the Placement Site: Water may be added at the placement site provided the addition of water does not exceed the water to cementitious materials ratio as defined by the mix design. After adding water, perform a slump test to confirm the concrete is within the slump tolerance range; if the slump is outside the tolerance range, reject the load. If an adjustment is made at the concrete production facility, perform a slump test on the next load to ensure the concrete is within the slump tolerance range. Do not place concrete represented by slump test results outside of the tolerance range. Include water missing from the water storage tanks upon arrival at the project site in the jobsite water added.

346-7.7 Sample Location: Obtain acceptance samples from the point of final placement.

Where concrete buckets are used to discharge concrete directly to the point of final placement or into the hopper of a tremie pipe, samples will be obtained from the discharge of the bucket. When the concrete is discharged directly from the mixer into the bucket and the bucket is discharged within 20 minutes, samples may be obtained from the discharge of the mixer.

Where conveyor belts, troughs, pumps, or chutes are used to transport concrete directly to the point of final placement or into the hopper of a tremie pipe, samples will be obtained from the discharge end of the entire conveyor belt, trough, pump, or chute system.

Where concrete is placed in a drilled shaft or other element using a tremie pipe and a concrete pump, samples will be obtained from the discharge of the pump line at the location of the tremie hopper.

For all other placement methods, prior to each placement, obtain Department approval for sampling at the discharge of the mixer in lieu of sampling at the point of final placement. Submit the sampling correlation procedure to the Engineer for approval prior to the placement of the concrete. Once the comparative sampling correlation is approved by the Engineer, apply this correlation to the plastic properties tolerances for samples obtained from the discharge of mixer.

Where a concrete pump is used to deposit concrete directly into a drilled shaft which is a wet excavation without the use of a tremie, or other applications as approved by the Engineer, ensure the discharge end of the pump line remains immersed in the concrete at all times after starting concrete placement.

346-8 Plastic Concrete Sampling and Testing.

QC tests include air content, temperature, slump, and preparing compressive strength cylinders for testing at later dates. In addition, calculate the water to cementitious materials ratio in accordance with FM 5-501 for compliance to the approved mix design.

Ensure that each truck has a rating plate and a valid mixer identification card issued by the Department. Ensure that the revolution counter on the mixer is working properly, and calibration of the water dispenser has been performed within the last twelve months. Reject any concrete batches that are delivered in trucks that do not have mixer identification cards. Remove the mixer identification card when a truck mixer is discovered to be in noncompliance and the

mixer deficiencies cannot be repaired immediately. When the mixer identification card is removed for noncompliance, make note of the deficiency or deficiencies found, and forward the card to the District Materials and Research Engineer who has Producer QC Plan acceptance authority.

Perform plastic concrete tests on the initial delivery from each plant of each concrete design mix each day. Ensure QC technicians meeting the requirements of Section 105 are present and performing tests throughout the placement operation. Ensure one technician is present and performing tests throughout the placement operation at each placement site. If a project has multiple concrete placements at the same time, identify the technicians in the Q-C Plan to ensure minimum sampling and testing frequencies are met. Ensure that the equipment used for delivery, placement and finishing meets the requirements of this Specification.

When a truck designated for QC testing arrives at the discharge site, a subsequent truck may also discharge once a representative sample has been collected from the QC truck and while awaiting the results of QC testing. Reject non-complying loads at the jobsite. Ensure that corrections are made on subsequent loads. Immediately cease concrete discharge of all trucks if the QC truck has failing test. Perform plastic properties tests on all trucks prior to the first corrected truck and the corrected truck. When more than one truck is discharging into a pump simultaneously, only the truck designated for QC testing may discharge into the pump to obtain a representative sample of concrete from the QC truck only.

Furnish sufficient concrete of each design mix as required by the Engineer for verification testing. When the Engineer's verification test results do not compare with the QC plastic properties test results, within the limits defined by the Independent Assurance (IA) checklist comparison criteria, located in Materials Manual Chapter 5, disposition of the concrete will be at the option of the Contractor.

On concrete placements consisting of only one load of concrete, perform initial sampling and testing in accordance with this Section. The acceptance sample and plastic properties tests may be taken from the initial portion of the load.

If any of the QC plastic properties tests fail, reject the remainder of that load, and any other loads that have begun discharging, terminate the LOT and notify the Engineer. Make cylinders representing that LOT from the same sample of concrete.

Following termination of a LOT, obtain samples from a new load, and perform plastic properties tests until such time as the water to cementitious materials ratio, air content, temperature and slump comply with the Specification requirements. Initiate a new LOT once the testing indicates compliance with Specification requirements.

Suspend production when any five loads in two days of production of the same design mix are outside the specified tolerances. Increase the frequency of QC testing to one per load to bring the concrete within allowable tolerances. After production resumes, obtain the Engineer's approval before returning to the normal frequency of QC testing.

If concrete placement stops for more than 90 minutes, perform initial plastic properties testing on the next batch and continue the LOT. Cylinders cast for that LOT will represent the entire LOT.

When the Department performs Independent Verification, the Contractor may perform the same tests on the concrete at the same time. The Department will compare results based on the Independent Assurance Checklist tolerances.

346-9 Acceptance Sampling and Testing.

346-9.1 General: Perform plastic properties tests in accordance with 346-8 and cast a set of three QC cylinders, for all structural concrete incorporated into the project. Take these acceptance samples randomly as determined by a random number generator ~~(~~acceptable to the Department~~)~~. The Department will independently perform verification plastic properties tests and cast a set of verification cylinders. The verification cylinders will be the same size cylinder selected by the Contractor, from a separate sample from the same load of concrete as the Contractor's QC sample.

For each set of QC cylinders verified by the Department, cast one additional cylinder from the same sample, and identify it as the QC "hold" cylinder. The Department will also cast one additional "hold" cylinder from each Verification sample. All cylinders will be clearly identified as outlined in the Sample/Lot Numbering System instructions located on the State Materials Office website. Deliver the QC samples, including the QC "hold" cylinder to the final curing facility in accordance with ASTM C31. At this same time, the Department will deliver the Verification samples, including the Verification "hold" cylinder, to their final curing facility.

Test the QC laboratory cured samples for compressive strength at the age of 28 days, in a laboratory meeting and maintaining at all times the qualification requirements listed in Section 105.

The QC testing laboratory will input the compressive strength test results into the Department's sample tracking database within 24 hours. When the QC testing laboratory cannot input the compressive strength test results into the Department's sample tracking database within 24 hours, the QC testing laboratory will notify the Verification testing laboratory within 24 hours of testing the cylinder and provide the Verification testing laboratory the compressive strength test results. Ensure the compressive strength results are input into the Department's sample tracking database within 72 hours of determining the compressive strength of the cylinders.

The Department will compare the Verification sample results with the corresponding QC sample results. In the event that one set of compressive strength data for a set of cylinders falls outside the range of the other set of cylinders, use the lower ~~R~~range of ~~A~~average ~~C~~compressive ~~S~~strength to determine the comparison criteria. Based on this comparison, the Department will determine if the ~~C~~comparison ~~C~~criteria as shown in Table ~~7~~8 has been met. When the difference between QC and Verification is less than or equal to the ~~C~~comparison ~~C~~criteria, the QC data is verified. When the difference between QC and Verification data exceeds the ~~C~~comparison ~~C~~criteria, the data is not verified and the Engineer will initiate the resolution procedure.

Table ~~7~~8
Comparison Criteria

Range of Average Compressive Strength	Comparison Criteria
Less than 3500 psi	420 psi
3,501 – 4,500 psi	590 psi
4,501 – 6,500 psi	910 psi
6,501 – 8,500 psi	1,275 psi
8,501 – 10,500 psi	1,360 psi
Greater than ~~8~~10,500 psi	~~1,360 psi~~*

* Consider the quality control and verification tests as favorable when the results of both tests are, either passing or failing. The test results are not favorable, when one of the test result passes and the other one fails. -Proceed to the resolution inspection and testing, if the comparison is not favorable.

346-9.2 Sampling Frequency: As a minimum, sample and test concrete of each design mix for water to cementitious materials ratio, air content, temperature, slump and compressive strength once per LOT as defined by Table 89. The Engineer will randomly verify one of every four consecutive LOTs of each design mix based on a random number generator. The Department may perform Independent Verification (IV) testing to verify compliance with specification requirements. All QC activities, calculations, and inspections will be randomly confirmed by the Department.

TABLE 89 Sampling Frequency	
Class Concrete*	LOT Size
I	one day's production
I (Pavement)	2,000 square yards, or one day's production, whichever is less
II, II (Bridge Deck), III, IV, V (Special), V, VI, VII	50 cubic yards, or one day's production, whichever is less
IV (Drilled Shaft)	50 cubic yards, or two hours between the end of one placement and the start of the next placement, whichever is less
III (Seal)	Each Seal placement
*For any class of concrete used for roadway concrete barrier, the lot size is defined as 100 cubic yards, or one day's production, whichever is less.	

346-9.2.1 Reduced Frequency for Acceptance Tests: The LOT size may represent 100 cubic yards when produced with the same mix design at the same concrete production facility for the same prime cContractor and subcontractor on a given Contract. As an exception, the requirements for the precast/prestressed production facility will only include the same mix design at the same concrete production facility. Submit test results indicating the average compressive strength is greater than two standard deviations above the specified minimum strength for that class of concrete. Base calculations on a minimum of ten consecutive strength test results for a Class IV or higher; or a minimum of five consecutive strength results for a Class III or lower.

The average of the consecutive compressive strength test results, based on the class of concrete, can be established using historical data from a previous Department project. The tests from the previous Department project must be within the last 60 calendar days or may also be established by a succession of samples on the current project. Only one sample can be taken from each LOT. Test data must be from a laboratory meeting the requirements of Section 105. Obtain Department approval before beginning reduced frequency LOT's.

If at any time a strength test is not verified or the average strength of the previous ten or five consecutive samples based on the class of concrete from the same mix design and the same production facility is less than the specified minimum plus two standard deviations, return to the maximum production quantity represented by the LOT as defined in

Table ~~8~~9. Notify the Engineer that the maximum production rate is reinstated. In order to reinitiate reduced frequency, submit a new set of strength test results.

346-9.3 Strength Test Definition: The strength test of a LOT is defined as the average of the compressive strengths tests of three cylinders cast from the same sample of concrete from the LOT.

346-9.4 Acceptance of Concrete: Ensure that the hardened concrete strength test results are obtained in accordance with 346-9.3. Do not discard a cylinder strength test result based on low strength (strength below the specified minimum strength as per the provisions of this Section).

When one of the three QC cylinders from a LOT is lost, missing, damaged or destroyed, determination of compressive strength will be made by averaging the remaining two cylinders. If more than one QC cylinder from a LOT is lost, missing, damaged or destroyed, the Contractor will core the structure at no additional expense to the Department to determine the compressive strength. Acceptance of LOT may be based on verification data at the discretion of the Engineer. Obtain the approval of the Engineer to core, and of the core location prior to coring.

For each QC and each QC hold cylinder that is lost, missing, damaged or destroyed, payment for that LOT will be reduced by $750.00 per 1,000 psi of the specified design strength [Example: loss of two Class IV (Drill Shaft) QC cylinders that has no verification data will require the element to be cored and a pay reduction will be assessed (4,000 psi / 1,000 psi) x $750 x 2 = $6,000]. This reduction will be in addition to any pay adjustment for low strength.

When QC compressive strength test results are not verified, the resolution procedure will be used to accept or reject the concrete. Maintain the “hold” cylinders until the verification of the compressive strength test results, but no more than one month after th~~an~~e age of the specified strength test.

When QC test results are verified, the Engineer will accept the concrete based on QC test results. The Engineer will accept at full pay only LOTs of concrete represented by plastic property results which meet the requirements of the approved mix design and strength test results which equal or exceed the respective specified minimum strength.

346-9.5 Resolution Procedure: The Department may initiate an IA review of sampling and testing methods. The resolution procedure may consist of, but need not be limited to, a review of sampling and testing of fresh concrete, calculation of water to cementitious materials ratio, handling of cylinders, curing procedures and compressive strength testing. Compare the Verification sample results with the verification hold cylinders results. Compare the QC sample results with the QC hold cylinders results. Comparison results must not be greater than the comparison requirements in Table ~~7~~8. Core samples of the hardened concrete may be required.

The Engineer will determine through the resolution procedure whether the QC strength test results or the verification strength test are deemed to be the most accurate, LOTS will then be considered to be verified. When the Engineer cannot determine which strength test results are the most accurate, the concrete represented by the four consecutive LOTs will be evaluated based on the QC data. The Engineer will inform the QC and the Verification lab within three calendar days of the acceptance compressive strength test to transport their “hold” cylinders to the resolution lab. The QC and Verification laboratories will transport their own hold cylinder to the resolution testing laboratory within 72 hours after the Engineer notifies the

Contractor that a resolution is required. In addition, the Engineer will ensure that the QC and verification "hold" cylinders are tested within 14 calendar days of the acceptance strength tests.

The resolution investigation will determine the strength test results for each of the four or less LOTs. When the QC strength test results are deemed to be the most accurate, the QC strength test results will represent the four or less consecutive LOTs and the Department will pay for the resolution testing and investigation. When the verification strength test results are deemed to be the most accurate, the Department will assess a $1,000 pay reduction for the cost of the Resolution Investigation.

The results of the resolution procedure will be forwarded to the Contractor within five working days after completion of the investigation.

346-9.6 Small Quantities of Concrete: When a project has a total plan quantity of less than 50 cubic yards, that concrete will be accepted based on the satisfactory compressive strength of the QC cylinders. Submit certification to the Engineer that the concrete was batched and placed in accordance with the Contract Documents. Submit a QC Plan for the concrete placement operation in accordance with Section 105. In addition, the Engineer may conduct ~~Independent Verification (~~IV~~)~~ testing as identified in 346-9. Evaluate the concrete in accordance with 346-10 at the discretion of the Engineer.

346-10 Investigation of Low Strength Concrete and Structural Adequacy.

346-10.1 General: When a concrete acceptance strength test result falls 500 psi or less below the specified minimum strength, coring will not be allowed and the concrete will be considered structurally adequate.

When a concrete acceptance strength test result falls more than 500 psi below the specified minimum strength, submit an Engineering Analysis Scope in accordance with 6-4 to establish strength adequacy or; at the Engineer's discretion, obtain drilled core samples as specified in 346-10.3 to determine the in-place strength of the LOT of concrete in question, at no additional expense to the Department. The Engineer will determine whether to allow coring or require an engineering analysis.

When the concrete is deemed to have low strength, obtain and test the cores and report the data to the Engineer within 14 calendar days of the 28 day compressive strength tests. Core strength test results obtained from the structure will be accepted by both the Contractor and the Department as the in-place strength of the LOT of concrete in question. The core strength test results will be final and used in lieu of the cylinder strength test results for determination of structural adequacy and any pay adjustment. The Department will calculate the strength value to be the average of the compressive strengths of the three individual cores. This will be accepted as the actual measured value. Obtain the Engineer's approval before taking any core samples.

346-10.2 Investigation and Determination of Structural Adequacy: When the Department determines that an investigation is necessary, make an investigation into the structural adequacy of the LOT of concrete represented by that acceptance strength test result, at no additional expense to the Department. The Engineer may also require the Contractor to perform additional testing as necessary to determine structural adequacy of the concrete.

If core strength test results are 500 psi or less below the specified minimum strength, consider the concrete represented by the cores structurally adequate. If the core strength test results are more than 500 psi below the specified minimum strength, submit an Engineering Analysis Scope in accordance with 6-4 that includes a full structural analysis. If the results of the structural analysis indicate adequate strength to serve its intended purpose with adequate durability, and is approved by the Engineer, the Contractor may leave the concrete in place

subject to the requirements of 346-11, otherwise, remove and replace the LOT of concrete in question at no additional expense to the Department.

346-10.3 Coring for Determination of Structural Adequacy: Notify the Engineer 48 hours prior to taking core samples. The Engineer will select the size and location of the drilled cores so that the structure is not impaired and does not sustain permanent damage after repairing the core holes. Sample three undamaged cores taken from the same approximate location where the questionable concrete is represented by the low strength concrete test cylinders. Repair core holes after samples are taken with a product in compliance with Section 930 or 934 and meeting the approval of the Engineer.

346-10.4 Core Conditioning and Testing: Test the cores in accordance with ASTM C42. Test the cores after obtaining the samples within seven calendar days.

346-11 Pay Adjustments for Low Strength Concrete.

346-11.1 General: For ~~A~~any LOT of concrete failing to meet the specified minimum strength as defined in 346-3, 346-9, 346-10 and satisfactorily meeting all other requirements of the Contract Documents, including structural adequacy, the Engineer will individually reduce the price of each low strength LOT in accordance with this Section.

346-11.2 Basis for Pay Adjustments: When an acceptance strength test result falls more than 500 psi below the specified minimum strength, core samples may be obtained in accordance with ASTM C42 from the respective LOT of concrete represented by the low acceptance strength test result for determining pay adjustments. A price adjustment will be applied to the certified invoice price the Contractor paid for the concrete or the precast product.

Do not core hardened concrete for determining pay adjustments when the 28 day acceptance cylinder strength test results are less than 500 psi below the specified minimum strength.

The results of strength tests of the drilled cores, subject to 346-11.5 and 346-11.6, will be used as the acceptance results and will be used in ~~lieu~~place of the cylinder strength test results for determining pay adjustments.

In precast operations, excluding prestressed, ensure that the producer submits acceptable core sample test results to the Engineer. The producer may elect to use the products in accordance with 346-11. Otherwise, replace the concrete in question at no additional cost to the Department. For prestressed concrete, core sample testing is not allowed for pay adjustment. The results of the cylinder strength tests will be used to determine material acceptance and pay adjustment.

346-11.3 Coring for Determination of Pay Adjustments: Obtain the cores in accordance with 346-10.3.

346-11.4 Core Conditioning and Testing: Test the cores in accordance with 346-10.4.

346-11.5 Core Strength Representing Equivalent 28 Day Strength: For cores tested no later than 42 calendar days after the concrete was cast, the Engineer will accept the core strengths obtained as representing the equivalent 28 day strength of the LOT of concrete in question. The Engineer will calculate the strength value to be the average of the compressive strengths of the three individual cores. The Engineer will accept this strength at its actual measured value.

346-11.6 Core Strength Adjustments: For cores tested later than 42 calendar days after the concrete was cast, the Engineer will establish the equivalency between 28 day strength and strength at ages after 42 calendar days. The Engineer will relate the strength at the actual test age to 28 day strength for the design mix represented by the cores using the following relationship:

346-11.6.1 Portland Cement Concrete without Pozzolan or Slag:

Equivalent 28 Day Strength, f'c (28) = 1/F (Average Core Strength) x 100

where:

F = 4.4 + 39.1 (ln x) -3.1 (ln x)^2 (Type I Cement)

F = -17.8 + 46.3 (ln x) -3.3 (ln x)^2 (Type II Cement)

F = 48.5 + 19.4 (ln x) -1.4 (ln x)^2 (Type III Cement)

x = number of days since the concrete was placed
ln = natural log

346-11.6.2 Pozzolanic-Cement Concrete:

Equivalent 28 day compressive strength = $f'_C(28)$, where:

$$f_c'(28) = 0.490\, f_c'(t) e^{\left(\frac{8.31}{t}\right)^{0.276}} \quad \text{(Type I Cement)}$$

$$f_c'(28) = 0.730\, f_c'(t) e^{\left(\frac{2.89}{t}\right)^{0.514}} \quad \text{(Type II Cement)}$$

$$f_c'(28) = 0.483\, f_c'(t) e^{\left(\frac{5.38}{t}\right)^{0.191}} \quad \text{(Type III Cement)}$$

$f'_c(t)$ = Average Core Strength at time t (psi)
t = time compressive strength was measured (days)

346-11.6.3 Slag-Cement Concrete:

Equivalent 28 day compressive strength = $f'_C(28)$, where:

$$f_c'(28) = 0.794\, f_c'(t) e^{\left(\frac{7.06}{t}\right)^{1.06}} \quad \text{(Type I Cement)}$$

$$f_c'(28) = 0.730\, f_c'(t) e^{\left(\frac{6.02}{t}\right)^{0.747}} \quad \text{(Type II Cement)}$$

$$f_c'(28) = 0.826\, f_c'(t) e^{\left(\frac{2.36}{t}\right)^{0.672}} \quad \text{(Type III Cement)}$$

$f'_c(t)$ = Average Core Strength at time t (psi)

t = time compressive strength was measured (days)

346-11.6.4 Flyash-Slag-Cement Concrete (W/CM>0.41):

Equivalent 28 day compressive strength = $f'_C(28)$, where:

$$f_c'(28) = 0.80\, f_c'(t) e^{\left(\frac{3.14}{t}\right)^{0.72}} \quad \text{(Type I/II Cement)}$$

$f'_c(t)$ = Average Core Strength at time t (psi)
t = time compressive strength was measured (days)

346-11.6.5 Flyash-Slag-Cement Concrete (W/CM<0.41):

Equivalent 28 day compressive strength = $f'_C(28)$, where:

$$f'_c(28) = 0.88\, f'_c(t) e^{\left(\frac{1.86}{t}\right)^{0.90}} \quad \text{(Type I/II Cement)}$$

$f'_c(t)$ = Average Core Strength at time t (psi)
t = time compressive strength was measured (days)

346-11.6.6 Flyash-Silica Fume-Cement Concrete (W/CM<0.41):

Equivalent 28 day compressive strength = $f'_C(28)$, where:

$$f'_c(28) = 0.84\, f'_c(t) e^{\left(\frac{0.92}{t}\right)^{0.50}} \quad \text{(Type III Cement)}$$

$f'_c(t)$ = Average Core Strength at time t (psi)
t = time compressive strength was measured (days)

346-11.6.7 Flyash-Silica Fume-Cement Concrete (W/CM<0.41):

Equivalent 28 day compressive strength = $f'_C(28)$, where:

$$f'_c(28) = 0.86\, f'_c(t) e^{\left(\frac{0.53}{t}\right)^{0.47}} \quad \text{(Type III Cement)}$$

$f'_c(t)$ = Average Core Strength at time t (psi)
t = time compressive strength was measured (days)

346-11.7 Calculating Pay Adjustments: The Engineer will determine payment reductions for low strength concrete accepted by the Department and represented by either cylinder or core strength test results below the specified minimum strength, in accordance with the following:

Reduction in Pay is equal to the reduction in percentage of concrete cylinder strength (specified minimum strength minus actual strength divided by specified minimum strength).

For the elements that payments are based on the per foot basis, the Engineer will adjust the price reduction from cubic yards basis to per foot basis, determine the total linear feet of the elements that are affected by low strength concrete samples and apply the adjusted price reduction accordingly.

346-12 Pay Reduction for Plastic Properties

A rejected load in accordance with 346-6.4 is defined as the entire quantity of concrete contained within a single ready mix truck or other single delivery vehicle regardless of what percentage of the load was placed. If concrete fails a plastic properties test and is thereby a rejected load but its placement continues after completion of a plastic properties test having a failing result, payment for the concrete will be reduced.

The pay reduction for cast-in-place concrete will be twice the certified invoice price per cubic yard of the quantity of concrete in the rejected load.

The pay reduction for placing a rejected load of concrete into a precast product will be

applied to that percentage of the precast product that is composed of the concrete in the rejected load. The percentage will be converted to a reduction factor which is a numerical value greater than zero but not greater than one. The precast product payment reduction will be twice the Contractor's billed price from the ~~P~~producer for the precast product multiplied by the reduction factor.

If the Engineer authorizes placement of the concrete, even though plastic properties require rejection, there will be no pay reduction based on plastic properties failures; however, any other pay reductions will apply.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

May 21, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **400**
Proposed Specification: **4000507 Concrete Structures – REVISED.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification. Changes were made (highlighted) in response to comments made by Hector Laureano.

The changes are proposed by Jacqueline Petrozzino to clarify when polymer sheeting is to be used on deck forms.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on File

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

CONCRETE STRUCTURES
(REV ~~2-20~~5-21-18)

SUBARTICLE 400-5.7.1 is deleted and the following substituted:

400-5.7.1 General: Utilization of stay-in-place metal forms is permitted in lieu of removable forms to form concrete bridge decks between beams and between the webs of individual box girders when designated in the Plans. Stay-in-place metal forms may be of the cellular, non-cellular or non-cellular with top cover sheet type. The flutes of non-cellular stay-in-place metal forms may be filled with polystyrene foam or concrete. When polystyrene foam is used to fill the forms, fill form flutes completely; do not allow any portion of the polystyrene foam to extend beyond the limits of the flutes. Ensure that the polystyrene foam remains in its required position within flutes during the entire concrete placement process. Do not use reinforcing supports or other accessories in such a manner as to cause damage to the polystyrene foam. Replace all damaged polystyrene foam to the satisfaction of the Engineer.

Apply polymer sheeting to stay-in-place metal forms in accordance with the requirements in the following table. Apply polymer sheeting to all faces and edges (including sheared edges) of support angles used on bridges with Moderately and Extremely Aggressive Superstructure Environmental Classifications (as shown in the Plans). No polymer sheeting is required for beam attachment straps or clips partially embedded in concrete, and for support angles used on bridges with a Slightly Aggressive Superstructure Environmental Classification. Use polymer sheeting materials and application methods as described herein.

Polymer Sheeting Usage Requirements				
Form Type		Superstructure Environmental Classification (as shown in Plans)		
		Slightly Aggressive	Moderately Aggressive	Extremely Aggressive
Non-cellular form with concrete filled flutes		No polymer sheeting required[1]	Polymer sheeting required on bottom side[1]	Polymer sheeting required on bottom side[1]
Non-cellular form with polystyrene foam filled flutes		Polymer sheeting required on top ~~in~~side[1]	Polymer sheeting required on both sides[*1,2]	Polymer sheeting required on both sides[*1,2]
Non-cellular form with Top Cover Sheet	Top Cover Sheet	Polymer sheeting required on bottom side	Polymer sheeting required on bottom side	Polymer sheeting required on bottom side
	Non-cellular form	Polymer sheeting required on top side	Polymer sheeting required on both sides[*2]	Polymer sheeting required on both sides[*2]
Cellular form		No polymer sheeting allowed or required	Cellular form n~~N~~ot permitted	Cellular form n~~N~~ot permitted
1 Polymer sheeting not required on top side of form when foam filled flutes are used only at interior supports on continuous decks and the remainder of the flutes are concrete filled. *2 Polymer sheeting not required on bottom side of form located within box girders and U-beams.				

Prior to using stay-in-place metal forms, submit detailed plans for approval of the forming system, including method of support and attachment and method of protecting the supporting structural steel components from welding effects. Submit design calculations for the forming

system, which have been signed and sealed by the Specialty Engineer. Detail stay-in-place metal forms such that they in no way infringe upon the concrete outline of the slab shown on the Plans. Use stay-in-place metal forms that provide and maintain the dimensions and configuration of the original slab in regards to thickness and slope.

Do not weld stay-in-place metal form supports and connections to the structural steel components. Do not connect polymer coated angles or other hardware that support polymer coated metal forms to the beam attachment straps or clips by welding. Electrical grounding to steel reinforcing or fiber reinforced polymer (FRP) reinforcing is prohibited.

Protect structural steel components from damage by using a shield to guard against weld splatter, weld overrun, arc strikes, or other damaging effects of the welding process. Upon completion of welding, rest the metal form support flush on the supporting steel component. Should any weld spatter, weld overrun, arc strike, or other effects of the welding process be evident or occur to the structural steel component, immediately stop in-place welding of the metal form supports for the remainder of the work. In this event, weld all metal form supports off of the structure and erect the forms after prefabrication, or use an alternate approved method of attaching the form supports. Remove improper weldment, repair the supporting steel component for any improper welding. Perform all required verification and testing at no expense to the Department and to the satisfaction of the Engineer.

Do not use stay-in-place metal forms until the forming system has been approved by the Engineer. The Contractor is responsible for the performance of the stay-in-place forms.

Structures designed, detailed, and dimensioned for the use of removable forms: Where stay-in-place metal forms are permitted, the Contractor is responsible and shall obtain the approval of the Engineer for any changes in design, etc. to accommodate the use of stay-in-place forms. The Engineer will compute pay quantities of the various components of the structure which are paid on a cubic yard basis from the design dimensions shown in the Plans with no allowance for changes in deflection or dimensions necessary to accommodate the stay-in-place forms or concrete to fill the form flutes. The Engineer will limit pay quantities of other Contract items that the Contractor increases to accommodate the use of stay-in-place forms to the quantity required for the original plan design.

Submit all changes in design details of bridge structural members that support stay-in-place forms, showing all revisions necessary to enable the supporting components to withstand any additional weight of the forms and the weight of any extra concrete that may be required to fill the forms. Include with the design calculations a comparative analysis of the stresses in the supporting components as detailed on the Contract Plans and as modified to support the forms. Use the identical method of analysis in each case, and do not allow the stresses in the modified components to exceed those of the component as detailed in the Contract Plans. Include with the design the adjusted cambers for any changes in deflection over those shown on the original Plans. Modify the beams to provide additional strength to compensate for the added dead loads imposed by the use of stay-in-place forms. Obtain the additional strength by adding strands to the pre-stressed beams or by adding steel material to increase the section modulus of steel girders. Substantiate the added strength by the comparative calculations. Do not use stay-in-place forms until the forming system and all necessary design revisions of supporting members have been approved by the Engineer.

Structures designed, detailed, and dimensioned for the use of stay-in-place metal forms:

Prior to using stay-in-place metal forms, submit detailed plans for approval of the forming system (including method of support and attachment) together with design calculations. Include an analysis of the actual unit weight of the proposed forming system over the projected plan area of the metal forms. If the weight thus calculated exceeds the weight allowance for stay-in-place metal forms and concrete required to fill the forms shown on the Plans, then modify the supporting components to support the excess weight as specified by the Contractor's Specialty Engineer.

For all structures utilizing structural steel supporting components, paint the vertical sides of the top flange prior to installation of the stay-in-place metal forms in accordance with Section 560.

For non-polymer sheeting form surfaces, use zinc paint coating in accordance with Section 562 to all accessories cut from galvanized sheets, which are not embedded in concrete.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

August 3, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **430**
Proposed Specification: **4300100 Pipe Culverts.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Chase Knight of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

PIPE CULVERTS.
(REV 6-8-18)

ARTICLE 430-1 is deleted and the following substituted:

430-1 Description.

Furnish and install drainage pipe and end sections at the locations called for in the Plans. Furnish and construct joints and connections to existing pipes, catch basins, inlets, manholes, walls, etc., as may be required to complete the work.

Obtain pipe culverts and drainage products from a plant that is currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105.

At the beginning of each project, submit a notarized certification statement to the Engineer in accordance with Section 6. The Quality Control Manager's stamp or label on each product indicates certification that the product was fabricated in conformance with the Producer QC Plan, the Contract, and this Section. Ensure that each shipment of drainage products to the project site is accompanied with a QC signed or stamped delivery ticket providing the description and the list of the products.

When the Producer Quality Control Program is suspended by the Department, accept responsibility of either obtaining products from a plant with an approved Quality Control Program, or await re-approval of the plant. The Engineer will not allow changes in Contract Time or completion dates as a result of the plant's loss of qualification. Accept responsibility for all delay costs or other costs associated with the loss of the plant's qualification.

Construct structural plate pipe culverts or underdrains in accordance with Sections 435 and 440.

For pipe culverts installed by jack & bore, install in accordance with Section 556.

SUBARTICLE 430-4.1 is deleted and the following substituted:

430-4.1 General: Lay all pipe, true to the lines and grades given, with hubs upgrade and tongue end fully entered into the hub. When pipe with quadrant reinforcement or circular pipe with elliptical reinforcement is used, install the pipe in a position such that the manufacturer's marks designating "top" and "bottom" of the pipe are not more than five degrees from the vertical plane through the longitudinal axis of the pipe. Do not allow departure from and return to plan alignment and grade to exceed 1/16 inch per foot of nominal pipe length, with a total of not more than 1 inch departure from theoretical line and grade. Take up and relay any pipe that is not in true alignment or which shows any settlement after laying at no additional expense to the Department.

Do not use concrete pipe with lift holes except round pipe which has an inside diameter in excess of 54 inches or any elliptical pipe.

Repair lift holes, if present, with hand-placed, stiff, non-shrink, 1-to-1 mortar of cement and fine sand, after first washing out the hole with water. Completely fill the void created by the lift hole with mortar. Cover the repaired area with a 24 inch by 24 inch piece of filter fabric secured to the pipe. Use a Type D-3 filter fabric meeting the requirements specified in Section 985.

Secure the filter fabric to the pipe using a method that holds the fabric in place until the backfill is placed and compacted. Use grout mixtures, mastics, or strapping devices to secure the fabric to the pipe.

Do not cut or drill into or through the corrugations or ribs of plastic pipe except when necessary to meet the dimensional requirements shown in the Plans.

When installing pipes in structures, construct inlet and outlet pipes of the same size and kind as the connecting pipe shown in the Plans. Use the same pipe material within each continuous run of pipe. Extend the pipes through the walls for a distance beyond the outside surface sufficient for the intended connections, and construct the concrete around them neatly to prevent leakage along their outer surface as shown on Standard Plans, Index 425-001. Keep the inlet and outlet pipes flush with the inside of the wall. Resilient connectors as specified in 942-3 may be used in lieu of a masonry seal.

Furnish and install a filter fabric jacket around all pipe joints and the joint between the pipe and the structure in accordance with Standard Plans, Indexes 425-001 and 430-001. Use fabric meeting the physical requirements of Type D-3 specified in Section 985. Extend the fabric a minimum of 12 inches beyond each side of the joint or both edges of the coupling band, if a coupling band is used. The fabric must have a minimum width of 24 inches, and a length sufficient to provide a minimum overlap of 24 inches. Secure the filter fabric jacket against the outside of the pipe by metal or plastic strapping or by other methods approved by the Engineer.

Meet the following minimum joint standards:

Pipe Application	Minimum Standard
Storm and Cross Drains	Water-tight
Gutter Drain	Water-tight
Side Drains	Soil-tight

When rubber gaskets are to be installed in the pipe joint, the gasket must be the sole element relied on to maintain a tight joint. Soil tight joints must be watertight to 2 psi. Water-tight joints must be water-tight to 5 psi unless a higher pressure rating is required in the Plans.

When laying pipes that pass through mechanically stabilized earth (MSE) reinforced fill, connect the portion of the pipe within the wall to the external portion of the pipe run only after the full height of the wall supported embankment is in place.

When Wall Zone Pipes are shown in the Plans, meet the following requirements:

1. Use resilient connectors on pipes entering and leaving drainage structures.
2. Provide a 2 to 4 inch pipe overhang beyond the drainage structure internal walls.
3. For pipes without welded joints, meet the following additional requirements:
    a. Pipe joints must be watertight to 10.8 psi when pulled out 2 inches from the fully home joint alignment.
    b. Do not allow the gap between sections of pipe to exceed 5/8 inch for all pipe diameters.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

August 14, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **450**
Proposed Specification: **4500000 Precast Prestressed Concrete Construction.**
REVISED

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification. Revisions were made to 450-12.2 in response to comments by FHWA (Hector Laureano). No changes were made in response to comment on language in 450-12.3.6.2.2.

The changes are proposed by Jose Armenteros of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

PRECAST PRESTRESSED CONCRETE CONSTRUCTION.
(REV ~~5-21-18~~~~6-5-18~~~~8-1-18~~8-14-18)

SECTION 450 is deleted and the following substituted:

SECTION 450
PRECAST PRESTRESSED CONCRETE CONSTRUCTION

450-1 Description.

Fabricate, store, transport and erect precast/prestressed concrete members prestressed by the pretensioning method. Pretensioned precast prestressed concrete products are products prestressed by the pretensioning method. In this method, steel or fiber reinforced polymer (FRP) components are stressed and anchored; the concrete for the product is then cast and cured, and finally the stress in the steel or FRP components is released from the anchorages to the concrete through bond, after the concrete has attained its specified release strength.

A precast prestressed concrete plant, hereinafter called plant, is an independent operating facility capable of performing all the operations necessary to fabricate precast/prestressed concrete products.

Obtain precast/prestressed products from a plant that is currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105.

When the Producer's Quality Control Program is suspended, accept responsibility of either obtaining precast/prestressed products from a precast/prestressed concrete plant with an accepted Quality Control Program, or await re-approval of the Producer Quality Control Program. The Engineer will not allow changes in Contract Time or completion dates as a result of the concrete plant's Quality Control Program suspension. Accept responsibility for all delay costs or other costs associated with the plant's Quality Control Program suspension.

450-2 Quality Control Program.

450-2.1 General: Develop a Producer Quality Control Program as specified in Section 105.

Meet the requirements of the accepted Quality Control Program, Contract Documents, and Precast/Prestressed Concrete Institute (PCI) Manual for Quality Control for ~~p~~Plants and P~~p~~roduction of S~~s~~tructural P~~p~~recast C~~c~~oncrete P~~p~~roducts (MNL-116). The requirements of the Contract Documents will govern, when there is a discrepancy between the PCI Manual and the Contract Documents.

Accept responsibility for performing daily Quality Control (QC) inspections of all phases of work ensuring all materials and workmanship incorporated into the product meet the requirements of the Contract Documents. Also, maintain a daily activity report detailing the results of the daily Quality Control Program activities. Ensure these daily reports and minutes of the weekly meetings with the Engineer and the plant's production personnel are maintained at the plant. During the weekly meetings, discuss the results of the QC inspections.

Ensure a QC inspector is present during concrete placements and performs inspection during all fabrication of precast prestressed concrete products, including the inspection of the operations before, during and after the placement of concrete.

450-2.2 Plant: Ensure each plant has an onsite QC Manager or designee meeting the requirements of Section 105 at all times during fabrication.

450-2.3 Tolerances:

Inspect all prestressed concrete products within five working days of detensioning to ensure their dimensions (other than sweep and camber) conform to the specified tolerances and to determine if there are any deficiencies.

Inspect the product for conformance with the product dimension tolerances shown in Appendix B of PCI Manual MNL-116~~ (Manual for Quality Control for Plants and Production of Structural Precast Concrete Products)~~, except as modified herein.

Apply the tolerances with respect to the theoretical positions and dimensions shown in the Plans. Apply the same tolerances for U-Beams as those specified for I- ~~girders~~, ~~excluding sweep tolerance~~Beams, when inspecting the product for conformance with dimension tolerances.

For Florida U-Beam diaphragms, the tolerances are:

1. Plus 1 inch and minus 1/2 inch for the thickness of ~~the~~ intermediate ~~and end~~ diaphragms~~ is plus 1 inch and minus 1/2 inch,~~.
2. Plus or minus 3 inches ~~and~~for the location of intermediate diaphragms, relative to design plan positions~~, is plus or minus 3 inches~~.
3. Plus 3 inches and minus 1/2 inch~~The tolerance of~~ for the thickness of the end diaphragms~~ shall be plus 3 inches and minus 1/2 inch~~.

~~Limit sweep to 1/2 inch for U-Beams and Inverted-T Beams.~~ The tolerance for beam strand sheathing is plus or minus 2 inches.

Ensure the tolerance on all miscellaneous shaping including, but not limited to, chamfers, miters, bevels, keys, tapers, radii, holes, inserts, and block outs is within plus or minus 1/8 inch of the control dimension of the shape.

The tolerances represent the total allowable tolerance that will be accepted in the finished product. Do not apply tolerances shown for the overall dimensions of a member to violate the tolerances shown for positions of reinforcing and prestressing steel or FRP. Apply the tolerances during and after the fabrication of prestressed products. Do not reduce the concrete cover for reinforcing steel, FRP reinforcing, prestressing steel, FRP prestressing strands, or any other metallic or polymeric objects specified in the Plans more than 1/4 inch. Do not reduce the concrete cover for reinforcing steel, FRP reinforcing, prestressing steel, FRP prestressing strands, or any other metallic or p~~lastic~~olymeric objects when the cover specified in the Plans is minimum cover.

~~Ensure the QC inspector is present during concrete placements and performs inspection during all fabrication of precast prestressed concrete products, including the inspection of the operations before, during and after the placement of concrete.~~

~~Ensure the Plant QC Manager, or the QC inspectors under their direction, examine all precast prestressed concrete products within five working days of detensioning to ensure their dimensions conform to the specified tolerances and to determine if there are any deficiencies. This process control shall be listed on the Producer Quality Control Plan (QC Plan).~~ Limit sweep to 1/2- inch for U-Beams and Inverted T-Beams.

The maximum allowable sweep for I-Beams and piles is 1/8- inch ~~per~~for every 10 feet, and ~~sha~~will be determined by the following equation:

Sweep (in) = (0.0125 in/ft) ~~*~~ x Length (ft) of beam or pile

Measure and record the sweep and camber of the beams immediately after detensioning and monthly. Keep the measurement records on file for review upon request by the Engineer.

Notify the Engineer immediately when the sweep or camber exceeds the specified tolerances.

If the actual camber is less than 50% of the predicted camber at release provided by the Plans, move the dunnage towards the center of the beam to a maximum of 5% of the total length at each end to induce camber.

If the camber exceeds by 1- inch of the design camber shown in the Plans, take appropriate actions in accordance with 400-7.13.1 to accommodate the product in the structure.

If the sweep exceeds the tolerance specified, immediately propose measures to the Engineer to bring the sweep of the product back to within tolerance. Special storage conditions for the purpose of removing excessive sweep will not be restricted by requirements of this S~~ubarticle nor contained in 450-14~~ection.

~~**450-2.2 Plant:** Ensure each plant has an onsite QC Manager meeting the requirements of Section 105.~~

450-2.~~3~~4 Product Certification: Ensure the QC inspector inspects all completed products at the plant not less than 24 hours before shipment to verify that all Contract Documents requirements are met. Upon verification that all Contract Document requirements have been met and all necessary repairs have been satisfactorily completed, the product will be stamped with the approved QC Manager stamp identified in the Producer QC Plan.

With each monthly request submitted for payment, attach a certification stating that the listed precast prestressed products have been produced under the Producer QC Plan and meet the Contract Document requirements. Ensure the certification is signed by a legally responsible person of the plant and is submitted on the plant's letterhead.

450-2.~~4~~5 Documentation: Ensure that a system of records is maintained in each plant which will provide all information regarding the certification and testing of prestressing steel, FRP prestressing strands, reinforcing steel, FRP reinforcing, concrete materials and concrete, curing materials, embedded items, tensioning, concrete proportioning, pre-placement, placement, post-placement inspections, curing, and disposition of products. Include in the record keeping all the deficiencies found as a result of the inspection and testing. Keep certified test reports for all materials incorporated into the production of precast prestressed concrete products.

Ensure that the record of tensioning operations is maintained and reflects the identification of the bed, type of fabricated products, the complete Financial Project Identification Number, jack identification number, date prestressing strands were stressed, temperature at the time of stressing, and signature of the qualified tensioning machine operator.

Ensure the proposed method and format for documenting required information is included in the Producer QC Plan.

Maintain records until all the precast prestressed products for a project have been fabricated then submit ~~all the~~ required records to the Engineer. Ensure records are available at all times for the Engineer's inspection.

450-2.~~5~~6 Quality Assurance Inspection and Testing: The Engineer will perform periodic inspections, sampling, and testing to ensure of the quality and acceptability of the materials, methods, techniques, procedures and processes being utilized ~~by the Contractor~~ in the fabrication of precast prestressed concrete products.

450-3 Materials.

450-3.1 General: Meet the following requirements:

Concrete .....Section 346
Steel Strands*.....Section 933
Carbon Fiber Reinforcing Polymer (CFRP)
Strands*.....Section 933
Steel Prestressing Bars.....Section 933
Steel Accessories .....Section 933
Steel Spirals .....Section 931
Reinforcing Steel and Metal Welded Wire
Reinforcement..... Sections 415 and 931
FRP Reinforcing ..... Sections 415 and 932
FRP Spirals** .....Section 932
Embedded Ducts .....Section 960
Membrane Curing compounds***.....Section 925
Epoxy Resin Compounds.....Section 926
Burlap.....Section 925
Curing Blanket 400-16
Penetrant sealer*** .....Section 413
Methacrylate .....Section 413
Epoxy Injection of Cracks .....Section 411

* Do not use strands from more than one source in any individual prestressed element, with the exception of the partially tensioned strands (dormant strands).

** The FRP spirals cannot be used in combination with steel prestressing strand.

*** Use membrane curing compounds and sealers that are compatible with coating or other materials that are applied to concrete surface.

Use inserts in accordance with the recommendations of the manufacturers and within their certified capacities and application qualifications. Do not use aluminum inserts.

Use draped strand devices of sufficient rigidity having adequate support to retain the position of the strand unchanged under the induced load. Do not allow the devices to induce friction to the tendons such that the required jacking force and elongation cannot be attained.

450-3.2 Strand Chucks and Splice Chucks: For pretensioning, use strand chucks that are capable of anchoring the strands without slippage after seating and ensure against strand failure within the grips at loads less than 95% of ultimate tensile strength of the prestressing strand.

Submit manufacturer's certification that splice chucks used to transmit the prestressing force from one prestressing tendon to another are capable to hold at least 95% of the ultimate tensile strength of the prestressing strand.

Do not use wedges that become worn, cracked, deformed, or that allow dead end seating in excess of 3/8 inch. Use components from the same manufacturer to make up chucks and to provide proper wedge fit.

Use chucks as complete units. Clean, inspect, and lubricate the chucks between each use. Use wedges and housing that are compatible and made for the specific type and size of prestressing strand ~~that are being~~ used. Ensure~~,~~ ~~avoid im~~proper fit and ~~im~~proper seating of wedges on the strands.

The Engineer will allow one splice per strand subject to the following:

1. Splices are located outside the concrete products (except for precast piling where up to two splices are permitted to be used in each pile, so long as they are not located in the same vertical cross section, perpendicular to longitudinal axis of the pile).

2. Strands which are being spliced have the “lay” or “twist” in the same direction.

450-4 Material Acceptance and Testing.

450-4.1 Concrete: Perform the QC sampling and testing of concrete in accordance with the requirements of Section 346.

450-4.2 Reinforcing, ~~,~~Welded Wire Reinforcement and Prestressing St~~eel~~rand for Pretensioning:

450-4.2.1 General: Identify all reinforcing steel, welded wire reinforcement and prestressing strand for pretensioning by LOTs. A LOT of reinforcing steel or welded wire is a shipment of material from the same manufacturer and heat. A LOT of prestressing steel is a shipment of material of the same size, production grade and heat from the same manufacturer. A LOT of FRP reinforcing bars or prestressing strands is a shipment of material of the same size, fiber lot and resin batch from the same manufacturer.

Acceptance of reinforcing bars, welded wire reinforcement and prestressing steel for pretensioning is based on manufacturer’s certification and the Department’s verification tests. The sampling for verification testing will be performed by the Department at each ~~precast~~ plant, on at least two LOTs per year~~,~~. ~~a~~Additional samples may be taken at the manufacturing source of reinforcing bars, welded wire reinforcement and prestressing strands.

When products contain the material that has failed to meet the requirements of 450-3, reject the unused material of the failed LOT. The Engineer may require ~~the~~an ~~evaluation~~Eengineering ~~A~~analysis of the products~~,~~ which contain the failed material, in accordance with ~~450-14~~Section- 6.

450-4.2.2 Steel Reinforcing and Welded Wire Reinforcement: Obtain and maintain for each LOT a certified mill analysis, physical property test report and the manufacturer’s assigned LOT number with the heat of the material represented. Verify that the report represents the steel received and that the steel meets the Contract Documents requirements. Reject all unidentified reinforcing steel or welded wire reinforcement received at the plant or job site.

Submit the manufacturer’s certified mill analysis and provide three, 7 foot long, randomly selected samples from the designated LOT of reinforcing steel and three randomly selected samples from the designated LOT of welded wire reinforcement when requested by Engineer. Ensure each sample of welded wire reinforcement covers an area of four intersections of transverse and longitudinal bars. Ensure the transverse wires of each piece of welded wire reinforcement extend approximately 6 inches to both sides.

450-4.2.3 Fiber Reinforced Polymer (FRP) Reinforcing: Meet the requirements of 932-3.

450-4.2.4 Steel Prestressing Strand for Pretensioning: Obtain and maintain for each LOT of material received, the manufacturer’s assigned LOT number, certified test values for specified material properties together with a representative load-elongation curve and the modulus of elasticity value based upon strand nominal area. Submit and support by records maintained by the strand manufacturer, production tolerances applied in selection of the reported strand modulus. Verify that documents submitted represent the shipment received and meets the Contract Documents requirements.

Reject all unidentified prestressing steel received at the plant or job site.

Submit the manufacturer's certified mill analysis and provide three, 5 foot long randomly selected samples from the designated LOT of material when requested by the Engineer.

450-4.2.5 Fiber Reinforced Polymer (FRP) Prestressing Strand for Pretensioning: Meet the requirements of 933-5.2.2.

450-4.2.6 Strand Chucks and Splice Chucks: Obtain and maintain certified test results certifying that the material meets the requirements of 450-3.

450-4.2.7 Steel Accessories: Use only steel accessories meeting the requirements of 450-3.

450-4.2.8 Ducts: Obtain and maintain certified test results certifying that the material meets the requirements of 450-3.

450-5 Shop Drawings.

Submit shop drawings for all pretensioned prestressed concrete products containing FRP bars or strands. Submit shop drawings for all other pretensioned prestressed concrete products when the Contract Documents do not contain all the detailed information necessary to fabricate and erect the pretensioned prestressed concrete product. Ensure the submitted shop drawings meet the requirements of ~~Section~~ 5-1 and any additional Contract Document requirements.

Shop drawings are not required to depict supplemental reinforc~~ing~~ement ~~steel~~ used to facilitate fabrication of products.

In lieu of shop drawings, submit the following to the Engineer:

1. The Framing Plan with product designations for all superstructure components.
2. Strand detensioning schedule.
3. Tensioning and elongation calculations.
4. Details of supplemental ~~steel~~reinforcement that remains as part of the finished product.
5. Drawings, details and spacing for embedded items associated with fall protection systems used on beams.
6. When proposing to use materials and/or methods that differ from the requirements of the Contract Documents, submit full plan details and Specifications for the alternate materials and methods. Ensure the alternate materials and methods meet the following requirements:

a. The provisions of the Contract Documents.

b. The AASHTO LRFD Bridge Design Specifications, edition with interims as referenced in Plans.

c. The recommendations of the material manufacturer.

d. Any materials change proposed by the Contractor and approved by the Engineer.

e. Net compressive stress in the concrete due to prestressing acting alone, after all losses, is not less than that provided by the stranding shown in the Plans.

f. Ultimate strength of the structure with the proposed changes is not less than the ultimate strength of the original design.

g. The provisions of the Departments Structures Design Guidelines.

450-6 Forms.

450-6.1 General: Use metal side and bottom forms, unless otherwise specified in the Contract Documents. For members with special shapes such as corner sheet piles, wood forms are permitted. Slab units and sheet piles may be cast on concrete surfaces meeting the profile dimensional tolerances of 450-6.3. Apply release agents in accordance with the manufacturer's recommendations. Liquid membrane curing compounds may be used to prevent bonding of slab products and sheet piles to the existing concrete surface, when applied in two or more coatings. Ensure the last application of liquid membrane is applied immediately before placement of the slab or sheet pile.

For all beam members, use side forms designed to be removed without damaging the top flange of the beam. Remove the forms horizontally away from the beam by a method that prevents any contact of the form with the top flange after release of the form. Do not subject the top flange to any vertical force at any time. Include the form details and method of removal in the Producer QC Plan.

For all Florida- I-Beams, use forms that do not have more than two horizontal joints.

Use void forms of a type for which service adequacy has been demonstrated, having sufficient strength to provide stability during handling and placing and to withstand hydrostatic pressures and other forces imposed upon them during concrete placement. Use form material that is neutral with respect to the generation of products harmful to the physical and structural properties of the concrete. Ensure that the presence of the form materials does not cause any detrimental effect to the concrete or other materials within the member. Positively vent all voids to the outside of the member. For end headers and inside forms, other materials capable of resisting the pressure from concrete are permitted, except that end headers used with CFRP strands must be either timber headers or steel headers with rubber grommets to protect the CFRP strands from damage.

Use end headers so designed that they can be placed and maintained in correct position between the side forms. Hold the headers in place with devices capable of being removed or loosened after the concrete has attained its initial set allowing free form expansion during curing methods that involve heat. Use end headers with openings conforming to the prestressing strand pattern to permit passage of the prestressing strand. Locate the openings accurately within 1/8 inch of planned location of prestressing strand elements.

Construct circular openings for strands a maximum of 1/4 inch larger than the nominal strand diameter. Construct square or rectangular openings a maximum of 1/4 inch larger, horizontally and vertically, than the nominal strand diameter. Ensure that all headers are mortar tight.

450-6.2 Supports: Use forms of sufficient thickness, with adequate external bracing and stiffeners, which are anchored to withstand the forces due to placement and vibration of concrete. Ensure that joints in forms are mortar tight. Support bottom forms on concrete pallets with metal stiffeners, wales or shims. Do not use timber elements between the bottom metal form and concrete pallets.

450-6.3 Alignment: Make and maintain during their use, forms and centering true to the shapes and dimensions for the product being produced. Plumb, align, and secure forms for each product in position before each reuse.

Apply the following tolerances to form alignment and pallets or beds used in prestressed construction:

1. Horizontal Alignment (horizontal deviation of side forms either side of a vertical plane within the length of a product) = 1/8 inch,

2. Vertical Alignment (vertical deviation of the bed or pallet from a horizontal plane within the length of a product) = 1/8 inch,

3. ~~For v~~Vertical joints~~,~~ (~~O~~offset ~~B~~between ~~A~~adjacent ~~F~~form ~~S~~sections) = 1/8 inch.

4. ~~For h~~Horizontal joints~~,~~ (~~O~~offset ~~B~~between ~~A~~adjacent ~~F~~form ~~S~~sections) = 1/16 inch.

450-6.4 End Header Locations:

450-6.4.1 General: Provide a minimum of 18 inches of exposed strands from the end header to the stressing anchorage and between adjacent ends of all products except 24 inches square and smaller piles. Provide a minimum of 6 inches of exposed strands between adjacent ends of 24 inches square and smaller piles.

450-6.4.2 Cold Weather: Provide a distance of at least 5 feet from the end header to the stressing anchorage, when the ambient temperature is expected to be below 55ºF between the time of tensioning and detensioning. When the ambient temperature is expected to be below 55ºF between the time of tensioning and detensioning and the product's exposed strands between the stressing anchorages are not protected, maintain a 25 foot minimum free length of stressed strands, between the end header and the stressing anchorage at each end of a bed line. When cold weather concrete conditions as specified in 450-10.1 are in effect, protect all exposed strands between stressing anchorages regardless of length. When the products and strands between stressing anchorages are protected, provide protection adequate to maintain the ambient temperature of the air around the strands at or greater than 55ºF until the products are detensioned or 24 hours after placing concrete, whichever is less.

450-6.5 Surface Conditions: Use clean, rust free form surfaces against which concrete is to be cast. Inspect forms and, if necessary, recondition them.

450-6.6 Form Ties: Ensure that no form wires or metal pieces are left within 2 inches of the surface of the finished concrete.

450-6.7 Corners, Angles and Joints: Ensure corners and angles are chamfered, mitered, or rounded with a radius of 3/4 inch, unless otherwise specified or shown in the Plans. Provide smooth mortar tight joints between panel forms within the alignment tolerances.

450-6.8 Form Release Agent: Before placing concrete, treat the facing of all forms with a form release agent in accordance with the manufacturer’s requirements. Ensure the application of form release agents does not contaminate prestressing strands and/or reinforcing steel.

450-7 Protection and Placement of Prestressing Strand.

450-7.1 Protection of Prestressing Strand: Maintain and store prestressing steel above the ground surface on platforms, skids, or other supports, to prevent contamination from below, and protect them from mechanical injury. Do not use any packaging or wrapping material that retains moisture at the bottom of the reel. Clean contaminated prestressing strand before use or otherwise reject it. Handle prestressing strand carefully to prevent nicks or kinks. Do not expose steel prestressing strand to temperatures greater than ~~200~~165ºF at any time. Do not expose CRFP prestressing strand to temperatures greater than 120°F at any time. Do not use arc welding equipment, including welding electrode lines, within 2 feet of prestressing strand. Do not perform ~~any~~ welding on forms that have been set in place after the prestressing strand is placed in the bed. Reject prestressing strand that has sustained any physical damage at any time.

450-7.2 Placing Prestressing Strand: Use care during placement of prestressing strand to avoid physical damage and contamination. Reject damaged strands. Do not use prestressing st~~eel~~rand containing nicks, kinks, or former chuck grip marks. Do not use prestressing strand showing evidence of scale formation or which has become pitted. Remove and replace any damaged prestressing strand in the bed.

450-7.3 Cleanliness of Prestressing Strand: Inspect the prestressing strand for any evidence of contamination. Use strand that is free of deleterious materials such as grease, oil, wax, dirt, paint (except that used for marking identification) or other similar contaminants. Remove any contaminants detected from the strand before proceeding with fabrication activities. Rust on prestressing steel that can be removed by light rubbing is acceptable. Streaks or spots which may remain after rust removal are acceptable if no pitting is present.

450-7.4 Debonded Strands: Extend the tubular debonding material (sheathing) through the header for debonded prestressing strand. Tie and tape the debonding material at the terminus located at the inside of the member. ~~Seal openings between strand and sheathing for debonded strands with 100% silicone sealant within seven calendar days of detensioning. The sealing of openings between strand and sheathing is not required for beams with ends not be encased in permanent concrete diaphragms per 450-11.5 and strand protection per 450-11.6~~The tape must be strong enough to hold the sheathing closed.

Use slit or non-slit sheathing that is ~~tubular non-slit,~~ high-density plastic. ~~with~~ The sheathing ~~shall~~must have a minimum wall thickness of 0.025 inch, and an inside diameter exceeding the maximum outside diameter of the pretensioning strand by 0.025 inch to 0.140 inch~~,~~. ~~which does~~The sheathing and tape ~~shall~~must not react with concrete, coating, steel, or FRP~~, and prevents the intrusion of water or cement paste during concrete placement~~.

Slit tubular sheathing may be used to repair minor defects such as~~:~~ breakages or punctures in non-slit tubular sheathing, rectifying an improperly debonded strand, or incorrect debonded length of a strand. The slit sheathing must maintain its integrity during the placement of fresh concrete without opening the seam. Tape and tie to ensure mortar tightness of the sheathing tube.

Do not use strands debonded over the full length of a product.

450-8 Tensioning Equipment and Operations.

450-8.1 Equipment: Use a hydraulic jacking system that is adjustable to the automatic application and sustaining of a predetermined load, together with a pressure transducer or load cell built into the hydraulic system. Connect such pressure gage or transducer to a dial or digital readout and printer (manual recording of the tensioning operations is permitted) which will provide an instantaneous readout and record of the applied load in pounds. Use a jacking system with the capacity to induce the required load. Base the use of this system on demonstrated accuracy and repeatability of plus or minus 2% of anticipated load verified through comparison with loads indicated by an independent load cell.

Calibrate all jacking systems before using and repeat calibration at intervals not exceeding 12 months. Calibrate and recalibrate in accordance with the equipment manufacturer's recommendations, by qualified calibration agency or by plant personnel under the supervision of a Specialty Engineer.

Calibrate gages, jacks and pumps as a system in the same manner they are used in tensioning operations with the cylinder extension in the approximate position that it will be in actual use at final jacking force. In multi-strand tensioning systems, gages may be calibrated against a master gage of known accuracy, provided that the other units of the system are

calibrated against the same master gage. Ensure calibrations cover the load ranges that will be used during production. Verify the accuracy setting of the automatic cutoff valves by running the desired cutoff load. Ensure a certified calibration curve accompanies each tensioning system. Load readings can be used directly if the calibration determines a reading is within plus or minus 2% tolerance of anticipated load. Ensure calibration of load cells or proving rings used to calibrate jacking systems are on compression force testing equipment that has been calibrated in accordance with ASTM E74.

When any jack or gage appears to be giving erratic results, or if the jack force and elongation do not compare within specified limits and differences cannot be justified while work is in progress, recalibrate the equipment. Also verify the accuracy of the equipment after internal jacking system repairs or when gage and jacking units are switched.

Calibrate or recalibrate in accordance with ASTM E4 using equipment that is calibrated in accordance with ASTM E74. After calibration or recalibration ~~has been~~is completed, prepare a certificate and have it signed by the person ~~in~~ responsible for ~~charge of~~ the verifications as outlined in ASTM E4 and ASTM E74. Ensure that the calibration report includes, the serial number of the equipment that is calibrated, calibration chart in a graph or tabular form, calibration date, temperature, full range of readings before and after calibration, National Institute of Standards and Technology's (NIST's) traceable number of calibration device, method of calibration, calibration agency, and laboratory or Engineer supervising the calibration.

Verify the accuracy of the jacking and recording system a minimum of once each week during tensioning operations by either an independently calibrated load cell, or by comparison with calculated strand elongation. When weekly verification is to be performed by comparison with calculated strand elongation, check a minimum of ten strands and the difference in the indicated load and the load determined from the elongation must agree within 5% of the computed theoretical load values. If the differences are greater than 5%, suspend the tensioning operation, evaluate the tensioning operation by qualified personnel, and correct any deficiencies before proceeding.

When weekly verification is done by load cell, perform a minimum of five spot checks to the maximum anticipated load~~ of strands~~. Use a load cell or proving ring ~~that is~~ calibrated in accordance with ASTM E74 and the accuracy of the force must be traceable to NIST. Maintain ~~written~~ records of readings obtained from the force recording system and verifying standard. Ensure the weekly verification record includes the serial number of the equipment, verification date, verification agency, NIST traceable number of calibration standard, and name of the person making the spot checks. The load reading from the recording system must agree within plus or minus 2% of the anticipated load indicated by the load cell or proving ring that are calibrated annually.

450-8.2 Operations:

450-8.2.1 General: The tensioning operations consist of the application of the final force or load ~~which is the force~~ required by the Plans and with ~~the~~ adjustments for abutment rotation, bed shortening, anchorage header movement, live end seating, dead end seating, splice chuck seating, friction in the jacking system and any other elements as applicable for the type of bed and anchorage ~~being~~ used. Also, adjust the force ~~required by the Plans~~ when the temperature differential between the ambient temperature at time of stressing and the expected concrete temperature at time of placement is greater than 25ºF. Increase the force at the rate of 1% for each 10ºF increment that the ambient temperature at time of stressing is below the expected

concrete temperature at time of placing. Decrease the force at the rate of 1% for each 10ºF that the ambient temperature at time of stressing is above the expected concrete temperature at the time of placing. Do not allow the stress in the steel prestressing strand to exceed 80% of the specified tensile strength of the strand, after seating. Do not allow the stress in the CFRP prestressing strand to exceed 65% of the specified tensile strength of the strand, after seating. During each tensioning operation, for the verification of the live and dead end seating, check the seating of at least 4 strands or a minimum of 10% of the total number of strands, whichever is greater. Maintain a record of the tensioning operation.

Compensation for temperature differential and abutment rotation are not required for self-stressing beds. However, adjust the final load for the effects of bed shortening due to the load from all the strands.

If the placement of concrete is delayed for more than seven calendar days after the completion of the stressing operation, check and adjust the final strand load as necessary before placement of concrete and maintain a record of the stressing operation.

Accomplish tensioning by either single strand tensioning or multiple strand tensioning, and ensure that it is symmetrical about the vertical axis of the product. Tensioning methods, in general, consist of tensioning to the required loads indicated by the jacking system, or tensioning to the required load while monitoring the elongation of the prestressing strand.

Perform tensioning operations under supervision of personnel possessing a certificate of completion of PCI Quality Control Personnel Certification Level- II, and Section 450 Specification examination.

450-8.2.2 Single Straight Strand Tensioning: Apply an initial force of 5% to 25% of the final force to eliminate slack in the system. When single straight strand tensioning is used, tension the prestressing strand until the required final force is attained. Measure and record the force and elongation.

450-8.2.3 Multiple Straight Strand Tensioning: Apply the initial uniform tensioning load to each individual strand before the application of full tensioning load to the group of strands. The amount of the initial load will be influenced by the length of the casting bed and the size of strands in the group to be tensioned. The minimum initial tensioning load will be 5% of the required final load. Increase the magnitude of this load if deemed necessary but do not allow it to exceed 25% of the required final load. Then tension the strands by multiple strand tensioning to final load by pulling to elongation and checking against the jack load. Allow the required elongation to control the tensioning. The actual jack load must agree within 5% of the required load.

For uniform application of load to strands, the face of anchorage at final load must be in a plane parallel to its position under initial load. Verify this by measurement of movement on opposite sides of the anchorage and check its plumb position before and after application of the final load. During tensioning, allow the anchorage to move without restraint.

450-8.2.4 Draped Strand Tensioning: Tension draped strands by either partial tensioning and subsequent strains or by final tensioning in draped position.

Partial stressing and subsequent strains applies when the strands are tensioned through a combination of applied jack loads and strand uplift. To verify the final force, place a load cell between the tensioning anchorage and anchor chucks at the dead end on at least two draped strands. Other methods as approved by the Engineer may be used to verify the final force in the dead end. ~~Bring the partially draped strand to~~Apply an initial ~~tension using a~~ force ~~in~~

~~the range~~ of 5% to 25% of the ~~required~~ final ~~tensioning~~ force to eliminate slack in the system. After application of the initial force, establish reference marks for measuring elongation. Apply a pre-calculated jacking force and measure elongations on a minimum of four strands. The average measured elongation must agree within 5% of the theoretical elongation for strand force measured by jack load, or the factors contributing to the difference must be identified and corrected before proceeding. Allow the load indicated by the jacking system to control the tensioning for the pre-calculated load. Obtain the required final force by lifting or depressing the strand simultaneously at all pickup or hold down points or in an approved sequence as shown on the shop drawings. On each different bed setup, after lifting or depressing the strands to their final position, check the final force at the dead end of at least two strands on the bed. If the load is below the required tensioning force by more than 5%, adjust it to the final load.

When the final stressing is performed in the draped position, apply the tensioning load in two increments with the tendons being held in their draped positions. To verify the final force, place a load cell between the tensioning anchorage and anchor chucks at the dead end on at least two draped strands. Other methods as approved by the Engineer may be used to verify the final force in the dead end. Bring each strand to an initial tension of 5% to 25% of the final load before the application of the required final load. After application of the initial load, establish reference marks for measuring elongation. Then tension the strands to final load and measure the elongation. Allow the load indicated by the jacking system to control the tensioning for the initial and final loads. The measured elongation must agree within 5% of the theoretical elongation for the strand force measured by jack load, or the factors contributing to the difference must be identified and corrected before proceeding. When the jacking is performed at one end of the bed, check the applied load on two draped strands at the other end of the bed. If the load on the end opposite the jacking end is below the required value by more than 5%, adjust the load to the required final load.

450-8.2.5 Wire Breakage:

450-8.2.5.1 Steel Prestressing Strand: Limit wire breakage to 2% of the total area of the strands in any product and verify that breakage is not indicative of a more extensive distress condition, otherwise reject ~~all~~the defective strand~~ing~~. Replace individual strands with more than one wire failure.

450-8.2.5.2 Fiber Reinforced Polymer (FRP) Prestressing Strand: Replace individual strands with any wire failure.

450-8.2.6 Position of Prestressing Strand: Position prestressing strand as shown in the Plans within the tolerances allowed in 450-2.~~1~~3. Fix the required vertical and horizontal position of each prestressing strand at the ends of each product and at intervals within each product not exceeding 30 feet. Use the method of fixing the prestressing strand shown in the Producer QC Plan. When blocks are to be used for supporting prestressing strand, use those cast from concrete of the same mix design as used in the prestressed product. Stagger the location of blocks with an offset of 12 inches or greater and do not stack them.

450-9 Placement of Reinforcing Bars and Other Embedded Materials.

450-9.1 Reinforcing Bars and Supports: Tie and/or support in position all reinforcing steel in each product with other reinforcing bars in a manner that will accurately position the reinforcing bars throughout the fabrication process. Use types of ties and methods of tying recommended by the CRSI, including lacing. Do not tie reinforcing bars to debonded prestressing strands within the limits of the sheathing material.

Tie or lace beam stirrup bars at a minimum of three points. Tie reinforcing bars, other than stirrup bars in beam ends, a~~s~~t a minimum~~, at~~of every other intersection. Either tie or lace spirals in piling at all four corners in the 1 inch pitch area, at the top corners and bottom center in the 3 inch pitch area, and at the top corners in the center area. Tie the bottom center in the pile center area as necessary to maintain concrete cover. Bend all ties away from the form surface to provide maximum concrete cover.

When shown in the Plans, weld reinforcing steel in accordance with the requirements of AWS Structural Welding Code D 1.4. Do not weld in the prestressing bed.

450-9.2 Other Embedded Materials:

450-9.2.1 Inserts and Lifting Devices:

450-9.2.1.1 Placement: Locate inserts and lifting devices in accordance with the tolerances listed in 450-2.~~1~~3. Use only non-metallic inserts and lifting devices with CFRP reinforced piling.

450-9.2.1.2 Corrosion Protection: Provide corrosion protection for embedded metal lifting devices that would remain exposed after ~~construction~~lifting operations are complete as indicated below~~.~~:

1. ~~After lifting operations using~~For recessed ~~metallic or non-metallic~~ lifting devices~~ are complete~~, backfill block-outs with a Type F epoxy compound meeting the requirements of Section 926 for a minimum distance of 2 inches beyond the perimeter of the ~~metal~~ device~~ as measured parallel to the exposed concrete surface~~. If the block-out extends less than 2 inches beyond the perimeter of the ~~metal~~ device, extend the epoxy compound beyond the block-out along the concrete surface.

2.~~If Type 304 or 316 stainless steel lifting devices are used, non-shrink grout meeting the requirements of Section 934 may be used to backfill the block-out within its limits.~~

~~After lifting operations using~~ For flush or protruding ~~metallic or non-metallic~~ lifting devices~~ are complete~~, cut the lifting devices back to a minimum depth of 1 inch below the concrete surface and patch with a Type F epoxy compound meeting the requirements of Section 926.

If Type 304 or 316 stainless steel lifting devices are used, non-shrink grout meeting the requirements of Section 934 may be used to backfill the block-out within its limits.

~~-~~For all square prestressed piling, concrete sheet piling and concrete poles, cut and patch lifting devices before transporting from the casting yard.

450-9.2.2 Placement of Bearing Assemblies: Set bearing assemblies designed to transmit reaction forces to the concrete in the position shown in the Plans. Place bearing plate assemblies or shoes which are to be cast in a product within appropriate tolerances as provided in 450-2.~~1~~3. Check the assemblies for position after stripping from the forms.

450-10 Concrete Operations.

450-10.1 Temperature Restrictions:

450-10.1.1 Cold Weather Concreting: When the temperature of the surrounding air is expected to be below 40ºF within 24 hours after placing concrete, the temperature of the plastic concrete as placed must be 55ºF or greater. Maintain the temperature of the concrete after placement at or above 55ºF for the first 24 hours or until detensioning, whichever occurs first. For piles and other members with a minimum section dimension of 12 inches or more, maintain the temperature of the concrete after placement at or above 50°F for the first 24 hours or until

detensioning, whichever occurs first. Make arrangements for heating, covering, insulating or housing the concrete work in advance of placement and maintain the required temperature without ~~injury~~adversely affecting the concrete due to concentration of heat. Do not use direct fired heaters during the first 24 hours after concrete placement, unless actions are taken to prevent exposure of the concrete to exhaust gases which contain carbon dioxide. Continuously monitor the temperature of the concrete or the ambient air around the product until the product is detensioned. Monitor by the use of thermocouples located in the product cross-section or temperature recording devices located under the enclosure. Provide one thermocouple or temperature recording device for each 200 feet of bed length or part thereof. Locate the thermocouples within the products cross-section as shown in the Producer QC Plan or as approved by the Engineer. Record the monitored temperatures determined by each thermocouple. Review the recorded temperatures to ensure that they are within the specified limits. Initially calibrate recording devices or thermocouples and recalibrate them at least annually in accordance with the manufacturer's recommendations.

450-10.1.2 Hot Weather Concreting: Meet the requirements of Section 346 for temperature requirements and special measures for mixing concrete in hot weather.

Apply ~~fog~~ mist ~~spray~~ of water to prestressing strands, steel reinforcing, FRP reinforcing, and steel forms just before placing the concrete when the hot weather concreting special measures are in effect and the temperature of steel forms or reinforcing steel is greater than 120ºF.

450-10.2 Protection of Concrete from Adverse Conditions or Weather: Have protection materials available before the concrete placement begins to cover the products in the event of rain or other adverse conditions during the placement of concrete. Protection materials may be tarps, curing blankets, or other impervious material that will not puncture when placed over protruding reinforcing and/or form elements. Include the method and materials for protection in the Producer QC Plan.

450-10.3 Concrete Placement:

450-10.3.1 General: Check forms, reinforcing bars, prestressing strand, vent pipes, anchorages and other embedded items for compliance with the Contract Documents before placing concrete. Place concrete in accordance with 400-7, except as modified herein.

For concrete operations conducted at night, provide enough lighting to allow visual inspection of the interior of the forms during the complete concrete placement operation.

Convey concrete by the use of buckets, conveyors, pumps, troughs, or other equipment specifically designed for concrete conveyance, provided the placement method consistently produces quality concrete with no segregation or separation of the mix. Locate the concrete conveyance equipment within 12 inches of the top of the forms or surface of the concrete to minimize the free fall of the concrete.

Multiple placements may be used within a bedline, provided compliance with 450-11.1 is maintained.

450-10.3.2 Requirements for Successive Layers: Except for ~~S~~self-~~C~~consolidating ~~(self-compacting) C~~concrete (SCC), place concrete as described in 450-10.3.2.1 through 450-10.3.2.5 as shown in the Producer QC Plan or as approved in writing by the Engineer.

In any progressive concrete placement operation, do not allow the time between successive placements onto previously placed concrete to exceed 20 minutes, unless the

previously placed concrete has not yet stiffened, as evidenced by the continued effective use of vibration.

450-10.3.2.1 AASHTO Type~~-~~ II, Florida~~-~~ I~~-~~Beam 36 and Double~~-~~ T~~-~~ Beams, Piling and Precast Slab Units (Except Voided Piling and Slabs): Place concrete in one or more layers or lifts. If more than one layer is used for Double~~-~~ T~~-~~Beams, end the first layer such that the top of the concrete is slightly below the bottom of the flange.

450-10.3.2.2 AASHTO Type~~-~~ III, Type~~-~~ IV and Florida~~-~~ I~~-~~Beams 45 and 54 and Voided Units (Slabs and Piling): Place concrete in a minimum of two horizontal layers. The thickness of the first layer will be such that the top of the concrete is just above the top of the bottom flange. In voided units, end the first layer slightly above the middle height of the void.~~ Fill the form by the last layer.~~

450-10.3.2.3 All Beams 63 Inches or Deeper: Place concrete in a minimum of three horizontal layers. The thickness of the first layer will be such that the top of the concrete is slightly above the top of the bottom flange. The thickness of the second layer will be such that the top of the concrete is slightly above the bottom of the top flange.~~ Fill the beam forms by the last layer.~~

450-10.3.2.4 Pretensioned I~~-~~Beams Containing Longitudinal Post-~~t~~Tensioning Ducts: Place concrete in one continuous lift beginning in the end block zone and progressing to the other end. Do not allow the progression of the concrete placement to proceed until previously placed concrete ~~has been~~is properly consolidated, and the rate of advancement equals the ability to fill the forms. In progression of the placement, deposit concrete within the forms on the surface of previously placed concrete.

450-10.3.2.5 Florida U~~-~~Beams: Place the concrete in Florida U~~-~~Beams in a minimum of two horizontal layers. The thickness of the first layer shall be such that the top of the concrete is above the top of the bottom flange.

450-10.4 Vibration of Concrete: Except for ~~s~~S~~elf-c~~C~~onsolidating c~~C~~oncrete~~, consolidate concrete in steel reinforced piling by internal or external vibration, or combination of these methods. For SCC, ~~follow~~meet the ~~instruction~~requirements ~~set out in~~of Section 8.4 of the Materials Manual ~~8.4 Volume II (P~~for production batch verification~~)~~. For CFRP strand reinforced piling, use ~~s~~S~~elf-c~~C~~onsolidating c~~C~~oncrete~~ without the use of vibration. If further consolidation is needed, manual rodding is permitted.

Design external form vibrators for the specific use. Design forms used in conjunction with external vibration and build them to effectively transmit vibration to the concrete mass. Mount and operate form vibrators in compliance with the vibrator manufacturer's ~~written~~ recommendations, a copy of which must be on file at the ~~prestressed concrete~~ plant. Secure vibrators to the form mounts by positive locking devices so that maximum vibration is transmitted into the form. Modify or replace external form vibrator systems that are demonstrated to be ineffective. Operate vibrators at each mount location for the time necessary for complete concrete consolidation. Do not allow progressive points of vibration to exceed twice the visually effective radius of vibration. Keep forms equipped with external vibrators clean, and free of any buildup of hardened concrete.

Ensure internal vibrators are available before concrete placement is started. Use an internal vibrator with a head of such size that proper vibration of the concrete will be secured without causing movement of the prestressing strand or reinforcing bars. The vibrating frequency range must be 8,000 to 15,000 impulses per minute. Have at least one standby vibrator available on-site. Insert the vibrator in the concrete at points spaced to ensure uniform vibration of the

entire mass of the concrete. Do not allow points of insertions to be further apart than the radius over which the vibrator is visibly effective. Allow the vibrator to sink into the concrete by its own weight and ~~allow it to~~ penetrate into the underlying layers sufficiently so that the ~~two~~ layers are thoroughly consolidated ~~together~~. After the concrete is thoroughly consolidated, slowly withdraw the vibrator to avoid formation of holes.

Revise the existing placement and consolidation procedure to improve the consolidation of the concrete, if the existing placement and consolidation procedure ha~~ve~~s produced unacceptable surface defects such as honeycombing, aggregate or mortar pockets, ~~and~~or excessive air bubbles.

450-10.5 Finishing:

450-10.5.1 General: When concrete incorporating silica fume is used, screed and finish with a continuous water fog mist maintained above the concrete. Do not apply the ~~fog~~mist directly toward the concrete. ~~The Contractor may apply a~~A monomolecular finishing aid approved by the Engineer may be applied in accordance with the manufacturer's recommendation.

450-10.5.2 Beams: Rough float the top surface of the beam and then scrub it transversely with a coarse brush or metal tine to produce a roughened surface for bonding. For the other external surfaces of prestressed beams, unless otherwise specified, apply a General Surface Finish in accordance with 400-15.1. Remove mortar leakage and stains to produce beams with a uniform appearance.

450-10.5.3 Piling: Unless a Class 5 Applied Finish Coating is ~~otherwise~~ specified, apply a general surface finish as specified in Section 400 to pile surfaces, except that pointing with mortar will not be required for ~~cosmetic~~ chips and bug holes with a depth less than 1/4 inch and a diameter of less than 3/4 inch. All other general surface finish requirements will apply, including the pointing of material form tie cavities with mortar. Surface finish deficiencies that meet the definition of noncomplying prestressed products must be corrected in accordance with 450-12. Miter or round the top corners similar to the corner radius of the pile forms. Surfaces exposed during casting must have a steel trowel finish.

450-10.5.4 Slabs and Double-T Beams: When the Plans show the top surface of prestress slab or Double-T Beams units to be the riding surface, apply a Class 4 floor finish in accordance with Section 400. When the Plans show the surface to be overlaid with asphalt or concrete, rough float the top surface and then scrub it transversely with a coarse brush to remove all laitance and to produce a roughened surface for bonding. For the other external surfaces of slabs and double-T beams, unless otherwise specified, apply a General Surface Finish in accordance with 400-15.1.

450-10.6 Curing: Cure prestressed concrete ~~as required~~ for a minimum duration of 72 hours. If forms are loosened upon setting of concrete and/or removed before the 72 hour curing period is complete, expand the curing to cover the newly exposed surfaces by either coating with curing compound or extending the continuous moist cure area. Maintain concrete surface moisture at all times until curing is begun. If a water sheen is not present, apply supplemental moisture by ~~fog~~ misting or prevent water sheen loss on flat work by use of an evaporation retarder.

After the finishing operations have been completed and as soon as the concrete has hardened sufficiently to permit the application of curing material without marring the exposed surface, cover the exposed surfaces of all prestressed concrete products by one of the following procedures or other alternate curing methods. Alternate curing methods ~~and details~~

~~proposed by the Contractor~~ must be approved by the Engineer. Base alternate curing methods upon a demonstrated ability to retain surface moisture of the concrete and to control curing temperatures within acceptable limits. Discontinue use of any alternate curing method other than those included herein upon any indication of noncompliance with this Specification.

450-10.6.1 Continuous Moisture: Place burlap on the surface and keep it continuously saturated for the curing period by means of soil soakers, leaking pipes, or automatic sprinklers. Do not apply moisture manually. If side forms are removed during the curing period, extend the burlap to completely shield the sides of the product. Water flow may be metered to cycle repetitively for five minutes on and five minutes off during the 72 hour curing period. When it is not practical to apply moisture or curing compound inside the voided piles, cover their ends with wet burlap to prevent moisture loss.

450-10.6.2 Membrane Curing Compound: Apply a Type 2 white ~~Type 2~~pigmented curing compound to all surfaces in a single-coat, continuous operation, at a uniform coverage as recommended by the manufacturer but not less than 1 gallon per 150 square feet. Apply the curing compound on the concrete surfaces that are still damp but have no free standing water. Allow surfaces covered by the membrane curing compound to remain undisturbed for the curing period. Recoat any cracks~~, checks~~ or other defects in the membrane seal which are detected during the curing period ~~within one hour~~upon discovery.

If side forms are loosened during the curing period, remove them at that time and immediately coat the formed surfaces with either a Type~~-~~ 1 clear, or Type~~-~~ 2 white pigmented membrane curing compound. ~~and m~~Maintain the surface seal for the remainder of the curing period. Bottom surfaces must be similarly coated after removal of the forms. Remove membrane curing compound to applied surfaces of concrete products to which other concrete is to be bonded by sandblasting or water-blasting until all traces of membrane curing compound are removed.

When the curing compound is applied by spraying, use a compressor driven sprayer of sufficient size to provide uniform spray at the nozzle. Keep all nozzles clean to ensure a uniform application of compound. For compressor driven sprayers, provide a calibrated reservoir which will allow the quantity of applied materials to be accurately determined. Maintain standby equipment in case of mechanical failure. If a mechanical failure occurs, a hand held pump-up sprayer may be used to apply curing compound to the remainder of the products cast in the day's production. Suspend additional concrete placements until the mechanical sprayer is functioning properly.

450-10.6.3 Curing Blankets: Curing blankets may be used for curing the top surfaces of products. Do not use curing blankets which ~~have been~~are torn or punctured. Securely fasten edges to provide as tight a seal as practical. Allow curing blankets to remain in place for the curing period. Should the system fail to maintain a moist condition on the concrete surface, discontinue the use of curing blankets and take immediate corrective action to prevent further loss of concrete moisture.

450-10.7 Accelerated Curing:

450-10.7.1 General: Use low-pressure steam curing, radiant heat curing or continuous moisture and heat curing. ~~Do not use low-pressure~~Submit steam and/or radiant heat curing ~~with~~procedures for CFRP ~~piling~~strand products for approval. If accelerated curing is completed before the curing period has elapsed, continue curing for the remaining part of the curing period in accordance with one of the curing methods above.

If accelerated curing is used, furnish and use temperature recording devices that will provide accurate, continuous, and permanent records of the time and temperature relationship of the enclosure and concrete throughout the entire curing period. Place the temperature recording sensors at a minimum of two locations, spaced approximately at or near the third point of bed length, to measure the temperatures of the enclosure and concrete. Initially calibrate recording thermometers and recalibrate them at least annually in accordance with manufacturer's recommendations. Place the sensors at the center of gravity of the bottom flanges for beams. Place the sensors at the center of gravity of the cross sections ~~normal~~perpendicular to ~~pile~~the length for solid piles or poles, and at the midpoint of the wall thickness ~~of the pile~~ for voided piles or poles.

When the ambient air temperature is equal to or higher than 50ºF, start the accelerated curing by supplying or retaining moisture and the application of the heat, following the initial set period of concrete. Determine the initial set time in accordance with ASTM C403. During the application of heat, do not allow the temperature rise in the concrete product to exceed 36ºF per hour. The maximum curing temperature of the enclosure or concrete must not exceed 150ºF. Maintain the maximum curing temperature uniform throughout the enclosure, with variation of not more than 20ºF from the maximum peak temperature until concrete reaches the required release strength. Allow the concrete element to cool gradually at the maximum cooling rate of 50ºF per hour and continue the cooling at this rate until the concrete temperature is 40ºF or less above the ambient temperature outside the curing enclosure.

When the ambient air temperature is below 50ºF cure the concrete in two stages. Start the accelerated curing of the first stage during the preset period by applying heat to increase the temperature of concrete at the maximum rate of 10ºF per hour. The total temperature gain of concrete during the initial set period cannot exceed 40ºF higher than the placement temperature, or 104ºF, whichever is less. Upon obtaining the initial set, continue curing as stated above for ambient temperature of 50ºF or higher. To prevent moisture loss on exposed surfaces during the preheating period, cover products as soon as possible after casting or keep the exposed surfaces wet by ~~fog spray~~misting or wet blankets. Use enclosures for heat curing that allow free circulation of heat about the product and that are constructed to contain the heat with ~~a~~ minimum moisture loss. The use of tarpaulins or similar flexible covers may be used provided they are kept in good repair and secured in such a manner to prevent the loss of heat and moisture. Use enclosures that cover the entire bed from stressing abutment to stressing abutment, including all exposed stranding.

450-10.7.2 Low-Pressure Steam: The steam must be in a saturated condition. Do not allow steam jets to impinge directly on the concrete, test cylinders, or forms. Cover control cylinders to prevent moisture loss and place them in a location where the temperature is representative of the average temperature of the enclosure.

450-10.7.3 Curing with Radiant Heat: Apply radiant heat by means of pipe circulating steam, hot oil or hot water, or by electric heating elements. To prevent moisture loss during curing, keep the exposed surfaces wet by ~~fog spray~~misting or wet blankets.

450-10.7.4 Continuous Moisture and Heat: This method consists of heating the casting beds in combination with the continuous moisture method described above. Do not allow the heating elements to come in direct contact with the concrete or the forms. The initial covering of burlap and the continuous application of moisture will be as described in 450-10.6.1. An auxiliary cover in addition to the burlap for retention of the heat will be required over the

entire casting bed. Support this cover a sufficient distance above the product being cured to allow circulation of the heat.

450-10.8 Curing Requirements for Silica Fume Concrete: Use either a 72 hour continuous moisture curing or a (12-24) hour low-pressure steam curing in accordance with 450-10.7. Upon completion of the low-pressure steam curing, continue curing for the remaining part of the 72 hour curing period by application of the curing compound, continuous moisture curing, or use of the curing blankets.

If 72 hour continuous moisture is used, begin curing silica fume concrete immediately after the finishing operation is complete and keep a film of water on the surface by ~~fogg~~misting until the curing blankets are in place. No substitution of alternative methods nor reduction in the time period is allowed. After completion of the 72 hour curing period, apply a membrane curing compound to all concrete surfaces. Apply curing compound according to 450-10.6.

450-10.9 Form Removal: Do not remove forms sooner than six hours after casting and not until the concrete strength is sufficient to avoid structural damage. For AASHTO Type V, Type VI, Florida-I Beams, and Bulb-T Beams, do not remove the forms supporting the top flange concrete sooner than 12 hours after casting unless the release strength has been reached.

450-11 Detensioning.

450-11.1 General: The required concrete strength at which the prestressing force may be transferred to the concrete in a product will be a minimum of 4,000 psi, unless specified otherwise in the Plans. Verify the release strength by compressive strength cylinder tests or other approved means, no later than 24 hours after casting and every 24 hours thereafter until release strength is developed.

In lieu of every 24 hour testing, ~~the contractor is permitted to~~ estimate the strength development of concrete ~~by~~using the maturity method in accordance with ASTM C1074, the pulse velocity method in accordance with ASTM C597, or any other nondestructive test method acceptable to the Engineer, until the time of the detensioning.

Before detensioning, verify the concrete release strength by testing the compressive strength test cylinders. Make a minimum of two compressive strength release test cylinders daily for each individual mix or for each LOT, or fraction thereof, of a given concrete mix design where the daily consumption exceeds this volume or when non-continuous batching or dissimilar curing is used. The release strength test, representing the LOT, is the average compressive strength of two test cylinders, ~~which are~~ cured under conditions similar to the product or match-cured test specimens, which are match cured until the time of release.

For products cured using accelerated curing, release the prestressing force immediately after terminating the accelerated curing process. After the detensioning operation is completed, continue to 72 hour curing period using one of the methods listed in 450-10.6. For products cured using methods other than accelerated curing, release the prestressing force within a detensioning time limit, not to exceed five calendar days after the verification of release strength by compressive strength cylinder test or other approved strength gain monitoring system.

For all products in a casting line, use the same test method for determining their release strengths. Ensure the detensioning time limit is included in the Producer QC Plan. Cure concrete cylinders used for detensioning strength tests in the same manner and location as the prestressed concrete products they represent.

For I-~~girder~~Beams, whe~~re~~n side forms are loosened upon setting of concrete or removed before the 72 hour curing period is complete, the top flange dormant strands may be released after the concrete reaches a compressive strength of 2,000 psi.

Perform detensioning operations under the supervision of personnel possessing a certificate of completion of PCI Quality Control Personnel Certification Level- II, and Section 450 Specification examination.

450-11.2 Method of Stress Transfer: In all detensioning operations, keep the prestressing forces nearly symmetrical about the vertical axis of the product and apply them in a manner that will minimize sudden shock or loading. Remove or loosen forms, ties, inserts, or other devices that would restrict longitudinal movement of the products along the bed. Release hold-downs for products with draped strands in a sequence as shown in the Plans or Producer QC Plan. Cut dormant strands (partially tensioned strands) ~~in top of beams~~ before releasing any fully tensioned strands. Release fully bonded strands next, beginning with the lowest row and moving upwards, followed progressively by strands having the minimum length of tubular sheathing through to those strands having the maximum length of tubular sheathing.

~~The Contractor may propose alternative detensioning patterns to suit the plant's particular operation. Specify the method of the stress transfer to be used either in the Producer QC Plan or the construction submittal~~

Transfer prestressing forces to the concrete by either single strand release or multiple strand release.

450-11.3 Single Strand Detensioning: Detension the strand by using a low-oxygen flame in accordance with a pattern and schedule provided in the approved shop drawings, or Producer QC Plan, or described in 450-5. Heat with a low-oxygen flame played along the strand for a minimum of 5 inches. Heat strands in such a manner that the failure of the first wire in each strand will occur after the torch has been applied for a minimum of five seconds.

Release strands in all prestressed products simultaneously and symmetrically about the vertical axis at both ends of the bed and at all intermediate points between products to minimize sliding of products. ~~As an alternate, strands in piles, sheet piles, slabs and AASHTO Type II girders may be released simultaneously and symmetrically about the vertical axis at both ends of the bed until all the strands are released, then proceeding in order to intermediate points nearest the bed ends, or to the single remaining point at the center and release strands at these points in the same manner until all strands are released.~~Strands in piles, sheet piles, slabs, and AASHTO Type II Beams may be detensioned at the intermediate areas after detensioning both ends.

For CFRP strands coupled with steel strands, detension the steel strands first using the flame cutting process described above. At intermediate locations where CFRP strands are continuous between adjacent precast components, flame or shear cutting of the strands is not allowed.

450-11.4 Multiple Strand Detensioning: In this method, detension all strands simultaneously by hydraulic dejacking. The total force is taken from the header by the jack, then released gradually. Do not allow the overstress required to loosen the anchoring devices at the header to exceed the force in the strand by 5%. After detensioning, strands at all points may be cut progressively from one end of the bed to the other using equipment and methods described above.

450-11.5 Cutting Strands and Bars: Upon completion of the detensioning operation, cut steel strands to required length, using an oxygen flame or mechanical cutting device. Do not

use electric arc welders to cut bars or steel strands. Upon completion of the detensioning operation, cut CFRP strands to the required length using a mechanical cutting device. Do not use flame or shear cutting to cut CFRP strands.

450-11.5.1 Beams: For beam ends that will be permanently encased in concrete diaphragms, cut strands to 2.5 inches plus or minus 0.5 inch beyond the end of the product or as specified in the Plans. For beams with ends that will not be encased in permanent concrete diaphragms, mechanically cut strands a minimum of 1/8 inch below the concrete surface.

450-11.5.2 Piles: Mechanically cut strands flush with the concrete surface. For top (head) of fender piles and pile ends not embedded under final conditions, burn the strands a minimum of 1 inch below the concrete surface and clearly mark the pile to identify the top (head) end.

450-11.5.3 Poles: Mechanically cut strands to a minimum of 1/8 inch below the concrete surface.

450-11.6 Protecting Ends of Strands: Prepare the concrete surfaces and apply Type F-1 epoxy in accordance with the manufacturer's recommendations.

450-11.6.1 Beams eEnds that will not be pPermanently eEncased in eConcrete dDiaphragms: ~~For beam ends that will not be permanently encased in concrete diaphragms, apply two layers of epoxy to the exposed beam ends (including clipped and chamfered surfaces) within seven calendar days of detensioning and prior to development of any corrosion at the ends of strands.~~

1. Remove any corrosion product from all accessible surfaces at the cut end of the strands.

2. Apply two layers of epoxy to the exposed beam ends (including clipped and chamfered surfaces) no later than fourteen days after detensioning.

Ensure that the first epoxy layer is cured before applying the second layer.

The finished thickness of the epoxy coating must be a minimum of 1/16 inch and form a vertical flat plane without deviations or localized depressions from recessed strands or other defects.

Ensure that the epoxy coating is cured per the manufacturer's recommendations prior to shipping the products.

Any modifications to the time limits above must be approved by the Engineer.

450-11.6.~~1~~2 Beams eEnds that will be pPermanently eEncased in eConcrete dDiaphragms:

1. Cut the strands in accord~~ing~~ance with ~~to~~ 450-11.5.1.

2. Seal openings between strand and sheathing for debonded strands with 100% silicone sealant within fourteen calendar days of detensioning, and cure per the manufacturer's recommendations.

450-11.6. ~~2~~3 Piles: Apply epoxy patches to all recessed strands.

450-11.6. ~~3~~4 Poles: Coat entire face of tip (top) and butt (bottom) ends with epoxy.

450-12 Noncomplying Prestressed Products.

450-12.1 General: When a precast prestressed concrete product does not comply with the requirements of this Section or is damaged, use the following provisions for evaluating and disposition~~ing~~ of deficiencies. However, when precast prestressed concrete products have been installed, the disposition of concrete cracks shall be in accordance with Section ~~-~~ 400 ~~21~~. Apply these

provisions in all cases that clearly fall under the circumstances described in Section- 400. Consider situations not covered by these specific circumstances on their individual merits. Consider and apply the following where practical.

Make all major repairs that require a repair proposal under the observation and the satisfaction of the QC Manager or designee.

450-12.2 Identification of Defects: The QC Manager, or QC inspectors under direction of the QC Manager, will examine all deficiencies within the time limit specified in 450-2. ~~1~~3 and 450-2.~~3~~4, to determine the applicable provisions and requirements of this Article and which course of action is appropriate.

1. If the QC Manager or designee determines that a deficiency is a cosmetic or minor defect, as stated 450-12.3, appropriate repairs may be executed ~~immediately~~following pre-approved repairs methods described in the Producer QC Plan, or in accordance with 450-13. ~~Perform and complete cosmetic and minor defect repairs to the satisfaction of the QC Manager. If the QC Manager determines that a deficiency is a major deficiency, requiring an engineering evaluation, submit a repair proposal to the Engineer in accordance with 450-14.~~

2. If the deficiency is major as defined in this ~~s~~Section, and is repairable for acceptance, submit a completed Noncomplying Prestressed/Precast Concrete Component Data Sheet (~~f~~Form No. 700-030-10) ~~"Noncomplying Prestressed/Precast Concrete Component Data Sheet" from the FDOT Form Management System~~ to the Engineer within 30- days of the defect identification.

-If ~~necessary~~requested, ~~initiate~~submit an Engineering Analysis Scope in accordance with ~~Section~~ 6-4 for approval, to address the deficiency.

Propose a pre-approved repair method described in the Producer QC Plan. A previously approved Engineering Analysis Report (EAR) ~~that is signed and sealed shall~~may not be applied to a current major repair without ~~permission and re-evaluation~~the approval from the original engineer who signed and sealed the previously approved EAR.

Make ~~all~~major repairs ~~that require a repair proposal~~ under the observation of and to the satisfaction of the QC Manager. ~~At their discretion, t~~The Engineer ~~may~~reserves the right to witness the repairs.

The disposition of deficiencies and repair methods provided herein must at no time, and under no circumstances, be used as an excuse for or applied in such a manner so as to relieve the Contractor of his responsibility for QC. The number and type of deficiencies evaluated under this Specification will, however, be used in evaluating the Contractor's QC.

The Engineer ~~will~~may require a credit on any products with deficiencies that require ~~and are engineering evaluation~~an EAR and are ~~attributable to the Contractor,~~ accepted for use in the structure. Bear the costs of repairs and any actions taken to rectify deficiencies at no expense to the Department.

450-12.3 Common Defects in Precast Prestressed Concrete Products:

450-12.~~2~~3.1 Surface Deficiencies: Surface deficiencies are defined below~~.~~ ~~Regardless of the types of deficiencies, when the total surface area of all deficiencies within a single product exceeds 2.0 % of the product's length times its depth, the product will require engineering evaluation and disposition in accordance with 450-14. Surface deficiencies~~ and include spalls, chips, bug holes, surface porosities, ~~and~~ honeycombs, and shallow surface cracks.

Regardless of the types of deficiencies, when the total surface area of all deficiencies within a single product exceeds 1.0% of the product's area that will be exposed to the environment, the deficiencies are considered major.

450-12.~~2~~3.1.1 Bug Hole: A bug hole is a void caused by air that is entrapped against the form and that has an area up to 3.0 square inches and a depth up to 1.5 inches. Treat any bug hole with a dimension exceeding either of these dimensions as a honeycomb. The Engineer will not require ~~the Contractor to~~ repair of any bug hole with a depth less than 0.25 inch and less than 0.75 inch in diameter, unless otherwise indicated in the Plans or Specifications. ~~Consider all other bug holes cosmetic and repair them in accordance with 450-13.2.~~

450-12.~~2~~3.1.2 Spall: A spall is a depression resulting when a fragment is detached from a larger mass by impact, action of weather, by pressure or by expansion within the larger mass.

A cosmetic spall is a circular or oval depression not greater than 1.0 inch in depth nor greater than 3.0 square inches in area, and must be repaired in accordance with 450-13.2.

With the exception of spalls in the bearing areas and edges of the top flange, a minor spall is defined as a spall not larger than 2.0 square feet and no deeper than one inch plus the sum of the concrete cover and the diameter of the bar in the first layer of reinforcing. Repair minor spalls in accordance with 450-13.4.

Spalls located at the edges of the top flange are considered minor spalls as follows:

1. A spall on one edge of the top flange, without a coincident spall on the other edge of the top flange, is considered a minor spall if the total longitudinal length of the defect does not exceed 10 feet and any lateral dimensions of the spall measured perpendicular to the longitudinal axis of the beam are not greater than 25% of the width of the top flange.

2. Coincident spalls on opposite edges of the top flange are considered minor spalls if the total length of the defects within both spalls does not exceed 10 feet and any lateral dimensions of the spalls at a given location measured perpendicular to the longitudinal axis of the beam are not greater than 25% of the width of the top flange.

Spalls are considered major when they are located in the extended bearing area ~~that extend back into the concrete within the limits above the bearing plate are considered major spalls.~~of the beams as defined in 450-12.3.5, or if any ~~A major spall is a spall that any of its dimensions~~ depression exceeds the dimensions that are described for minor spalls. ~~A major spall requires engineering evaluation and disposition in accordance with 450-14.~~

450-12.3.~~2~~1.3 Chip: A chip is the local breaking of the corners or edges of the concrete with the resulting void containing angular surfaces.

Cosmetic chips are chips where the sum of the two lateral dimensions perpendicular to the length does not exceed 2.0 inches. Regardless of length, it is not necessary to repair cosmetic chips except for visually exposed reinforcing steel, prestressing strand, insert, or weldments surfaces, which may require repair in accordance with 450-13.5.

Minor chips are chips where the sum of the two lateral dimensions perpendicular to the length exceeds 2.0 inches, but does not exceed 4.0 inches, and with a length of no more than 12.0 inches. Repair minor chips in accordance with 450-13.5.

Major chips are any chips larger than minor chips. Major chips require engineering evaluation and disposition in accordance with 450-14.

450-12.~~2~~3.1.4 Surface Porosity: Surface porosity is considered a minor defect and is the localized porosity of a formed surface due to medium scaling. Medium scaling is defined as the loss of surface mortar up to 3/8 inch in depth and exposure of concrete aggregate. Repair surface porosity in accordance with 450-13.3.

450-12.~~2~~3.1.5 Honeycombing: Honeycombing is voids in the concrete, loss of fines or other material from between the aggregate particles, the inclusion of air pockets between aggregate particles, or larger volumes of lost material. Remove honeycombing in its entirety to sound concrete before establishing the classification of the defect.

Minor honeycombing is a void no deeper than concrete cover and no larger than 2.0 square feet in area ~~that results~~ after the removal of unsound material. Repair minor honeycombing in accordance with 450-13.6.

Major honeycombing is a void deeper than concrete cover regardless of the surface area, or shallower but with a surface area greater than 2.0 square feet that results after the removal of unsound material. ~~Major honeycombing requires engineering evaluation and disposition in accordance with 450-14.~~

450-12.3.1.6 Shallow Surface Cracks: Shallow surface cracks are considered a minor defect, and are defined as the separation of the formed surface up to ~~1/4~~ 0.25 inch in depth.

Remove the affected material and repair the surface in accordance with 450-13.3.

450-12.3.2 Segregated Appearance in Hardened Concrete: Segregation of hardened concrete is considered a major defect. When hardened concrete segregation is evident, ~~follow the~~ evaluate ~~Florida Sampling and Testing Method~~in accordance with FM- 5-617 ~~for evaluation~~.

450-12.3.3 Cold Joints: A cold joint is a plane of weakness in concrete caused by a batch of concrete setting before the next batch is added, so that the two batches fail to bond. A cold joint is considered a major defect and requires an EAR.

450-12.3.4 Formed Surface Misshaping: Formed surface misshaping is the visual and measurable deficiency or excess of material from the specified tolerance on any surface of a product.

~~450-12.3.~~1. Pile Ends: Make square pile ends which are outside this Section's tolerances by grinding in accordance with 450-13.7, or any other means of removal as approved by the Engineer. Reshape the chamfer if more than 0.25 inch from the cast pile end is removed and such removal affects the chamfer dimension.

~~450-12.3.~~2. Pile Chamfers**:** Reshape chamfers outside of this Section's tolerances to within the tolerances in accordance with 450-13.7.

~~450-12.3.~~3. Other Surfaces: Any deficiency exceeding the plan dimensions for size, length, squareness, designated skew, plumbness, and the like by up to twice the specified plus (+) tolerance may be corrected by grinding to within the allowable tolerance in accordance with 450-13.7. Any deficiency exceeding the specified minus (-) tolerance or twice the specified plus (+) tolerance ~~requires an engineering evaluation and disposition in accordance with 450-14~~will be considered major.

450-12.~~4~~3.5 Bearing Area Flaws: Consider the bearing area to extend from the end of the product to 3 inches beyond the edge of the bearing contact area for the full product width.

Do not allow the bearing plate or bearing area plane of precast prestressed concrete beam and slab units to deviate from a true plane by more than 1/8 inch when tested in all directions with a steel straightedge. In the event that a 100% true plane is not achieved, the Engineer will accept a surface having not less than 80% of its area in a true plane provided the deviations are evenly distributed. Remove minor convex projections by grinding with an abrasive stone. The Engineer will accept minor depressions, provided that they amount to not more than 20% of the bearing area, are evenly distributed over the entire bearing area, and are not deeper than 1/8 inch.

450-12.~~5~~3.6 Cracks: A crack ~~is the separation of a product or portion thereof which~~ may appear before or after detensioning and may or may not cause separation throughout the product thickness or depth. Identify cracks by the classifications and locations described below and subject them to the disposition required by the identified crack.

If the total surface length of all cracks within a single product, regardless of their width and depth, located between the end zones exceeds one-quarter of the product's length, ~~an engineering evaluation and disposition in accordance with 450-14 is required~~the cracks are considered major. Establish crack sizes subsequent to release of all pretensioning forces.

The Engineer will reject any pile that is cracked to the point that a transverse or longitudinal crack extends through the pile, shows failure of the concrete as indicated by spalling of concrete on the main body of the pile adjacent to the crack, or which in the opinion of the Engineer will not withstand driving stresses. Occasional hairline surface cracking caused by shrinkage or tensile stress in the concrete from handling will not be cause for rejection.

~~**450-12.5.1 Classification and Treatment of Cracks:** Regardless of cause and for the purposes of Section 450, cracks in precast prestressed components, excluding piling, will be identified according to their surface appearance in accordance with the following classifications:~~

~~Cosmetic cracks are any cracks which are less than 0.006 inch wide and are located in non-critical locations on the product. Based on the environmental classification of the site where the product will be located, treat cosmetic cracks as follows:~~

~~1. Slightly or moderately aggressive environment: Do not treat cracks.~~

~~2. Extremely aggressive environment: After detensioning, apply penetrant sealer in accordance with Section 413.~~

~~Minor cracks are any cracks which are between 0.006 and 0.012 inch wide, inclusive, and are located in non-critical locations on products. Based on the environmental classification of the site where the product will be located and the final elevation of the product on the site, treat minor cracks as follows:~~

~~1. Slightly aggressive environment: Do not treat the cracks.~~

~~2. Moderately aggressive environment:~~

~~a. For products that will be located at an elevation of more than 12 feet above the existing ground level or above mean high water elevation: Do not treat cracks.~~

~~b. For products that will be located at an elevation within 12 feet above the existing ground level or above mean high water elevation: Apply a penetrant sealer on the cracks after detensioning in accordance with Section 413.~~

~~3. Extremely aggressive environment:~~

~~a. For products that will be located at an elevation of more than 12 feet above the existing ground level or above mean high water elevation: Apply a penetrant sealer on the cracks after detensioning in accordance with Section 413.~~

~~b. For products that will be located at an elevation within 12 feet above the existing ground level or above mean high water elevation: Inject epoxy into the cracks after detensioning in accordance with Section 411.~~

~~Major cracks are any cracks of any width which are located in critical locations on products or cracks in non-critical locations of the product that are greater than 0.012 inch wide. Major cracks require an engineering evaluation, including crack depth measurement and disposition, in accordance with 450-14.~~

~~Cracks in the Riding Surface: Repair cracks in the top surface of components which will become the riding surface (with no overlays), once in service, regardless of the environmental classification as follows:~~

~~1. Epoxy inject cracks wider than 0.006 inch in accordance with Section 411, unless the Engineer approves the sealing of cracks with high molecular weight methacrylate in accordance with Section 413.~~

~~2. Seal cracks that are 0.006 inch wide or less by applying a penetrant sealer in accordance with Section 413.~~

450-12.~~5~~3.~~2~~6.1 Locations of Cracks: Regardless of cause and for the purposes of this Specification, cracks will be identified as occurring in either critical or non-critical locations of the product in accordance with the following criteria and conditions:

450-12.3.6.1.1 Critical Location Cracks: Critical locations of cracks are any locations in which a crack would tend to open under stresses occurring at any time during the service life of the structure, or which may reduce the ultimate capacity or fatigue life of the product. Specifically, critical locations of cracks are any locations in a product not defined and not included in 450-12.5.3 as non-critical. Cracks in critical locations require engineering evaluation and disposition in accordance with 450-14.

450-12.3.6.1.2 Non-Critical Location Cracks: Non-critical locations of cracks are defined by the position within a product's length, the position within a product's depth, and the orientation of the crack.

~~**450-12.5.3 Non-critical Locations of Cracks by Product Type:**~~

~~**450-12.5.3.**~~1. Piles**:** Surface cracks in any direction and of a length not exceeding twice the width of the pile.

~~**450-12.5.3.**~~2. ~~**All Types of**~~ Simple Span Pretensioned Concrete Beams:

End zones (within a distance of three times the depth of the product from the end):

~~1~~a. Horizontal or diagonal cracks at either or both ends in the top flange and web of the product, not in the plane of nor intersecting any row of prestressing strands, and extending from the end of the product for a length not to exceed the product's depth.

~~2~~b. Vertical cracks extending through the top flange not to exceed one-half of the product's depth after detensioning.

c. Mid-span region (between end zones): Vertical cracks extending through the top flange and web of the product.

d. Any Location: Horizontal crack at the interface of the web and top flange which is not longer than the product's depth.

e. Intermediate diaphragms of Florida U-Beams: cracks at any location.

~~450-12.5.3.450-12.5.3.~~3. Simple Span Double-T Beams:

a. End zones (within a distance of twice the depth of the product from the end): One horizontal crack at either or both ends and in the top flange of the product, not in the plane of nor intersecting any row of prestressing strands, and extending from the end of the product for a length not to exceed half the product's depth.

b. Mid-span Region (between end zones): Vertical cracks extending through the top flange and not exceeding half the web depth of the product.

c. Any Location: Horizontal crack at the interface of the web and top flange which is not longer than the product's depth.

~~450-12.5.3.~~4. Pretensioned I-Beams Containing Longitudinal Post-~~t~~Tensioning Ducts:

a. End zones (within a distance of twice the depth of the beam from the end): Vertical cracks in the bottom half of the beam within an end zone with no post-tensioning anchorages and where the post-tensioning ducts are located in the top of the beam at the location of a permanent substructure support. Horizontal or diagonal cracks at either or both ends in the top flange and web of the product where no post-tensioning anchorage zone is present.

b. Mid-span Region (between quarter points): Vertical cracks in the web and top flange of the beam provided the beam is to be supported at each end in its final position in the structure.

c. Any Location: Horizontal cracks not longer than the beam's depth and only at the interface of the web and top flange provided the beam is to be supported at each end in its final position in the structure.

~~450-12.5.3.~~5. Post-Tensioned Beams for Drop-In Spans:

a. Pier Sections: Horizontal or diagonal cracks at either or both ends in the top flange and web of the product.

b. Drop-In Sections: Same as simple span pretensioned concrete beams.

c. End Sections: At end of beam with post-tensioning anchorages: same as ~~P~~pretensioned I-Beams ~~C~~containing ~~L~~longitudinal ~~P~~post-tensioning d~~D~~ucts. At end of beam adjacent to pier sections: same as for simple span pretensioned concrete beams.

~~450-12.5.3.~~6. Simple Span Prestressed Slab Units:

a. End Zones (within a distance of twice the depth of the product from the end): One horizontal crack at either or both ends in the top half of the product, which is not in the plane of nor intersecting any row of prestressing strands, and extending from the end of the product for a length not to exceed half the product's depth.

b. Any Location (after detensioning): Vertical cracks in the top half of the product's depth.

~~450-12.5.3.~~7~~:~~. Pretensioned Concrete Poles:

a. Longitudinal cracks - Any location: The length of each crack must be less than twice the base width of the pole~~.~~,

or ~~T~~transverse or diagonal cracks~~: Cracks~~ perpendicular to or at an inclined angle to the longitudinal direction of the pole.~~ The length of each crack must be less than two-thirds of the base width of the pole.~~

b. Edge cracks: Cracks exhibiting at the edge and extending across one or two adjacent planes of a square pole~~.~~, ~~The total length of each crack must be~~ less than 2.0 inches of total length across all planes.

450-12.3.6.2 Classification and Treatment of Cracks: Cracks in precast prestressed components, excluding piling, will be identified according to their width, and surface appearance, and classified as follows:

450-12.3.6.2.1 Cosmetic Cracks: Cracks located in non-critical locations on product which are less than 0.006 inch wide. Based on the environmental classification of the site where the product will be located, treat cosmetic cracks as follows:

1. Slightly or moderately aggressive environment: Do not treat cracks.

2. Extremely aggressive environment: After detensioning, apply penetrant sealer in accordance with Section 413.

450-12.3.6.2.2 Minor Cracks: Cracks located in non-critical locations on products which are between 0.006 and 0.012 inch wide, inclusive. Based on the environmental classification of the site where the product will be located and the final elevation of the product on the site, treat minor cracks as follows:

1. Slightly and moderately aggressive environment: Do not treat the cracks.

a. For products that will be located at an elevation of more than 12 feet above the existing ground level or above mean high water elevation: Do not treat cracks.

b. For products that will be located at an elevation within 12 feet above the existing ground level or above mean high water elevation: Apply a penetrant sealer on the cracks after detensioning in accordance with Section 413.

2. Extremely aggressive environment:

a. For products that will be located at an elevation of more than 12 feet above the existing ground level or above mean high water elevation: Apply a penetrant sealer on the cracks after detensioning in accordance with Section 413.

b. For products that will be located at an elevation within 12 feet above the existing ground level or above mean high water elevation: Inject epoxy into the cracks after detensioning in accordance with Section 411.

450-12.3.6.2.3 Major Cracks: Cracks, regardless of environmental classification, located in critical locations on products or cracks in non-critical locations of the product that are greater than 0.012 inch wide. Major cracks are considered major defects and require an EAR in accordance with Section 6 to determine the disposition of the affected product

450-12.3.6.2.4 Cracks in the Riding Surface: Repair cosmetic and minor cracks in the top surface of components which will become the riding surface (with no overlays), once in service, regardless of the environmental classification as follows:

1. Epoxy inject cracks wider than 0.006 inch in accordance with Section 411, unless the Engineer approves the sealing of cracks with high molecular weight methacrylate in accordance with Section 413.

2. Seal cracks that are 0.006 inch wide or less by applying a penetrant sealer in accordance with Section 413.

450-13 Repair Methods and Materials.

450-13.1 General: Before beginning the repairs of bug holes, spalls, chips, surface porosity, and honeycomb, remove all laitance, loose material, form oil, curing compound and any other deleterious matter from the repair area. Repair cosmetic ~~and~~or minor deficiencies by methods specified herein. Submit alternative repair methods as needed. ~~The Contractor is permitted to elect an alternate repair method. Submit the alternative repair methods in writing to the Engineer for approval prior to performing repairs.~~

For each project, maintain the record of deficiencies and their repair methods. Ensure the record includes information about product description, unit serial number, date cast, defect description including dimensions, repair method and materials, defect discovery date, and signature of producer's QC Manager indicating concurrence with the information.

Cure repaired surfaces for the full 72 hour curing time or for the curing time as recommended by ~~written~~ recommendations from the manufacturer of the repair material. Ensure the repaired surfaces have a surface texture, finish and color which matches the appearance of the unaffected surrounding area of the product.

450-13.1.1 Product Acceptance on the Project: Use only non-shrink grout that is listed on the Approved Product List (APL).

450-13.2 Cosmetic Surface Filling: Repair areas to be filled with an approved high-strength, non-metallic, non-shrink grout meeting the requirements of Section 934. Mix, apply and cure the grout in accordance with the manufacturer's recommendations. Coating of the prepared surface with epoxy bonding agent before grout placement is not required.

450-13.3 Surface Restoration: Maintain the surface continuously wet for a minimum of three hours before application of repair material. Repair areas to be restored with a mortar mix consisting by volume of one part cement, 2.5 parts sand that will pass a No. 16 sieve, and sufficient water to produce a viscous slurry mix or repair areas to be restored with an approved high-strength, non-metallic, non-shrink grout meeting the requirements of Section 934. Mix, apply and cure the grout in accordance with the manufacturer's recommendations. Cure areas repaired with a mortar mix in accordance with 450-10.6. Coating of the prepared surface with epoxy bonding agent before grout placement is not required.

450-13.4 Cutting and Filling: Carefully cut all feathered edges of the area to be repaired back perpendicular to (or slightly undercut from) the surface to the depth of sound concrete or to a minimum depth of 1/2 inch, whichever is deeper. Coat the prepared surface with an approved epoxy bonding agent applied in accordance with the manufacturer's recommendations. Fill the cutout area with an approved high-strength, non-metallic, non-shrink grout mixed and applied in accordance with the manufacturer's recommendations. Firmly consolidate the grout mix in the cutout area.

450-13.5 Restoration of Surfaces and Edges: When reinforcing steel or prestressing strand is exposed, remove concrete from around the items to provide a 1 inch clearance all around. Form surfaces and edges to the original dimensions and shape of the product. Coat the prepared surface with an approved epoxy bonding agent applied in accordance with the manufacturer's recommendations. Restore surfaces and edges with an approved high-strength, non-metallic, non-shrink grout mixed and applied in accordance with the manufacturer's recommendations. Firmly consolidate the grout mix in the area to be repaired. Restore surfaces and edges to the original dimensions and shape of the product.

450-13.6 Removal and Restoration of Unsound Concrete: Carefully cut the area of unsound concrete to be repaired back perpendicular to (or slightly undercut from) the surface and to the depth of sound concrete or to a minimum depth of 1 inch, whichever is deeper. When reinforcing bars, prestressing strand, inserts or weldments are exposed, remove the concrete from around the items to provide a 1 inch clearance all around. Coat the prepared surface with an approved epoxy bonding agent applied in accordance with the manufacturer's recommendations and then filled with an approved high-strength, non-metallic, non-shrink grout mixed and applied in accordance with the manufacturer's recommendations. Firmly consolidate the grout mix in the area to be repaired. Restore surfaces and edges to the original dimensions and shape of the product.

450-13.7 Surface Grinding: Grind off misshaped formed surfaces with an abrasive stone. Apply two coats of penetrant sealer in accordance with the requirements of Section 413, to any surfaces which are not subsequently encased in concrete, immediately after grinding has been accepted. Do not apply a penetrant sealer to any surfaces to be subsequently encased in concrete.

450- 13.8 Treatment of Cracks: Treat cracks in accordance with 450-12.~~5~~3.6.

~~**450-14 Submittal of Proposal to Accept or Repair Deficiencies.**~~

~~**450-14.1 General:** When a product has deficiencies unacceptable to the Engineer, the Contractor may propose repairs. Deficiencies discovered in the casting yard must be repaired before shipment. Do not ship products, which require repairs, from the casting yard to the project site until such repairs are complete and the Engineer has determined the product to be acceptable. Deficiencies discovered at the project site may be repaired at the site, subject to the Engineer's approval. All proposed repairs must be submitted for engineering evaluation and credit in accordance with 450-14.2, unless the specific repair methods have been submitted and approved. The plant may use the repair method that is previously approved in the Producer QC Plan, without submittal of the proposal for engineering evaluation or credit. The use of the previously approved repair method is only applicable to the same type of single deficiency that is exhibited in a product.~~

~~450-14.2 Submittal of Repair Proposal:~~

~~The repair proposal must be completed by the Contractor's Engineer of Record and shall consist of the following:~~

~~1. A cover letter prepared on the Contractor's letterhead addressed to the Engineer describing the product.~~

~~2. Information in a format acceptable to the Engineer describing the details of the non-compliance and the proposed repairs.~~

~~3. An engineering evaluation: A structural performance and durability evaluation which explains why the performance and durability of the repaired deficient product is acceptable as compared to that of an undamaged comparable product. The evaluation must be supported by one or more of the following types of information:~~

~~a. Written evidence of a previously approved comparable deficiency and its repair.~~

~~b. Documented research that demonstrates the proposed repair to be effective.~~

~~c. If applicable, engineering calculations providing support for recommendations.~~

~~4. A proposed credit to the Contract proportionate to the product's deficiency. The credit is in addition to the cost for review and evaluation of the proposal.~~

~~5. Any other supportive information, pictures and drawings. For cracked elements, show on a drawing the location, average width, depth, length, and termination points of each crack along the surfaces. Provide the distance from each termination point to a fixed reference point on the component, such as beam end or edge of flange. The description of the proposed repair and the structural and durability evaluation of the product must be prepared by or under the direct supervision of the Contractor's Engineer of Record and must bear their signature and seal.~~

~~If the proposal is accepted by the Engineer, all Department costs associated with review of the proposal, including the cost of any and all engineering evaluation and testing services required, will be deducted from payment to the Contractor, but not to exceed 15% of the product value based on unit bid prices.~~

~~Include in the proposed credit consideration of the Department's added costs which may include but are not necessarily limited to re-inspection, testing, reduced durability, or increased maintenance cost. The Engineer will review and evaluate the Contractor's proposal and will notify the Contractor of its disposition. The Engineer's review of the Contractor's proposal does not amend or delete code requirements, unless such changes are specifically brought to the Engineer's attention and accepted by the Engineer. The Engineer's acceptance of a proposal does not relieve the Contractor of his responsibility to provide products that are structurally adequate to resist the loads specified in the Contract drawings and that maintain the intended aesthetic, durability and maintenance aspects of the product. The Engineer will not accept repaired products unless repairs are made as proposed or described, the resulting repairs are sound in all aspects, and the repairs are aesthetically acceptable. Replace a rejected product with a product meeting the requirements of the Contract Documents at no additional expense to the Department.~~

~~450-15 Repairs Before Approval.~~

~~If repairs to precast products are initiated in advance of the Engineer's approval, the affected product will only be considered for acceptability and use when the following conditions have been satisfied:~~

~~1. Before beginning the repairs, submit to the Engineer a repair proposal in accordance with the requirements of 450-14.~~

~~2. All repair materials must meet the requirements of Section 930 and be selected from the APL or otherwise be subsequently evaluated, tested by the Contractor as required by the Department, and approved by the Department for the specific use made of the material.~~

~~3. Repairs have been performed under the observation of the QC Manager.~~

~~Accept responsibility for actions taken, and perform these actions at your own risk. It is intended that repairs be made only after the proposed methods have been accepted to ensure that the proposal will not be modified or rejected, and the work will be accepted if the repair proves to be adequate.~~

450-1~~6~~4 Handling, Storage, Shipping and Erection.

450-1~~6~~4.1 Handling: All products which are pretensioned may only be handled after transfer of the prestressing force. For products that are prestressed by a combination of pretensioning and post-tensioning do not handle before sufficient prestress has been applied to

sustain all forces and bending moments due to handling. Exercise care in handling to prevent damage to products. Lift and move products so as to minimize stresses due to sudden changes in momentum.

Calculate pick up and dunnage points. Pick up products only at points designated as pickup points as shown on the Contract Plans or shop drawings. Maintain all beams in an upright position at all times.

Evaluate the temporary stresses and stability of beams during their handling. The temporary stresses induced into the products during handling must be within the acceptable stresses at release listed in the Department's Structures Design Guidelines. Take appropriate action to increase the stability of products during handling when the factor of safety against lateral buckling instability is below 2.0. Include the expected fabrication tolerance for sweep in the analysis. The analysis procedure provided by the P~~recast/Prestressed~~ C~~oncrete~~I~~nstitute~~ or similar procedures may be used for the stability evaluation.

Verify lifting devices for capacity in lifting and handling products, taking into account various positions during handling. Keep multiple component lifting devices matched to avoid non-compatible use. When a product has multiple lifting devices, use lifting equipment capable of distributing the load at each device uniformly to maintain the stability of the product. When the lifting devices are grouped in multiples at one location, align them for equal lifting.

Take appropriate steps to prevent the occurrence of cracking. When cracking occurs during handling and transportation, revise handling and transporting equipment and procedures as necessary to prevent cracking for subsequent products.

450-1~~6~~4.2 Storage: Store precast prestressed beams, Double-T Beams and slab units on only two points of support located within 18 inches of the end of the product or as calculated. Support skewed beams, Double-T Beams or slab units within 18 inches of the end of the full product section or as calculated. Support other products on an adequate number of supports so as to keep stresses in the products within the allowable stresses at release listed in the Department's Structures Design Guidelines. Locate multiple supports (more than two) within 1/2 inch of a horizontal plane through the top surface of the supports. Adequately brace beams as necessary to maintain stability.

All supports must be level and on adequate foundation material that will prevent shifting or differential settlement which may cause twisting or rotation of products. Immediately pick up products in storage that have rotated or twisted and adjust the supports to provide level and uniform support for the product.

Support prestressed products that are stacked by dunnage placed across the full width of each bearing point and aligned vertically over lower supports. Move dunnage points in accordance with 450-2.3 with the approval of the QC Manager. Do not use stored products as a storage area for either shorter or longer products or heavy equipment.

Where feasible, base the selection of storage sites, storage conditions and orientation upon consideration of minimizing the thermal and time-dependent creep and shrinkage effects on the camber and/or sweep of the precast pretensioned products.

Continuous application of water during the initial 72 hour moist curing period may be interrupted for a maximum of one hour to allow relocation of precast prestressed concrete elements within the manufacturing facility. Keep the moist burlap in place during relocation of the element.

~~Measure and record the sweep and camber of beams monthly. Keep the measurement records on file for review at any time by the Engineer, and upon request, submit~~

~~these measurements to the Engineer. If the camber exceeds by 1 inch the design camber shown in the Plans, take appropriate actions in accordance with 400-7.13.1 to accommodate the product in the structure.~~

~~If the sweep exceeds the tolerance specified, take immediate measures to bring the sweep of the product back to within tolerance.~~

~~Notify the Engineer immediately when the sweep or camber exceeds the specified tolerances. Special storage conditions for the purpose of removing excessive sweep will not be restricted by requirements of this Subarticle nor contained in 450-2.1. If the sweep of the product exceeds the tolerance specified and cannot be removed, the disposition of the product will be in accordance with 450-12.1 and 450-14.~~

450-1~~6~~4.3 Shipping: Do not ship precast prestressed concrete products to the project site prior to the completion of the 72 hour curing period and attainment of the required 28-day strength. ~~The contractor is permitted to v~~Verif~~y~~ication of the shipping strength test, before 28 days, is permitted by testing compressive strength cylinders that are cured under the conditions similar to the product or by testing temperature match cured cylinders.

The use of maturity method, ASTM C1074, pulse velocity method in accordance with ASTM C597, or any other nondestructive test method acceptable to Engineer, is permitted to estimate the strength before its verification by test cylinders. The shipping strength test is the average compressive strength of two test cylinders. Do not ship products until accepted and stamped by the QC Manager or the inspectors under the direct observation of the QC Manager or designee.

In the case of elements repaired due to major defects, notify the Engineer at least 72 hours in advance of shipping to verify compliance with the Specification.

At the beginning of each project, provide a notarized statement to the Engineer from a responsible company representative certifying that the plant will manufacture the products in accordance with the requirements set forth in the Contract Documents and Producer QC Plan.

The QC Manager's stamp on each product indicates certification that the product was fabricated in conformance with the Producer QC Plan, the Contract, and ~~this Section~~all ~~applicable~~the Specifications. Ensure that each shipment of prestressed concrete products to the project site is accompanied with a signed or stamped delivery ticket providing the description and the list of the products.

Evaluate the temporary stresses and stability of all products during shipping and locate supports, generally within 18 inches from the beam end, in such a manner as to maintain stresses within acceptable levels. Include impact loadings in the evaluation.

450-1~~6~~4.4 Erection: Erect precast prestressed products without damage. Meet the handling and storage requirements of 450-14~~6~~.1 and 450-14~~6~~.2 for field operations. Before casting diaphragms and the deck slab, do not allow the horizontal alignment of prestressed concrete beams to deviate from a straight line connecting similar points of beam ends by more than the sweep tolerances specified in 450-2.3~~1~~.. Adequately brace beams as necessary to maintain stability.

450-1~~7~~5 Measurement and Payment.

450-1~~7~~5.1 General: The work specified in this Section will be measured and paid for as shown below for the particular item involved. Precast prestressed concrete members are acceptable to the Department for full payment when all requirements of the Contract Documents have been met. No partial payments will be made for precast prestressed concrete members until

the 28-day strength requirement, along with other applicable Specification requirements, have been met.

450-1~~7~~5.2 Prestressed Concrete Piling: Payment will be made at the Contract unit price per foot for the particular type of piling, measured and paid for as specified in Section 455, including the provisions for cutoffs and splices.

450-1~~7~~5.3 Prestressed Concrete Beams: Payment will be made at the Contract unit price per foot for Prestressed Beams, complete in place and accepted. Final pay lengths will be plan quantity based on casting lengths, as detailed in the Plans, subject to the provisions of 9-3.2.

450-1~~7~~5.4 Prestressed Concrete Slab Units: Payment will be made at the Contract unit price per foot for the units, complete in place and accepted. Final pay lengths will be plan quantity based on casting lengths, as detailed in the Plans, subject to the provisions of 9-3.2.

450-1~~8~~6 Basis of Payment.

Price and payment will be full compensation for all work and materials specified in this Section, including reinforcement, pretensioning strand, embedded ducts, hardware, inserts and other materials as required, to fabricate, transport and place the product into its permanent position in the structure.

Payment for the items will be made under the following:

Item No. 450- 1-	Prestressed Beams - per foot.
Item No. 450- 2	Prestressed Beams: Florida~~-~~ I~~-~~-Beams – per foot.
Item No. 450- 3-	Prestressed Slab Units - per foot.
Item No. 450- 4-	Prestressed Beam U-~~b~~Beams - per foot.
Item No. 450- 88-	Prestressed Slab Units Transversely Post-Tensioned - square foot.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

June 14, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **455**
Proposed Specification: **4550701 Structures Foundations.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Juan Castellanos of the State Construction Office (SCO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

STRUCTURES FOUNDATIONS.
(REV ~~4-27-18~~~~5-1-18~~6-14-18)

SUBARTICLE 455-7.1 is deleted and the following substituted:

455-7.1 Description: Provide prestressed concrete piles that are manufactured, cured, and driven in accordance with the Contract Documents. Provide piles full length without splices when transported by barge or the pile length is less than or equal to 120 feet. When piles are transported by truck and the pile length exceeds 120 feet ~~but is less than~~or the maximum length for a ~~three~~3-point pick-up according to Standard Plans, Index 455-001, and splicing is desired, provide minimal splices. Include the cost of the splices in the cost of the pile.

SUBARTICLE 455-11.10 is deleted and the following substituted:

455-11.10 Pile Extraction: Piles authorized to be extracted by the Engineer and successfully extracted as provided in 455-11.2.~~7~~3 will be paid for as described in 455-11.2.~~7~~3. No payment for extraction will be made for piles shown in the Plans to be extracted or piling damaged or mislocated by the Contractor that are ordered to be extracted by the Engineer.

SUBARTICLE 455-15.1.1 is deleted and the following substituted:

455-15.1.1 Templates: When drilling from a barge, ~~P~~provide a fixed template, adequate to maintain shaft position and alignment during all excavation and concreting operations~~, when drilling from a barge~~. Do not use floating templates (attached to a barge). ~~The Engineer will require a fixed template, adequate to maintain shaft position and alignment during all excavation and concreting operations~~When the Contractor fails to properly maintain shaft position and alignment without use of a template~~, for shafts~~when drill~~ed~~ing on land, ~~when~~ the ~~Contractor fails to demonstrate satisfactorily that he can properly maintain shaft position and alignment without use of a template~~Engineer will require a fixed template, adequate to maintain shaft position and alignment during all excavation and concreting operations.

SUBARTICLE 455-15-1.2 is deleted and the following substituted:

455-15.1.2 Drilled Shaft Installation Plan (DSIP): At the preconstruction conference submit a DSIP for review by the Engineer. Final approval will be subject to satisfactory performance. Include in this plan the following details:

1. Name and experience record of drilled shaft superintendent or foreman in responsible charge of drilled shaft operations. Ensure the drilled shaft superintendent or foreman in responsible charge of the drilled shaft operations has a minimum of one year of experience of installing drilled shafts of the size and depth shown in the Plans and a minimum of three years experience in the construction of drilled shafts using the following methods:

a. Wet Method (mineral and polymer slurry),

b. Casings up to the length shown in the Plans,

c. Shaft drilling operations on water under conditions as shown in the Plans.

2. List and size of proposed equipment, including cranes, drills, augers, bailing buckets, final cleaning equipment, desanding equipment, slurry pumps, core sampling equipment, tremies or concrete pumps, ~~and~~ casings, and equipment to install and remove casing.

3. Details of sequence of construction operations and sequence of shaft construction in bents or shaft groups.

4. Details of shaft excavation methods, including casing installation procedures.

5. Details of slurry, including proposed methods to mix, circulate, desand, test methods, and proposed CTQP certified technician that will perform and document the fluid tests.

6. Details of proposed methods to clean the shaft excavation.

7. Details of shaft reinforcement, including methods to ensure centering/required cover, cage integrity during placement, placement procedures, cage support, and tie downs.

8. Details of concrete placement, including elapsed concrete placement times and proposed operational procedures for concrete tremie or pump, including initial placement, raising during placement, and overfilling of the shaft concrete. Include provisions to ensure proper final shaft cutoff elevation.

9. Details of casing removal when removal is required, including minimum concrete head in casing during removal.

10. Required submittals, including shop drawing and concrete design mixes.

11. Details of any required load tests, including equipment and procedures, and recent calibrations for any jacks or load cells.

12. Proposed Cross-Hole Sonic Logging (CSL) and Thermal Integrity Testing for Drilled (TITDS) Specialty Engineer to supervise field testing and report the test results.

13. Methods and equipment proposed to prevent displacement of casing and/or shafts during placement and compaction of fill.

14. Provide the make and model of the shaft inspection device, if applicable.

15. Details of environmental control procedures used to prevent loss of slurry or concrete into waterways or other protected areas.

16. Proposed schedule for test shaft installation, load tests and production shaft installation.

17. Other information shown in the Plans or requested by the Engineer.

18. For drilled shafts constructed using polymer slurry, identify the polymer slurry meeting the requirements of 455-15.8.3, the pH and viscosity ranges recommended by the manufacturer for the materials to be excavated and a description of the mixing method to be used. Submit the Material Safety Data Sheets (SDS) for the product, and certifications that the polymer slurry and components meet the requirements of 455-15.8.3. Submit the contact information for the manufacturer's representative available for immediate contact during shaft construction and the representative's schedule of availability.

19. Procedure for grouting non-destructive testing access tubes.

The Engineer will evaluate the DSIP for conformance with the Contract Documents. Within 20 days after receipt of the plan, the Engineer will notify the Contractor of any additional information required and/or changes that may be necessary in the opinion of the Engineer to satisfy the Contract Documents. The Engineer will reject any part of the plan that is unacceptable. Submit changes agreed upon for reevaluation. The Engineer will notify the Contractor within seven days after receipt of proposed changes of their acceptance or rejection. All equipment and procedures are subject to trial and satisfactory performance in the field.

Acceptance by the Engineer does not relieve the Contractor of the responsibility to perform the work in accordance with the Contract Documents. The installation plan is for the Contractor to explain the approach to the work and allow the Engineer an opportunity to comment on the equipment and procedures chosen before field operations begin. The Engineers acceptance is not a guarantee that the chosen methods and equipment are capable of obtaining the required results, this responsibility lies with the Contractor.

SUBARTICLE 455-15.8 is deleted and the following substituted:

455-15.8 Slurry and Fluid in Excavation~~ at Time of Concrete Placement~~:

455-15.8.1 General: Thoroughly premix the slurry with clean fresh water prior to introduction into the shaft excavation. Introduce slurry before the excavation advances below the bottom of the casing. Ensure that the percentage of polymer or mineral admixture used to make the suspension is such as to maintain the stability of the shaft excavation. The Engineer will require adequate water and/or slurry tanks when necessary to perform the work in accordance with this Section. The Engineer will not allow excavated pits on projects requiring slurry tanks without the written permission of the Engineer. Take the steps necessary to prevent the slurry from “setting up” in the shaft; including, but not limited, to agitation, circulation, and adjusting the composition and properties of the slurry. Provide suitable offsite disposal areas and dispose of all waste slurry in a manner meeting all requirements pertaining to pollution.

Provide a CTQP qualified drilled shaft inspector to perform control tests using suitable apparatus on the slurry mixture to determine the slurry and fluid properties as specified in 455-15.8.2 to 455-15.8.4.

Measure the viscosity of the freshly mixed slurry regularly as a check on the quality of the slurry being formed using an approved measuring device.

Perform tests from the fluid in the excavation to determine density, viscosity, and pH value to establish a consistent working pattern, taking into account the mixing process and blending of freshly mixed slurry and previously used slurry. ~~Perform a set of~~Repeat tests to determine density, viscosity, and pH value at intervals not exceeding 2 hours during the first 8 hours slurry is in use and ~~one set~~ every 4 hours thereafter, including overnight, until concrete placement. Perform ~~one set of~~density, viscosity and pH tests again when the excavation reaches the midpoint.

The Department may perform comparison tests as determined necessary during the mineral and polymer slurry operations.

If, at any time in the opinion of the Engineer, the wet construction method ~~of stabilizing excavations~~ fails to ~~produce the desired final result~~stabilize the excavation, discontinue this method of construction, ~~propose~~backfill the excavation and submit modifications in procedure or alternate means of construction for approval.

455-15.8.2 Mineral Slurry: When mineral slurry is used in an excavation, use only processed attapulgite or bentonite clays with up to 2% (by dry weight) of added polymer. Use mineral slurry having a mineral grain size such that it will remain in suspension and having sufficient viscosity and gel characteristics to transport excavated material to a suitable screening system. Use a percentage and specific gravity of the material to make the suspension sufficient to maintain the stability of the excavation and to allow proper placement of concrete. Ensure that the material used to make the slurry is not detrimental to concrete or surrounding ground strata. During construction, maintain the level of the slurry at a height sufficient to prevent caving of the hole. In the event of a sudden significant loss of slurry such that the slurry level cannot practically be maintained by adding slurry to the hole, backfill the excavation and delay the construction of that foundation until an alternate construction procedure has been approved.

Perform the following tests on the mineral slurry supplied to and in the shaft excavation and ensure that the results are within the ranges stated in the table below:

Item to be measured	Range of Results at 68ºF	Test Method
Density	64 to 73 lb/ft^3 (in fresh water environment) 66 to 75 lb/ft^3 (in salt water environment)	Mud density balance: FM 8-RP13B-1
Viscosity	30 to 40 seconds	Marsh Cone Method: FM 8-RP13B-2
pH	8 to 11	Electric pH meter or pH indicator paper strips: FM 8-RP13B-4
Sand Content	4% or less	FM 8-RP13B-3

The Contractor may adjust the limits in the above table when field conditions warrant as successfully demonstrated in a test hole or with other methods approved by the Engineer. The Engineer must approve all changes in writing before the Contractor can continue to use them.

During construction, maintain the level of mineral slurry in the shaft excavation within the excavation and at a level not less than 4 feet above the highest expected piezometric water ~~pressure~~elevation along the depth of a shaft.

455-15.8.3 Polymer Slurry: Materials manufactured expressly for use as polymer slurry for drilled shafts that meet the requirements of this Section may be used as slurry for drilled shaft excavations. A representative of the manufacturer must be on-site or available for immediate contact to assist and guide the construction of the first three drilled shafts at no additional cost to the Department. This representative must also be available for on-site assistance or immediate contact if problems are encountered during the construction of the remaining drilled shafts as determined by the Engineer. Use polymer slurry only if the soils below the casing are not classified as organic, and the pH of the fluid in the hole can be maintained in accordance with the manufacturer's published recommendations. Submit the SDS for the product, the manufacturer's published mixing procedures, and the manufacturer's published range of values for pH and viscosity of the mixed slurry. Submit a report in accordance with Section 2.4, Volume II of the Department's Material Manual, which may be

viewed at the following URL:
http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section24V2.shtm .
The report must include test results, certification and documentation that demonstrate the polymer slurry and additives meet the following requirements:

1. The polymer slurries to be used on the project and their waste products are classified as non-hazardous as defined by Resource Conservation and Recovery Act (RCRA) Subpart C rules, Table 1 of 40 CFR 261.24 Toxicity Characteristic.

2. Pull out tests demonstrate the bond between the bar reinforcement and the concrete is not materially affected by exposure to the slurry under typical construction conditions, over the typical range of slurry viscosities to be used.

3. Load tests demonstrate the bond between the concrete and the soil is not materially affected by exposure to the polymer slurry under typical construction conditions, over the typical range of polymer slurry viscosities to be used.

4. The method of disposal meets the approval of all federal, state and local regulatory authorities.

Perform the following tests on the polymer slurry supplied to and in the shaft excavation and ensure that the results are maintained within the ranges stated in the table below:

Mixed Polymer Slurry Properties		
Item to be measured	Range of Results at 68ºF	Test Method
Density	62 to 65 lb/ft^3 (fresh water) 64 to 67 lb/ft^3 (salt water)	Mud density balance: FM 8-RP13B-1
Viscosity	~~Range~~50 seconds to upper limit published by the manufacturer, limited by 455-15.8.3~~items 2 and 3 above~~(2) and ~~455-15.8.3~~(3) above, for materials excavated	Marsh Cone Method: FM 8-RP13B-2
pH	Range published by the manufacturer for materials excavated	Electric pH meter or pH indicator paper strips: FM 8-RP13B-4
Sand Content	0.5% or less	FM 8-RP13B-3

Premix polymer slurry in accordance with the manufacturer's published procedures. ~~However, at no time shall slurry be~~Do not mix~~ed~~ the slurry in the excavation as a means to initially prepare slurry~~;~~, adjustments to slurry properties can be made in the excavation as needed.

During construction, maintain the level of the slurry at a height sufficient to prevent caving of the hole and which should not be lower than 4 feet above the highest expected piezometric water elevation along the depth of the shaft.

455-15.8.4 Fluid In Excavation At Time Of Concrete Placement: When any fluid is present in any drilled shaft excavation, including shafts to support sign, signal, lighting and ITS structures, the applicable test methods and reporting requirements described in

455-15.8.1, 455-15.8.2 and 455-15.8.3 apply to tests of fluid in the shaft prior to placing the concrete.

Test samples of the fluid in the shaft from within 1 inch of the base of the shaft and from the middle of the shaft height for shafts up to 60 feet in depth. Test samples of the fluid in the shaft from within 1 inch of the base of the shaft and at intervals not exceeding 30 feet up the shaft for shafts deeper than 60 feet. Use a sampling tool, approved by the Engineer, designed to sample over a depth range of 12 inches or less. Take whatever action is necessary prior to placing the concrete to bring the fluid within the specification and reporting requirements, outlined in the tables in 455-15.8.2 and 455-15.8.3, except as follows:

The Engineer will not require tests for pH or viscosity, nor require the fluid to meet the minimum density specified in 455-15.8.2 and 455-15.8.3 when neither polymer nor mineral slurry has been introduced into the shaft excavation.

SUBARTICLE 455-15.11.1 is deleted and the following substituted:

455-15.11.1 Dimensions and Alignment: Provide equipment for checking the dimensions and alignment of each permanent shaft excavation. Determine the dimensions and alignment of the shaft excavation under the observation and direction of the Department. Generally check the alignment and dimensions by any of the following methods as necessary:

1. Check the dimensions and alignment of dry shaft excavations using reference stakes and a plumb bob.

2. Check the dimensions and alignment of casing when inserted in the excavation.

3. ~~Insert a casing in shaft excavations temporarily for alignment and dimension checks.~~

~~4. Insert a rigid rod or pipe assembly with several 90 degree offsets equal to the shaft diameter into the shaft excavation for alignment and dimension checks.~~

Insert any casing, rod or pipe assembly, or other device used to check dimensions and alignment into the excavation to full depth.

SUBARTICLE 455-15.11.3 is deleted and the following substituted:

455-15.11.3 Shaft Inspection Device (SID): When shown in the Plans, furnish all power and equipment necessary for the Engineer to inspect the bottom conditions of a drilled shaft excavation and to measure the thickness of bottom sediment or any other debris using a SID. Provide a means to position and lower the SID into the shaft excavation to enable the bell housing to rest vertically on the bottom of the excavation. Include all cost related to the inspection device in the cost of drilled shaft items.

Furnish a SID meeting the following requirements:

1. A remotely operated, high resolution, color video camera sealed inside a watertight bell housing.

2. Provides a clear view of the bottom inspection on a video monitor at the surface in real time.

3. Provides a permanent record of the entire inspection with voice annotation on a quality DVD with a resolution of not less than 720 x 480.

4. Provides a minimum field of vision of 110 square inches, with at least two graduated measuring devices to record the depth of sediment on the bottom of the shaft excavation to a minimum accuracy of 1/2 inch and a length greater than 1-1/2 inches.

5. Provides sufficient lighting to illuminate the entire field of vision at the bottom of the shaft in order for the operator and inspector to clearly see the depth measurement scale on the video monitor and to produce a clear recording of the inspection.

6. Provides a regulated compressed air or gas system to ~~displace~~precisely adjust the drilling fluid~~s~~ ~~from~~level within the bell housing and a pressurized water system to assist in determination of bottom sedimentation depth.

Obtain the Engineer's approval of the device in advance of the first inspection contingent on satisfactory field performance. Notify the Engineer for approval before a different device is used for any subsequent inspection.

SUBARTICLE 455-16.4 is deleted and the following substituted:

455-16.4 Nondestructive Integrity Testing Access Tubes: Install access tubes full length in all drilled shafts from the tip of shaft to a point high enough above top of shaft to allow thermal integrity testing for drilled shafts (TITDS) and cross-hole sonic logging (CSL) testing, but not less than 30 inches above the top of the drilled shaft, ground surface or water surface, whichever is higher. Equally space tubes around circumference of drilled shaft. Securely tie access tubes to the inside of the reinforcing cage and align tubes to be parallel to the vertical axis of the center of the cage. Access tubes from the top of the reinforcing cage to the tip of the shaft shall be NPS 1-1/2 Schedule 40 black iron or black steel (not galvanized) pipe. Access tubes above the top of the reinforcing cage may be the same black iron or black steel pipe or Schedule 40 PVC pipe. Ensure that the access tubes are free from loose rust, scale, dirt, paint, oil and other foreign material. Couple tubes as required with threaded couplers, such that inside of tube remains flush. Seal the bottom and top of the tubes with threaded caps. The tubes, joints and bottom caps shall be watertight. Seal the top of the tubes with lubricated, threaded caps sufficient to prevent the intrusion of foreign materials. Stiffen the cage sufficiently to prevent damage or misalignment of access tubes during the lifting and installation of the cage. Exercise care in removing the caps from the top of the tubes after installation so as not to apply excess torque, hammering or other stress which could break the bond between the tubes and the concrete.

Provide the following number (rounded up to the next whole number of tubes) and configuration of cross-hole sonic logging access tubes in each drilled shaft based on the diameter of the shaft.

Shaft Diameter	Number of Tubes Required	Configuration around the inside of Circular Reinforcing Cage
36 to 48 inches	4	90 degrees apart
Greater than 48 inches	1 tube per foot of Shaft Diameter	360 degrees divided by the Number of Tubes

Insert simulated or mock probes in each access tube prior to concreting to ensure the serviceability of the tube. Fill access tubes with clean potable water and recap prior to

concreting. Repair or replace any leaking, misaligned or unserviceable tubes as in a manner acceptable to the Engineer prior to concreting.

For drilled shaft foundations requiring anchor bolts, verify access tubes will not interfere with anchor bolt installation before excavating the shaft. When access tube locations conflict with anchor bolt locations, move the access tube location plus or minus 2 inches along the inner circumference of the reinforcing cage. Notify the Engineer before excavating the shaft if the access tube locations cannot be moved out of conflict with anchor bolt locations.

For drilled shafts supporting sign, signal, lighting and ITS structures, if the shaft cleaning operations result in excavating below the required tip elevation, the access tubes do not need to be extended. If the reinforcing steel cage is suspended in place from the top rather than resting on the bottom of the excavation, clearly mark the top of shaft location on each tube.

When called for in the Contract Documents, provide embedded thermal wires and equipment to allow TITDS in accordance with ASTM- D7949 Method- B.

SUBARTICLE 455-17.6.1.2 is deleted and the following substituted:

455-17.6.1.2 Procedure: Perform TITDS testing between ~~24 and 72 hours~~ the minimum and maximum times shown below after the batching time of the first truck load placed in the drilled shaft ~~concrete placement~~, unless otherwise directed by the Engineer.

Shaft Diameter (inches)	Minimum time (hours)	Maximum time (hours)
36-48	24	54
49-60	24	72
61-72	24	72
73-84	24	90
85-120	24	108
~~When retarders are used to slow the onset of hydration, add the retardation time to the testing times indicated.~~		

The Contractor may propose modifications in the above table for site specific and special concrete mix conditions, as demonstrated from lab and field testing and instrumentation. The Engineer must approve all changes to the testing times prior to the Contractor use them.

-Furnish information regarding the shaft, tube lengths and depths, construction dates, and other pertinent shaft installation observations and details to the Department at the time of testing. Verify access tube lengths and their condition in the presence of the Department, at ~~least 24 hours prior to TITDS~~the end of concrete placement. If the access tubes do not provide access over the full length of the shaft, repair the existing tube(s) or core additional hole(s), as directed by the Engineer, at no additional cost to the Department.

Just prior to inserting the thermal probe, remove water from the access tubes. Store the removed water in an insulated container for later replacement. Allow the thermal probe to acclimate in accordance with the equipment manufacturer recommendations. Continuously record temperatures at depth intervals of 3.0 inches or less from the top to the bottom of each access tube. Repeat the test at each access tube until two sets of data from the

same access tube provide similar results. Return the warm water to the access tubes immediately after the testing has been completed.

Immediately report any potential defects indicated by low temperature anomalies to the Engineer.

SUBARTICLE 455-17.6.1.5 is deleted and the following substituted:

455-17.6.1.5 Coring and/or Repair of Drilled Shafts: If the Engineer determines a drilled shaft is unacceptable based on the TITDS tests and other testing, or observes problems during drilled shaft construction, core the shaft to allow further evaluation and repair, or replace the shaft as directed by the Engineer. If coring to allow further evaluation of the shaft and repair is chosen, one or more core samples shall be taken from each unacceptable shaft for full depth of the shaft or to the depth directed by the Engineer. The Engineer will determine the number, location, and diameter of the cores based on the results of the TITDS. Keep an accurate log of cores. Properly mark and place the cores in a crate showing the shaft depth at each interval of core recovery. Submit the coring log and ~~T~~transport the cores~~, along with five copies of the coring log~~ to the location designated by the Engineer. Perform strength testing by an AASHTO certified lab on portions of the cores ~~-~~as required by the Engineer. If the TITDS and coring indicate the shaft is defective, propose remedial measures for approval by the Engineer. Such improvement may consist of, but is not limited to correcting defective portions of the shaft, providing straddle shafts to compensate for capacity loss, or providing a replacement shaft. Repair all detected defects and conduct post repair integrity testing using horizontal and offset CSL testing and 3-D tomographic imaging as described in 455-17.6.2. Engage a Specialty Engineer to perform gamma-gamma density logging calibrated to 1-1/2~~-~~ inch black iron access tubes, prior to and after the repair is performed, to verify the integrity of the shaft outside the reinforcing cage in the same locations where the repair was required. When straddle shafts or replacement shafts are used to correct a deficient foundation perform TITDS in accordance with 455-17.6.1 through 455-17.6.3 to verify integrity of these shafts. Submit all results to the Engineer within five days of test completion for approval. Perform all work described in this subarticle at no additional cost to the Department, and with no increase in Contract Time.

SUBARTICLE 455-17.6.2 is deleted and the following substituted:

455-17.6.2 Cross Sonic Logging (CSL) and Tomography: When required by the Engineer, perform CSL testing in accordance with ASTM D6760. Engage a qualified Specialty Engineer to perform the CSL testing. The qualified CSL Specialty Engineer must be a Professional Engineer in the State of Florida and have a minimum six months experience of CSL testing, supervising the collection of CSL data and interpretation of CSL results. The individual performing the CLS testing in the field must work for the Specialty Engineer firm and have a minimum of six months experience of CSL testing. The Contractor shall provide all necessary access and assistance to the CSL Specialty Engineer to satisfactorily perform the testing.

When a shaft contains four tubes, test every possible tube combination. For shafts with five or more tubes, test all pairs of adjacent tubes around the perimeter, and one-half of the remaining number of tube combinations, as chosen by the Engineer. Pull the probes simultaneously, starting from the bottoms of the tubes, over an electronic depth measuring

device. Perform the CSL tests with the source and receiver probes in the same horizontal plane. Continuously record ~~temperature~~CSL signals at depth intervals of 2-1/2 inches or less from the bottom of the tubes to the top of each shaft. Remove all slack from the cables prior to pulling to provide accurate depth measurements in the CSL records. When the measurements indicate a 30% or greater reduction in velocity between one or more pairs perform 3D tomography analysis as indicated below.

To perform 3D tomography analysis, conduct offset CSL measurements between the tube pair combinations in addition to the horizontal measurements. Record offset measurements with source and receiver vertically offset in the tubes. These measurements add four measurements per tube combination to the horizontal measurements described in this section. Offset measurements are described by the angle, in degrees, and direction the signal travels between the probes with respect to the horizontal plane: plus 45, plus 22.5 (source below receiver), and minus 45, minus 22.5 (source above receiver). Record offset measurements from the point where the higher probe is at least 5 feet below the velocity reduction to the point where the lower probe is at least 5 feet above the velocity reduction. When repairs are done, provide offset measurements from the point where the higher probe is at least 5 feet below the lower limit of the repaired zone to the point where the lower probe is at least 5 feet above the upper limit of the repaired zone. Perform offset measurements and provide CSL logs and 3D tomographic analysis at no additional cost to the Department.

After acceptance of production shafts by the Engineer, fill the tubes or core holes with a structural non-shrink grout in accordance with 455-17.6.1.

If the Contractor determines at any time during the non-destructive testing and evaluation of the drilled shaft that the drilled shaft should be replaced, no further testing or evaluation of that shaft is required.

455-17.6.2.1 Required CSL Reports: Present the CSL data and analysis results to the Engineer in a signed and sealed report. Include CSL logs with analyses of first pulse arrival time (FAT) versus depth and pulse energy/amplitude versus depth. Present a CSL log for each tube pair tested with any defect zones identified on the logs and discussed in the test report as appropriate. When offset measurements are required, perform 3D tomographic analysis using all offset data, and include color coded 3D tomographic images in the report.

455-17.6.2.2 Evaluation of Cross Hole Sonic logging Testing: The Engineer will evaluate the observations during drilled shaft construction and the CSL test results to determine whether or not the drilled shaft construction is acceptable. Drilled shafts with velocity reduction exceeding 30% are not acceptable without an engineering analysis.

455-17.6.2.3 Coring and/or Repair of Drilled Shafts: If the Engineer determines a drilled shaft is unacceptable based on the CSL test and other testing, core the shaft to allow further evaluation and repair, or replace the shaft in accordance with 455-17.6.1.5.

If repairs are performed or additional shafts installed to correct a deficient foundation, conduct integrity testing and submit the results to the Engineer in accordance with 455-17.6.1.5.

SUBARTICLE 455-21 is deleted and the following substituted:

455-21 Drilled Shaft Excavations Constructed out of Tolerance.

Do not construct drilled shaft excavations in such a manner that the concrete shaft cannot be completed within the required tolerances. The Contractor may make corrections to an unacceptable drilled shaft excavation by any combination of the following methods:

1. Overdrilling the shaft excavation to a larger diameter to permit accurate placement of the reinforcing steel cage with the required minimum concrete cover.
2. Increasing the number and/or size of the steel reinforcement bars.

When the tolerances are not met, the Contractor may propose a redesign to incorporate shafts installed out of tolerance into caps or footings. Incorporate shafts installed out of tolerance at no expense to the Department. Ensure the Contractor's Engineer of Record performs any redesign and signs and seals the redesign drawings and computations. Do not begin any proposed construction until the redesign has been reviewed ~~for acceptability~~ and approved by the Engineer.

Backfill any out of tolerance shafts in an approved manner when directed by the Engineer until the redesign is complete and approved. Furnish additional materials and work necessary, including engineering analysis and redesign, to effect corrections of out of tolerance drilled shaft excavations at no expense to the Department.

SUBARTICLE 455-24.1 is deleted and the following substituted:

455-24.1 Drilled Shafts: Price and payment will be full compensation for all drilled shafts, including the cost of concrete, reinforcing steel, ~~and cross-hole sonic logging~~ nondestructive integrity testing access tubes, embedded thermal wires when required by the Contract Documents, and including all labor, materials, equipment, and incidentals necessary to complete the drilled shaft. The cost of the reinforcing steel, including lap lengths, to accommodate shaft lengths longer than shown in the Plans is included in the cost of drilled shafts. Costs associated with repairing defects found in the drilled shaft shall be included in the cost of the drilled shaft.

SUBARTICLE 455-30 is deleted and the following substituted:

455-30 Fill or Backfill.

In all excavations, including over-excavations below the footing, use only fill or backfill materials considered Select in accordance with Standard Plans, Index 120-001. Ensure the material is free of rubble, debris, or rocks that would prevent uniform placement and compaction. Ensure the material below the top of the footing is free of Recycled Asphalt Pavement (RAP). Perform sampling and testing in accordance with 120-10.1.4, except replace ~~AASHTO~~FM 1-T99~~, Method C~~ with FM 1-T180~~, Method D~~.

SUBARTICLE 455-31 is deleted and the following substituted:

455-31 Compaction and Density Requirements.

Compact the bottom of the excavation with suitable equipment. Compact the soil beneath footing excavation (whether dug to the bottom of footing or over-excavated) to a density not less than 95% of the maximum density as determined by FM 1-T180, ~~Method D~~ for a minimum depth of 2 feet below the bottom of the excavation or to the depth shown in the Plans before backfilling begins. For every 500 feet of excavation or isolated compaction operation, perform two Quality Control (QC) density tests with a 12 inch depth of measurement: one QC density test with the gauge placed at an elevation of 1 foot below the bottom of the excavation and one QC density test with the gauge placed at the bottom of the excavation in accordance with FM 1-T238. Compact the backfill in footing excavations which have been over-excavated to a density not less than 95% of the maximum density as determined by FM 1-T180~~, Method D~~. Ensure that the maximum lift thickness after compaction does not exceed 6 inches. For every 500 ft of backfill or isolated compaction operation, perform at least one QC density test. The Engineer will conduct one density verification test per every 4 QC test, with a minimum of one density test below the bottom of the excavation and one density test in the backfill. Verification comparison criteria and resolution procedures will be in accordance with 120-10.4 except replace ~~AASHTO~~FM 1-T99~~, Method C~~ with FM 1-T180~~, Method D~~.

For compaction, use an approved heavy vibratory roller with a static drum weight of at least 4 tons. Compact each lift to the required density. Also, compact the final lift below the footing with a suitable sled vibratory compactor to remove any upper disturbance caused by the drum roller. When conditions require use of smaller compaction equipment, obtain the Engineer's approval for the equipment, and reduce the lift thickness to achieve the required density.

Perform backfilling to the original ground surface, finished grade, or subgrade as required by the Plans in the immediate vicinity by approved mechanical compactors weighing less than 1,000 pounds. The Contractor may compact backfill located more than 15 feet away from the exterior periphery of the footing with heavier compactors. Do not place backfill on the footing until the Engineer has given permission and until the concrete is at least seven days old.

When the plans indicate spread footing abutments on mechanically stabilized earth (MSE) walls, place and compact the backfill material underneath the footing in accordance with the requirements of 548-8.5. Meet the density requirements of 548-9.4.

SUBARTICLE 455-36.1 is deleted and the following substituted:

455-36.1 Dewatering: ~~The quantity to be paid for will be at the Contract unit price for each footing excavation, only at locations authorized by the Engineer and acceptably dewatered~~ No separate payment will be made for dewatering.

SUBARTICLE 455-37.1 is deleted and the following substituted:

455-37.1 Dewatering: ~~Price and payment will be full compensation for all work related to the successful~~ No separate payment will be made for dewatering of footing excavations, including installing, maintaining, and monitoring piezometer wells. Dewatering will be

considered Unforeseeable Work when the Engineer determines that dewatering deeper than the requirements described in 455-28 is required~~ and the Plans do not include a dewatering item~~.

SUBARTICLE 455-37.5 is deleted and the following substituted:

455-37.5 Payment Items: Payment will be made under:

Item No. 125- 1- Excavation ~~F~~for Structures - per cubic yard.
Item No. 400- 2- Class II Concrete - per cubic yard.
Item No. 400- 3- Class III Concrete - per cubic yard.
Item No. 400- 4- Class IV Concrete - per cubic yard.
~~Item No. 400- 91- Dewatering For Spread Footings - each.~~
Item No. 415- 1- Reinforcing Steel - per pound.

ARTICLE 455-38 is deleted and the following substituted:

455-38 Description.

Furnish and install auger cast piles (ACP), ~~also known as~~or augered~~-~~ cast-in-place (ACIP) piles, used for structural support, other than bridge foundations.

ACP piles are defined as a foundation made by rotating a hollow-stem auger into the ground to the required pile depth with sufficient crowd (downward thrust) to prevent mining of the soil. A fluid cement grout is injected through the auger shaft under continuous positive pressure as the auger is being withdrawn. A reinforcing steel cage, as specified, is inserted into the column of fluid grout following the completion of grout placement.

ARTICLES 455-40 through 455-50 are deleted and the following substituted:

455-40 Materials.

Meet the following material requirements:

Portland Cement and Blended Cement .....Section 921
Pozzolans and Slag .....Section 929
Fine Aggregate (Sand)* .....Section 902
Admixtures.....Section 924
Water.....Section 923
Fluidifier .....ASTM C 937
Reinforcing Steel……Section 415

* The Engineer will only permit Silica Sand except as provided in 902-5.2.3.

455-41 Grout Mix Proportions.

Use a cement grout~~cement~~ mix consisting of a mixture of cementitious materials, admixtures, sand and water proportioned and mixed to produce a ~~mortar~~grout capable of maintaining the solids in suspension without appreciable bleed water which may be pumped without difficulty and will fill open voids in the adjacent soils and rock. The grout mix may also

include a fluidifier if desired. Proportion these materials to produce a hardened grout of the required strength.

455-42 Mixing and Pumping Cement Grout.

Meet the following requirements:

1. Only use pumping equipment approved by the Engineer in the preparation and handling of the grout. Before using the mixers, remove all oil or other rust inhibitors from the mixing drums, stirring mechanisms, and other portions of the equipment in contact with the grout.

2. Use a quantity of water and mixing time that will produce a homogenous grout having an efflux of not less than 21 seconds, when tested with a flow cone in accordance with ASTM D6449. Reject loads with efflux of less than 21 seconds. Notify the production facility to adjust the mix design. Calibrate the flow cone in accordance with ASTM D 6449. Conduct the calibration initially before its first use and as directed by the Engineer, when there is a question of the flow cone's accuracy.

Technicians performing the efflux test must take the Auger Cast Pile course and pass the final examination to be qualified to test for any auger cast pile installations in the field. Assist the Engineer in verifying the technicians meet these requirements.

Conduct tests for efflux time at the beginning of each days grouting operation and as directed by the Engineer to ensure the specification requirements are met.

3. Mix the grout at least one minute. If agitated continuously, the grout may be held in the mixer or agitator for a period not exceeding 2.5 hours at grout temperatures below 70ºF; two hours for temperatures from 70°F to 100ºF. Do not place grout when its temperature exceeds 100ºF. If there is a lapse in the operation of grout injection, recirculate the grout through the pump, or through the mixer drum or agitator.

4. Use mixers capable of combining components into a thoroughly mixed and uniform mass, free from balls or lumps and capable of discharging the ~~concrete~~grout with a satisfactory degree of uniformity. The Engineer's approval of grout mixers and all other equipment will be contingent on proper performance during construction of the demonstration pile and subsequent production work.

5. Use a screen no larger than 3/4 inch mesh between the mixer and pump to remove large particles which might clog the injection system.

6. Use a positive displacement piston type grout pump equipped with a pressure gauge, capable of developing displacing pressures at the pump ~~up to~~not less than 350 psi. The pump ~~shall~~must be appropriately sized to the pile diameter. Provide a grout pressure gauge in clear view of the equipment operator. Provide a second pressure gauge near the drill rig where it can be observed by the Engineer.

7. Accurately monitor the volume and pressure of the grout flow. Test and calibrate the equipment during construction of the demonstration pile to demonstrate flow volume measurement accuracy of plus or minus 3% over the range of grouting pressures anticipated during this work. Provide a pump stroke counter in good working condition on the grout pump. Perform a calibration test of the pumping equipment, prior to construction of the demonstration piles, to determine the average volume of grout for every pump stroke, in accordance with FM 5-612. Also calibrate the equipment any time the Engineer determines the grout pump performance may have changed.

455-43 Testing Cement Grout.

Prepare three 4 inches x 8 inches cylinders in accordance with ASTM C31, except pour grout in a single lift into cylinders molds without rodding, for each LOT. Plastic properties in accordance with ASTM C31 are not required. A LOT is defined as the lesser of 50 cubic yards of cement grout placed or one day of pile placement. Prepare one additional "hold" cylinder on the lot that is selected by the Engineer for Verification. Provide curing facilities for all QC and Verification test cylinders in accordance with ASTM C31. Test the cylinders at 28 days, in accordance with ASTM C39.

When one of the three QC cylinders from a LOT is lost, missing, damaged or destroyed, determination of compressive strength will be made by averaging the remaining two cylinders. If more than one QC cylinder from a LOT is lost, missing, damaged or destroyed, core the structure at no additional expense to the Department to determine the compressive strength. Acceptance of LOT may be based on verification data at the discretion of the Engineer. Obtain the approval of the Engineer to core, and of the core location prior to coring. Repair core holes after samples are taken with a product meeting the approval of the Engineer, at no additional cost to the Department.

For each QC cylinder that is lost, missing, damaged or destroyed, payment for that LOT will be reduced by $750.00 per 1,000 psi of the specified design strength [Example: For f'c=5,500 psi, the loss of two auger cast pile grout QC cylinders that have no verification data will require the element to be cored and a pay reduction will be assessed (5,500 psi / 1,000 psi) x $750 x 2 = $8,250]. This reduction will be in addition to any pay adjustment for low strength.

The Engineer will also cast three verification cylinders and one "hold" cylinder from one of every four consecutive lots, randomly selected. The Engineer will compare QC and Verification results in accordance with Section 346. If the results do not compare, the Engineer will initiate a Resolution Investigation in accordance with Section 346

Personnel making/curing ~~concrete~~grout cylinders shall be certified as ACI Concrete Field Testing Technician Grade I. Personnel performing tests on hardened properties of ~~concrete~~grout, such as strength determination of cylinders or beams, ~~they~~ shall be certified as ACI Concrete Strength Testing Technician.

All low strength cement grout accepted by the Engineer will be subject to reduced payment as follows: $0.80 per cubic yard for each 10 psi of strength test value below the specified minimum strength. The Engineer will use the average compressive strength of the LOT tests for the computation of this pay reduction.

The Engineer will compute the volume of grout for which the reduction will be applied as 115% of the theoretical volume of the auger cast pile diameter required in the Contract Documents. Reduction in pay will be applied to the entire length of all piles containing low strength cement grout, in any quantity. The quantity of cement grout affected by the price reduction may exceed the quantity of cement grout contained in the LOT.

When separate payment for auger grouted piles is provided, the dollar reduction will be equated to an equivalent length of pile not to exceed the total pile length constructed utilizing the subject LOT based on the following formula:

PLR = RC/UC

Where: PLR = Equivalent Pile Length Reduction in feet
RC = Total Reduction in payment, dollars
UC = Unit Cost of pile, dollars /foot

When a cement grout acceptance strength test falls more than 500 psi below the specified minimum strength perform one of the following:

1. Remove and replace the ~~cement grout represented~~piles affected fully or partially by the low strength LOT ~~in question~~ at no additional cost to the Department; or,

2. Submit a structural analysis performed by the Contractor's Engineer of Record. If the results of the analysis, approved by the Department, indicate adequate strength to serve the intended purpose with adequate durability, the ~~concrete~~grout may remain in place.

Otherwise, abandon and install additional piles to the foundation, or remove and replace the piles affected fully or partially by the low strength LOT of ~~concrete~~grout ~~in question~~ at no additional cost to the Department. When installing additional piles to resolve the strength deficiency, submit a foundation redesign to add piles into pile caps or footings, at no expense to the Department in accordance with 455-46.

455-44 Pile Installation.

Meet the following requirements:

1. Locate the piles as shown on the drawings.

2. Should soft, compressible muck, organics, clay or other unsuitable materials (non A-1, A-3, A-2-4 or limestone materials) be encountered, remove the unsuitable material to a maximum depth of 5 feet and a ~~maximum diameter about~~radial distance around the pile centerline ~~not to exceed 1/2 of the distance to the adjacent~~of ~~2~~two pile~~s~~ diameters unless otherwise indicated in the Plans. Backfill with clean granular backfill materials (A-1, A-3, A-2-4), placed and compacted in maximum 12 inch lifts to at least 95% of maximum dry density as determined by ~~AASHTO~~FM 1-T180. Complete this work to the Engineer's satisfaction prior to ~~auger cast pile~~ACP construction. Should more than 5 feet depth or excessive quantities of unsuitable material be encountered, immediately advise the Engineer and proceed with the work as directed by the Engineer.

3. Provide continuous auger flighting from the auger head to the top of auger with no gaps or other breaks~~,~~. Ensure the auger flights are uniform in diameter throughout its length, and of the diameter specified for the piles less a maximum of 3%. Provide augers with a distance between flights of approximately half the diameter of the auger.

4. Use augers with the grout injection hole located at the bottom of the auger head below the bar containing the cutting teeth, and with pile auger leads containing a bottom guide.

5. Construct piles of the length and diameter shown on the ~~drawing~~Plans.

6. Clearly mark the auger leads to facilitate monitoring of the incremental drilling and grout placement. Provide individual foot marks with 5 foot increments highlighted and clearly visible. Provide a clear reference mark on the moving auger assembly to facilitate accurately monitoring the vertical movement of the auger.

7. Place piles by rotating a continuous flight hollow shaft auger into the ground at a continuous rate that prevents removal of excess soil. Stop advancement after reaching the predetermined depth.

8. Should auger penetration to the required depth prove difficult due to hard materials/refusal, the pile location may be predrilled, upon approval of the Engineer, through the obstruction using appropriate drilling equipment, to a diameter no larger than 1/2 the prescribed finish diameter of the ~~auger cast pile~~ACP. Commence ~~auger cast pile~~ACP construction immediately upon completion of predrilling to minimize ground loss and soil relaxation. Should non-drillable material be encountered preventing placement to the depth required, immediately

advise the Engineer and proceed with the work as directed by the Engineer. Refusal is defined as the depth where the penetration of the standard auger equipment is less than 12 inches per minute.

9. Plug the hole in the bottom of the auger ~~while being~~prior to advancing~~ed~~ into the ground.~~ Remove the plug by the grout or with the reinforcing bar.~~

10. Pump the grout with sufficient pressure as the auger is withdrawn to completely fill the auger hole, preventing hole collapse and to cause the lateral penetration of the grout into soft or porous zones of the surrounding soil or rock. Prior to commencing withdrawal of the auger, establish a head of at least 5 feet of grout by pumping a volume of grout equivalent to 5 feet of pile volume. Maintain this head of at least 5 feet of grout above the injection point around the perimeter of the auger to displace and remove any loose material from the hole. Maintain positive rotation of the auger at least until placement of the grout.

11. Once the grout head has been established, greatly reduce the speed of rotation of the auger and commence extraction at a rate consistent with the pump discharge. Maintain extraction at a steady rate to prevent a locked-in auger, necking of the pile, or a substantially reduced pile section. Ensure grout starts flowing out from the hole when the cutting head is at least 5 feet below the ground surface. Place a minimum volume of grout in the hole of at least 115% of the column of the auger hole from a depth of 5 feet to the tip. Place a minimum volume of grout in the hole of at least 105% of the column of the auger hole from the ground surface to a depth of 5 feet. Do not include any grout needed to create surplus grout head in the volume of grout placed into the hole. If the grout does not flow out from the hole when the cutting head is at least 5 feet below the ground surface, redrill the pile under the direction of the Engineer. If grouting is interrupted for any reason, reinsert the auger by drilling at least 5 feet below the tip of the auger when the interruption occurred, and then regrout.

Use this method of placement at all times. Do not depend on the stability of the hole without the earth filled auger. Place the required steel reinforcement while the grout is still fluid, but no later than 1/2 hour after pulling of the auger.

12. Assume responsibility for the grout volume placed. If less than 115% of the theoretical volume of grout is placed in any 5 foot increment (105% in the top 5 foot increment), reinstall the pile by advancing the auger 10 feet or to the bottom of the pile if that is less, followed by controlled removal and grout injection.

13. Furnish and install the reinforcing steel and anchoring bolts as shown in the Contract ~~drawings~~Documents. Use wheels or other approved noncorrosive spacing devices within 3 feet of the bottom, within 3 feet of the top, and intervals not exceeding 10 feet along the pile to ensure concentric spacing for the entire length of the cage. Do not use block or wire type spacers. Use a minimum of one spacer per 30 inches of circumference or perimeter of cage with a minimum of three ~~(3)~~ at each level.

14. Use reinforcement that is without kinks or nonspecified bends, free of mud, oil or other coatings that could adversely affect the bond. Make splices in reinforcement as shown on the Contract ~~drawings~~Documents, unless otherwise approved by the Engineer. Place the required steel reinforcement while the grout is still fluid, and immediately after finishing grouting and clearing it from any contaminating material. Install ~~T~~the steel cage ~~shall be installed~~ into the grout by its own weight or manually. Do not use a mechanical equipment or tool to impact the steel cage or to force it into the grout.

15. Leave any temporary supports of/for items placed into a grouted pile (reinforcement template, anchor bolt template, precast column supports, etc.) in place for a minimum of 12 hours after completion of the pile. Do not place wall panels or other ~~significant~~

loads, before piles are accepted and the grout has set a minimum of seven days or reached the 28 day strength.

455-45 Construction Tolerances.

Locate piles as shown ~~o~~in the ~~drawings~~Plans, or as otherwise directed by the Engineer. Locate pile centers to an accuracy of plus or minus 3 inches. Ensure that the top of pile elevation is within an accuracy of plus or minus 3 inches of the plan elevation. Ensure the tolerances ~~of~~in 534-5.1 can be met.

455-46 Unacceptable Piles.

Repair or replace unacceptable piles, as directed by the Engineer, at no cost to the Department. Unacceptable piles are defined as piles that fail for any reason, including but not limited to the following: piles placed out of position or to improper elevation; piles with reduced cross section, contaminated grout, lack of grout consolidation (honeycombed), or deficient grout strength; and piles with reinforcement, anchor devices or other components cast or placed into the fluid grout out of position. When the Engineer determines that a pile is unacceptable, the Contractor may propose a foundation redesign to add piles into pile caps or footings, at no expense to the Department. The Contractor's Engineer of Record must perform any redesign, and sign and seal the redesign drawings and calculations. Do not begin any proposed construction until the redesign has been reviewed and approved by the Engineer.

455-47 Auger Cast Pile Installation Plan (ACPIP).

At the preconstruction conference, but no later than 30 days before ~~auger cast pile~~ACP construction begins, submit an ~~auger cast pile installation plan~~ACPIP for approval by the Engineer. Provide the following detailed information on the plan:

1. Name and experience record of ~~auger cast pile~~ACP superintendent or foreman in responsible charge of ~~auger cast pile~~ACP operations. Place a person in responsible charge of day to day ~~auger cast pile~~ACP operations who possesses satisfactory prior experience constructing auger cast piles similar to those described in the Contract Documents. The Engineer will give final approval subject to satisfactory performance in the field.
2. List and size of the proposed equipment, including cranes, augers, concrete pumps, mixing equipment etc., including details of proposed pump calibration procedures.
3. Details of pile installation methods.
4. Details of reinforcement placement and method of centering in pile, including details of all temporary supports for reinforcement, anchor bolts, precast columns, etc.
5. Details of how and by whom the grout volumes will be determined, monitored and documented.
6. Required submittals, including shop drawings and c~~oncrete~~ement grout design mixes.
7. Other information shown in the Plans or requested by the Engineer.

455-48 Inspection and Records.

The Engineer will monitor pile installation.

455-49 Method of Measurement.

455-49.1 Auger Cast Pile: The quantity to be paid for will be at the Contract unit price per foot between tip and required pile top elevations for all piles completed and accepted.

455-50 Basis of Payment.

455-50.1 Auger Cast Piles: Price and payment will be full compensation for all labor, materials, and incidentals for construction of ~~auger cast piles~~ACP of the sizes and depths indicated on the Contract ~~drawing~~Documents or as otherwise ~~required under this Contract~~directed by the Engineer. Price and payment will also include the removal and proper disposal off site of all spoil from the auger operation and all excess grout displaced from the auger hole, unless otherwise approved by the Engineer. Work to remove and replace unsuitable material when necessary as specified in 455-44 will be considered Unforeseeable Work.

455-50.2 Payment Items: Payment will be made under:

Item No. 455-112- Auger Grouted Piles - per foot.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

June 14, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **455**
Proposed Specification: **SP4550000 Structures Foundations (Design Build).**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Juan Castellanos of the State Construction Office (SCO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

STRUCTURES FOUNDATIONS (DESIGN BUILD).
(REV ~~1-8-18~~ ~~4-30-18~~ ~~5-1-18~~ 6-14-18) ~~(FA 1-12-18) (7-18)~~

SECTION 455 is deleted and the following substituted:

SECTION 455
STRUCTURES FOUNDATIONS

Index

A. GENERAL

455-1 General Requirement.

The Contractor may examine available soil samples and/or rock cores obtained during the preliminary soil boring operations at the appropriate District Materials Office or designated storage location.

455-1.1 Monitor Existing Structures: Monitor existing structures in accordance with Section 108.

455-1.2 Excavation: Complete all excavation of the foundations prior to installing piles or shafts unless otherwise authorized by the Engineer. After completing pile/shaft installation, remove all loose and displaced materials from around the piles/shafts, leaving a clean, solid surface. Compact the soil surface on which concrete is to be placed or which will support the forming system for the concrete to support the load of the plastic concrete without settling or causing the concrete to crack, or as shown in the Contract Documents.

455-1.2.1 Abutment (End Bent) Fill: Place and compact the fill before installing end-bent piling/shafts, except when driving specified test piling in end bents or when the Plans show uncased piles through proprietary retaining wall fills.

When installing piles/shafts or casing prior to placing fill, take necessary precautions to prevent displacement of piles/shafts during placing and compacting fill materials within 15 feet of the piles/shafts or casing. Reference and check the position of the piles/shafts or casing at three approximately equal intervals during construction of the embankment.

Place embankment material in 6 inch loose lifts in the 15 foot area around the piles/shafts or casing. Compact embankment material within the 15 foot area adjacent to the piles/shafts or casing to the required density with compaction equipment weighing less than 1,000 pounds. When installing piles/shafts prior to the completion of the surrounding fills, do not cap them until placing the fills as near to final grade as possible, leaving only the necessary working room for construction of the caps.

When shown in the Plans, provide permanent casings installed prior to placement of the fill, for all drilled shafts through mechanically stabilized fills (for example, behind proprietary retaining walls) for shafts installed after fill placement. Install temporary casings through the completed conventional fill when permanent casings are not required.

Provide permanent casings, if required, before the fill is placed extending a sufficient distance into the existing ground to provide stability to the casings during construction of the abutment fill.

455-1.3 Cofferdams: Construct cofferdams as detailed in the Plans. When cofferdams are not detailed in the Plans, employ a qualified Specialty Engineer to design cofferdams, and to sign and seal the plans and specification requirements. Send the designs to the Engineer for his records before beginning construction.

Provide a qualified diver and a safety diver to inspect the conditions of the foundation enclosure or cofferdam when the Contract Documents require a seal for construction. Equip these divers with suitable voice communications, and have them inspect the foundation enclosure and cofferdam periphery including each sheeting indentation and around each piling or drilled shaft to ensure that no layers of mud or other undesirable materials were left above the bottom of seal elevation during the excavation process. Also have the divers check to make sure the surfaces of the piles or drilled shafts are sufficiently clean to allow bond of the concrete down to the minimum bottom of seal elevation. Ensure that there are no mounds of stone, shell, or unapproved backfill material left after placement and grading. Ensure that the seal is placed as specified and evaluate the adequacy of the foundation soils or rock. Correct any deficiencies found by the divers. Upon completion of inspection by the divers, the Department may also elect to inspect the work before authorizing the Contractor to proceed with subsequent construction operations. Submit a written report by the divers to the Engineer indicating the results of their underwater inspection before requesting authorization to place the seal concrete.

455-1.4 Vibrations on Freshly Placed Concrete (Drilled Shafts and Piers): Ensure that freshly placed concrete is not subjected to peak particle velocities greater than 1.5 inches per second from vibration sources located within 30 feet (from the nearest outside edge of freshly placed concrete to the vibration source) until that concrete has attained its final set as defined by ASTM C403 except as required to remove temporary casings before the drilled shaft elapsed time has expired.

455-2 Static Compression Load Tests.

455-2.1 General: Employ a professional testing laboratory, or Specialty Engineer with prior load test experience on at least three projects, to conduct the load test in compliance with these Specifications, to record all data, and to submit signed and sealed reports of the test results to the Engineer.

Perform the load test by applying a load up to the load required in the Contract Documents or to the failure load, whichever occurs first.

Do not apply test loads to piles sooner than 48 hours (or the time interval shown in the Plans) after driving of the test pile or reaction piles, whichever occurs last.

Do not begin static load testing of drilled shafts until the concrete has attained a compressive strength of 3,400 psi. The Contractor may use high early strength concrete to obtain this strength at an earlier time to prevent testing delays.

Provide all equipment, materials, labor, and personnel required to conduct the load tests, including determination of anchor reaction member depths. In this case, provide a loading apparatus designed to accommodate the maximum load plus an adequate safety factor.

While performing the load test, provide safety equipment, and employ safety procedures consistent with the latest approved practices for this work. Include with these safety procedures, adequate support for the load test plates and jack to prevent them from falling in the event of a release of load due to hydraulic failure, test pile/shaft failure, or any other cause.

455-2.2 Loading Apparatus: Provide an apparatus for applying the vertical loads as described in one of the following:

1. As shown and described in the Contract Documents.

2. As supplied by the Contractor, one of the following devices designed to accommodate a load at least 20% higher than the test load shown in the Plans or described herein for test loads:

a. Load Applied by Hydraulic Jack Acting Against Weighted Box or Platform: Construct a test box or test platform, resting on a suitable support, over the pile, and load it with material with a total weight greater than the anticipated maximum test load. Locate supports for the weighted box or platform at least 6 feet or three pile/shaft diameters, whichever is greater, measured from the edge of the pile or shaft to the edge of the supports. Insert a hydraulic jack with pressure gauge between the test pile or shaft and the underside of the reaction beam, and apply the load to the pile or shaft by operating the jack between the reaction beam and the top of the pile or shaft.

b. Load Applied to the Test Pile or Shaft by Hydraulic Jack Acting Against Anchored Reaction Member: Construct reaction member anchorages in accordance with article 6.3 of ASTM D1143. Attach a girder(s) of sufficient strength to act as a reaction beam to the upper ends of the anchor piles or shafts. Insert a hydraulic jack with pressure gauges between the head of the test pile/shaft and the underside of the reaction beam, and apply the test load to the pile/shaft by operating the jack between the reaction beam and the pile/shaft head.

If using drilled shafts with bells as reaction member anchorages, locate the top of the bell of any reaction shaft anchorage at least three shaft diameters below the bottom of the test shaft.

c. Combination Devices: The Contractor may use a combination of devices (a) and (b), as described above, to apply the test load to the pile or shaft.

d. Other systems proposed by the Contractor and accepted by the Engineer: When necessary, provide horizontal supports for loading the pile/shaft, and space them so that the ratio of the unsupported length to the minimum radius of gyration of the pile does not exceed 120 for steel piles, and the unsupported length to the least cross-section dimension does not exceed 20 for concrete piles or drilled shafts. Ensure that horizontal supports provide full support without restraining the vertical movement of the pile/shaft in any way.

When required by the Contract Documents, apply a horizontal load to the pile/shaft either separately or in conjunction with the vertical load. Apply the load to the test pile/shaft by hydraulic jacks, jacking against Contractor provided reaction devices. After receiving the Engineer's acceptance of the proposed method of load application, apply the horizontal load in increments, and relieve it in decrements as required by the Contract Documents.

455-2.2.1 Modified Quick Test:

1. Loading Procedure: Apply vertical loads concentric with the longitudinal axis of the tested pile/shaft to accurately determine and control the load acting on the pile/shaft at any time. Place the load on the pile/shaft continuously, in increments equal to approximately 5% of the maximum test load specified until approaching the failure load, as indicated by the measuring

apparatus and/or instruments. Then, apply increments of approximately 2.5% until the pile/shaft "plunges" or attains the limiting load. The Specialty Engineer may elect to stop the loading increments when the pile/shaft has met the failure criteria or when a settlement equal to 10% of the pile/shaft width or diameter is reached. Apply each load increment immediately after taking and verifying the complete set of readings from all gauges and instruments. Apply each increment of load within the minimum length of time practical, and immediately take the readings. Complete the addition of a load increment and the completion of the readings within 5 to 15 minutes. Hold the maximum applied load for one hour.

Remove the load in decrements of about 10% of the maximum test load. Remove each decrement of load within the minimum length of time practical, and immediately take the readings. Complete the removal of a load decrement and the taking of the readings within 5 to 15 minutes. The Engineer may also require up to two reloading cycles with five loading increments and three unloading decrements. Record the final recovery of the pile/shaft until movement is essentially complete for a period of one hour after the last unload interval.

2. Failure Criteria and Nominal Resistance: Use the criteria described herein to establish the failure load. The failure load is defined as the load that causes a pile/shaft top deflection equal to the calculated elastic compression plus 0.15 inches plus 1/120 of the pile/shaft minimum width or the diameter in inches for piles/shafts 24 inches or less in width, and equal to the calculated elastic compression plus 1/30 of the pile/shaft minimum width or diameter for piles/shafts greater than 24 inches in width. Consider the nominal resistance of any pile/shaft so tested as either the maximum applied load or the failure load, whichever is smaller.

455-2.3 Measuring Apparatus: Provide an apparatus for measuring movement of the test piles/shafts that consists of all of the following devices:

1. Wire Line and Scale: Stretch a wire between two secure supports located at a distance at least:

a. 10 feet from the center of the test pile but not less than 3.5 times the pile diameter or width.

b. 12 feet from the centerline of the shaft to be tested but not less than three shaft diameters.

Locate the wire supports as far as practical from reaction beam anchorages. At over-water test sites, the Contractor may attach the wire line to the sides of the service platform. Mount the wire with a pulley on one support and a weight at the end of the wire to provide constant tension on the wire. Ensure that the wire passes across the face of a scale mounted on a mirror attached to the test pile/shaft so that readings can be made directly from the scale. Use the scale readings as a check on an average of the dial readings. When measuring both horizontal and vertical movement, mount separate wires to indicate each movement, horizontal or vertical. Measure horizontal movements from two reference wires set normal to each other in a horizontal.

2. Wooden Reference Beams and Dial Gauges: Attach wooden reference beams as detailed in the Plans and accepted by the Engineer to independent supports. For piles, install the independent supports at the greater of 3.5 times the pile diameter or width or 10 feet from the centerline of the test pile. For drilled shafts, install independent supports at the greater of three shaft diameters or 12 feet from the centerline of the shaft to be tested. Locate the reference beam supports as far as practical from reaction beam anchorages. For over-water test sites, the Contractor may attach the reference beams between two diagonal platform supports. Attach dial gauges, with their stems resting either on the top of the pile/shaft or on lugs or similar reference

points on the pile/shaft, to the fixed beams to record the movement of the pile/shaft head. Ensure that the area on the pile/shaft or lug on which the stem bears is a smooth surface which will not cause irregularities in the dial readings.

Provide a minimum of four dial gauges, each with 0.001 inch divisions and with 2 inch minimum travel, placed at 90 degree intervals for measuring vertical or horizontal movement.

3. Survey Level: As a check on the dial gauges, determine the elevation of a point near the top of the test pile/shaft (on plan datum) by survey level at each load and unload interval during the load test. Unless accepted otherwise by the Engineer, level survey precision is 0.001 foot. Alternately, the surveyor may read an engineer's 50 scale attached near the pile/shaft head. Determine the first elevation before applying the first load increment; make intermediate readings immediately before a load increment or an unload decrement, and after the final unload decrement that completely removes the load. Make a final reading at the time of the last recovery reading.

For over-water test sites, when shown in the Plans or directed by the Engineer, the Contractor shall, drive an H pile through a 36 inch casing to provide a stable support for the level and to protect it against wave action interfering with level measurements. Provide a suitable movable jig for the surveyor to stand. Use a jig that has a minimum of three legs, has a work platform providing at least 4 feet width of work area around the casing, and is accepted by the Engineer before use. The described work platform may be supported by the protective casing when accepted by the Engineer.

455-2.4 Load Test Instrumentation:

1. General: The intent of the load test instrumentation is to measure the test load on top of the pile/shaft and its distribution between side friction and end bearing to provide evaluation of the preliminary design calculations and settlement estimates and to provide information for final pile/shaft length design. Ensure that the instrumentation is as described in the Contract Documents.

Supply 110 V, 60 Hz, 30 A of AC electric power in accordance with the National Electric Code (NEC) to each test pile/shaft site during the installation of the instrumentation, during the load testing, and during any instrumented set-checks/redrives.

Place all of the internal instrumentation on the rebar cage before installation in the test shaft. Construct the rebar cage at least two days before it is required for construction of the test shaft. Successfully demonstrate the lifting and handling procedures before installing the instrumentation. Place the instrumented rebar cage in one segment without causing damage to the instrumentation.

2. Hydraulic Jack and Load Cell: Provide hydraulic jack(s) of adequate size to deliver the required test load to the pile/shaft unless shown otherwise in the Plans. Before load testing begins, submit a certificate from a reputable testing laboratory showing a calibration of gauge readings for all stages of jack loading and unloading for jacks provided. Ensure that the jack has been calibrated within the preceding six months. Ensure that the accuracy of the gauge is within 5% of the true load.

Provide an adequate load cell accepted by the Engineer that has been calibrated within the preceding six months. Provide an approved electrical readout device for the load cell. Submit a certificate from an independent laboratory showing a calibration of readings for all stages of loading and unloading for load cells furnished by the Contractor and obtain the

approval of the Engineer before beginning load testing. Ensure that the accuracy of the load cell is within 1% of the true load.

3. Telltales: When shown in the Contract Documents, install telltales that consist of an unstressed steel rod, greased for reducing friction and corrosion, with appropriate clearance inside a constant-diameter pipe that rests on a flat plate attached to the end of the pipe at the point of interest shown in the Plans. Construct telltales in accordance with the Contract Documents. Install dial gauges reading to 0.001 inch with 1 inch minimum travel as directed by the Specialty Engineer to measure the movement of the telltale with respect to the top of the pile/shaft.

4. Embedded Strain Gauges: Install strain gauges in the test shaft to measure the distribution of the load. Ensure that the type, number, and location of the strain gauges are as shown in the Plans or as directed by the Geotechnical Foundation Design Engineer of Record (GFDEOR). Use strain gauges that are waterproof and have suitable shielded cable that is unspliced within the shaft. In drilled shafts provide sufficient instrumentation to determine side friction components in segments no longer than 5 feet and the end bearing component.

5. Caliper: Provide a caliper tool or system to measure accurately and continuously the shape of test shafts prior to placing concrete.

455-2.5 Support Facilities: Furnish adequate facilities for making load and settlement readings 24 hours per day. Provide such facilities for the instrumented area, and include lighting and shelter from rain, wind, and direct sunlight.

455-2.6 Load Test Personnel Furnished by the Contractor: Provide a certified welder, together with necessary cutting and welding equipment, to assist with the load test setup and to make any necessary adjustments during the load test. Provide personnel to operate the jack, generators, and lighting equipment, and also provide one person with transportation to assist as required during load test setup and conducting of the load tests. Provide qualified personnel, to read the dial gauges, take level measurements, and conduct the load test under the direct supervision of the Specialty Engineer.

455-2.7 Cooperation by the Contractor: Cooperate with the Department, and ensure that the Department has access to all facilities necessary for observation of the conduct and the results of the test.

455-2.8 Required Reports: Submit a static load test report signed and sealed by the Specialty Engineer to the Engineer for review and acceptance, at least three working days, excluding weekends and Department observed holidays, prior to beginning production pile/shaft construction. Include in the report of the load test the following information:

1. A tabulation of the time of, and the amount of, the load and settlement readings, and the load and recovery readings taken during the loading and unloading of the pile/shaft.

2. A graphic representation of the test results, during loading and unloading of pile/shaft top movement as measured by the average of the dial gauge readings, from wireline readings and from level readings.

3. A graphic representation of the test results, when using telltales, showing pile/shaft compression and pile/shaft tip movement.

4. The estimated failure and safe loads according to the criteria described herein.

5. The derived side friction component for each pile/shaft segment, and end bearing component. Include all pertinent test data, analysis and charts used to determine these values.

6. Remarks concerning any unusual occurrences during the loading of the pile/shaft.

7. The names of those making the required observations of the results of the load test, the weather conditions prevailing during the load test, and the effect of weather conditions on the load test.

8. All supporting data including jack and load cell calibrations and certificates and other equipment requiring calibration.

9. All data taken during the load test together with instrument calibration certifications. In addition, submit a report showing an analysis of the results of axial load and lateral load tests in which soil resistance along and against the pile/shaft is reported as a function of deflection.

10. For drilled shafts, include all cross-hole sonic logging results, gamma-gamma density logging results, the results of other integrity tests, caliper measurements data and the pilot holes reports of core borings. Attach this report to the final authorized tip elevations letter in accordance with 455-15.6.

11. For piles, include pile driving records, and dynamic testing data and analysis.

12. Submit a signed & sealed letter to the Department confirming the design assumptions were verified by the load tests before proceeding with production foundation construction.

455-2.9 Disposition of Loading Material: Remove all equipment and materials, which remains the Contractor's property, from the site. Clean up and restore the site to the satisfaction of the Engineer.

455-2.10 Disposition of Tested Piles/Shafts: After completing testing, cut off the tested piles/shafts, which are not to be incorporated into the final structure, and any reaction piles/shafts at an elevation 24 inches below the finished ground surface. Take ownership of the cut-offs and provide areas for their disposal.

B. PILING

455-3 General.

Furnish and install concrete, steel, or wood piling including driving, jetting, preformed pile holes, cutting off, splicing, dynamic load testing, and static load testing of piling.

In the event a pile is broken or otherwise damaged by the Contractor to the extent that the damage is irreparable, in the opinion of the Engineer, the Contractor shall extract and replace the pile at no additional expense to the Department. In the event that a pile is mislocated by the Contractor, the Contractor shall extract and replace the pile, at no expense to the Department, except when a design change proposed by the Contractor is approved by the Department as provided in 455-5.16.5.

455-4 Classification.

The Department classifies piling as follows:

1. Treated timber piling.
2. Prestressed concrete piling.
3. Steel piling.
4. Test piling.

5. Sheet piling.
    a. Concrete sheet piling.
    b. Steel sheet piling.
6. Polymeric Piles (see Section 471 for requirements).

455-5 General Construction Requirements.

455-5.1 Predrilling of Pile Holes: Predrilled pile holes are either starter holes to the depth described in this Subarticle or holes drilled through embankment/fill material down to the natural ground surface at no additional cost to the Department. When using low displacement steel piling such as structural shapes, drive them through the compacted fill without the necessity of drilling holes through the fill except when the requirements for predrilling are shown in the Plans. When using concrete or other high displacement piles, drill pile holes through fill, new or existing, to at least the elevation of the natural ground surface. Use the range of drill diameters listed below for square concrete piles.

12 inch square piles	15 to 17 inches
14 inch square piles	18 to 20 inches
18 inch square piles	22 to 26 inches
20 inch square piles	24 to 29 inches
24 inch square piles	30 to 34 inches
30 inch square piles	36 to 43 inches

For other pile sizes, use the diameter of the drills shown in the Plans or accepted by the Engineer. Accurately drill the pile holes with the hole centered over the Plan location of the piling. Maintain the location and vertical alignment within the tolerances allowed for the piling.

For predrilled holes required through rock or other hard (i.e. debris, obstructions, etc.) materials that may damage the pile during installation, predrill hole diameters approximately 2 inches larger than the largest dimension across the pile cross-section. Fill the annular space around the piles as described in 455-5.10.1 with clean A-3 sand or sand meeting the requirements of 902-3.3.

In the setting of permanent and test piling, the Contractor may initially predrill holes to a depth up to 10 feet or 20% of the pile length whichever is greater, unless otherwise shown in the plans. When installing piles in compacted fill, predrill the holes to the elevation of the natural ground surface. With prior written authorization from the Engineer, the Contractor may predrill holes to greater depths to minimize the effects of vibrations on existing structures adjacent to the work or for other reasons the Contractor proposes.

455-5.2 Underwater Driving: Underwater driving is defined as any driving through water which is above the pile head at the time of driving.

When conducting underwater driving, provide a diver equipped with voice communications to aid in placing the hammer back on the pile for required cushion changes or for subsequent redriving, to attach or recover instrumentation, to inspect the condition of the pile, or for other assistance as required.

Select one of the following methods for underwater driving:

1. Accomplish underwater driving using conventional driving equipment and piling longer than authorized so that the piling will extend above the water surface during

final driving. When choosing this option, furnish a pile hammer that satisfies the requirements of this Section for use with the longer pile.

2. Accomplish underwater driving using an underwater hammer that meets the requirements of this Section and is accepted by the Engineer. When choosing this option, provide at least one pile longer than authorized at each pile group, extending above the water surface at final driving. At each group location, drive the longer pile first. Evaluate the adequacy of the underwater driving system. Use the pile tip elevation of the longer pile to evaluate the acceptability of the piles driven with the underwater hammer.

3. Accomplish underwater driving using conventional driving equipment with a suitable pile follower. When choosing this option, provide at least one pile longer than required at each pile group, extending above the water surface at final driving. At each group location, drive the full length pile first without using the follower. Perform a dynamic load test on the first pile driven with the follower in each group. Use the pile tip elevation of the longer pile to evaluate the acceptability of the piles driven with the follower.

Prior to use, submit details of the follower to the Engineer along with the information required in 455-10. Include the weight, cross-section details, stiffness, type of materials, and dimensions of the follower.

455-5.3 Pile Hammers: All equipment is subject to satisfactory field performance. Use a variable energy hammer to drive concrete piles. Hammers will be rated based on the theoretical energy of the ram at impact. Supply driving equipment which provides the required resistance at a blow count ranging from 3 blows per inch (36 blows per foot) to 10 blows per inch (120 blows per foot) at the end of initial drive. When the stroke height or bounce chamber pressure readings do not adequately determine the energy of the hammer, provide and maintain a device to measure the velocity of the ram at impact. Determine the actual hammer energy in the field so that it is consistent with the hammer energy used for each bearing capacity determination. When requested, submit to the Engineer all technical specifications and operating instructions related to hammer equipment.

455-5.3.1 Air/steam: Variable energy air/steam hammers shall be capable of providing at least two ram stroke lengths. The short ram stroke length shall be approximately half of the full stroke for hammers with strokes up to 4 feet and no more than 2 feet for hammers with maximum strokes lengths over 4 feet. Operate and maintain air/steam hammers within the manufacturer's specified ranges. Use a plant and equipment for steam and air hammers with sufficient capacity to maintain, under working conditions, the hammer, volume and pressure specified by the manufacturer. Equip the plant and equipment with accurate pressure gauges which are easily accessible. Drive piles with air/steam hammers operating within 10% of the manufacturer's rated speed in blows per minute. Provide and maintain in working order for the Engineer's use an approved device to automatically determine and display the blows per minute of the hammer.

455-5.3.2 Diesel: Variable energy diesel hammers shall have at least three fuel settings that will produce reduced strokes. Operate and maintain diesel hammers within the manufacturer's specified ranges. Determine the rated energy of diesel hammers using measured ram stroke length multiplied by the weight of the ram for open end hammers and by methods recommended by the manufacturer for closed end hammers.

Provide and maintain in working order an approved device to automatically determine and display ram stroke for open-end diesel hammers.

Equip closed-end (double acting) diesel hammers with a bounce chamber pressure gauge, in good working order, mounted near ground level so it can be easily read. Also, submit to the Engineer a chart, calibrated to actual hammer performance within 30 days prior to initial use, equating bounce chamber pressure to either equivalent energy or stroke for the closed-end diesel hammer to be used.

455-5.3.3 Hydraulic: Variable energy hydraulic hammers shall have at least three hydraulic control settings that provide for predictable energy or equivalent ram stroke. The shortest stroke shall be a maximum of 2 feet for the driving of concrete piles. The remaining strokes shall include full stroke and approximately halfway between minimum and maximum stroke.

Supply hammer instrumentation with electronic read out, and control unit that allows the operator to read and adjust the hammer energy or equivalent ram stroke. When pressure measuring equipment is required to determine hammer energy, calibrate the pressure measuring equipment before use.

455-5.3.4 Vibratory: Vibratory hammers of sufficient capacity (force and amplitude) may be used to drive steel sheet piles and, with acceptance of the Engineer, to drive steel bearing piles a sufficient distance to get the impact hammer on the pile (to stick the pile). The Geotechnical Foundation Design Engineer of Record will determine the allowable depth of driving using the vibratory hammer based on site conditions. However, in all cases, use a power impact hammer for the last 15 feet or more of the final driving of steel bearing piles for bearing determinations after all piles in the bent/pier have been driven with a vibratory hammer. Do not use vibratory hammers to install concrete piles, or to install support or reaction piles for a load test.

455-5.4 Cushions and Pile Helmet:

455-5.4.1 Capblock: Provide a capblock (also called the hammer cushion) as recommended by the hammer manufacturer. Use commercially manufactured capblocks constructed of durable manmade materials with uniform known properties. Do not use wood chips, wood blocks, rope, or other material which permit excessive loss of hammer energy. Do not use capblocks constructed of asbestos materials. Obtain the Engineer’s acceptance for all proposed capblock materials and proposed thickness for use. Maintain capblocks in good condition, and replace them when charred, melted, or otherwise significantly deteriorated. Inspect the capblock before driving begins and weekly or at appropriate intervals based on field trial. Replace or repair any capblock which loses more than 25% of its original thickness, in accordance with the manufacturer’s instructions, before permitting further driving.

455-5.4.2 Pile Cushion: Provide a pile cushion that is adequate to protect the pile from being overstressed in compression and tension during driving. Use a pile cushion sized so that it will fully fill the lateral dimensions of the pile helmet minus one inch but does not cover any void or hole extending through the top of the pile. Determine the thickness based upon the hammer-pile-soil system. For driving concrete piles, use a pile cushion made from pine plywood or oak lumber. Do not use materials previously soaked, saturated or treated with oil. Maintain pile cushions in good condition and replace them when charred, splintered, excessively compressed, or otherwise deteriorated to the point it will not protect the pile against overstressing in tension or compression. Protect cushions from the weather, and keep them dry. Do not soak the cushions in any liquid. Replace the pile cushion, if during the driving of any pile, the cushion is either compressed more than one-half the original thickness or begins to burn. Provide a new cushion for each pile unless proven acceptable after satisfactory field trial.

Reuse pile cushions in good condition to perform all set-checks and redrives. Use the same cushion to perform the set-check or redrive as was used during the initial driving, unless this cushion is unacceptable due to deterioration, in which case use a similar cushion.

455-5.4.3 Pile Helmet: Provide a pile helmet suitable for the type and size of piling being driven. Use a pile helmet deep enough to adequately contain the required thickness of pile cushion and to assist in maintaining pile-hammer alignment. Use a pile helmet that fits loosely over the pile head and is at least 1 inch larger than the pile dimensions. Use a pile helmet designed so that it will not restrain the pile from rotating.

455-5.5 Leads: Provide pile leads constructed in a manner which offers freedom of movement to the hammer and that have the strength and rigidity to hold the hammer and pile in the correct position and alignment during driving. When using followers, use leads that are long enough and suitable to maintain position and alignment of the hammer, follower, and pile throughout driving.

455-5.6 Followers: When driving using followers, perform dynamic load testing as per 455-5.14. Obtain the Engineer's acceptance for the type of follower, when used, and the method of connection to the leads and pile. Use followers constructed of steel with an adequate cross-section to withstand driving stresses. When driving concrete piles, ensure that the cross-sectional area of the follower is at least 18% of the cross-sectional area of the pile. When driving steel piles, ensure that the cross-sectional area of the follower is greater than or equal to the cross-sectional area of the pile. Provide a pile helmet at the lower end of the follower sized according to the requirements of 455-5.4.3. Use followers constructed that maintain the alignment of the pile, follower, and hammer and still allow the pile to be driven within the allowable tolerances. Use followers designed with guides adapted to the leads that maintain the hammer, follower, and the piles in alignment.

Use information from dynamic load tests described in 455-5.14 to evaluate the adequacy of the follower and to determine pile capacity.

455-5.7 Templates and Ground Elevations: Provide a fixed template, adequate to maintain the pile in proper position and alignment during driving with swinging leads or with semi-fixed leads. Where practical, place the template so that the pile can be driven to cut-off elevation before removing the template. Ensure that templates do not restrict the vertical movement of the pile.

Supply a stable reference close to the pile, which is satisfactory in the opinion of the Engineer, for determination of the pile penetration. At the time of driving piles, obtain and record elevations of the original ground and template at each pile or pile group location. Note the highest and lowest elevation at each required location and the ground elevation at all piles.

455-5.8 Water Jets: Use jet pumps, supply lines, and jet pipes that provide adequate pressure and volume of water to freely erode the soil. Do not perform jetting without prior approval by the Engineer.

Do not perform jetting in the embankment or for end bents. Where conditions warrant, with approval by the GFDEOR, perform jetting on the holes first, place the pile therein, then drive the pile to secure the last few feet of penetration. Only use one jet for prejetting or jetting through piles constructed with a center jet-hole. Use two jets when using external jets. When jetting and driving, position the jets slightly behind the advancing pile tip (approximately 3 feet or as approved by the GFDEOR. When using water jets in the driving, determine the pile bearing only from the results of driving after withdrawing the jets, except where using jets to

continuously eliminate soil resistance through the scour zone, ensure that they remain in place as directed by the GFDEOR and operating during pile bearing determination. Where practical, perform jetting on all piles in a pile group before driving begins. When large pile groups or pile spacing and batter make this impractical, or when the Plans specify a jet-drive sequence, set check a sufficient number of previously driven piles in a pile group to confirm their capacity after completing all jetting.

455-5.9 Penetration Requirements: Measure the penetration of piles from the elevation of natural ground, scour elevation shown in the Plans, or the bottom of excavation, whichever is lower. When the Contract Documents show a minimum pile tip elevation, drive the tip of the pile to this minimum elevation. The Engineer will accept the bearing of a pile only if the Contractor achieves the required bearing when the tip of the pile is at or below the specified minimum tip elevation and below the bottom of the preformed or predrilled pile hole.

When the Plans do not show a minimum tip elevation, ensure that the penetration is at least 10 feet into firm bearing material or at least 20 feet into soft material unless otherwise permitted by the Engineer. If a scour elevation is shown in the Plans, achieve this penetration below the scour elevation. The Engineer may accept a penetration between 15 feet and 20 feet when there is an accumulation of five consecutive feet or more of firm bearing material. Firm bearing material is any material offering a driving resistance greater than or equal to 30 tons per square foot of gross pile area as determined by the Dynamic Load Testing (455-5.12.4). Soft material is any material offering less than these resistances. The gross pile area is the actual pile tip cross-sectional area for solid concrete piles, the product of the width and depth for H piles, and the area within the outside perimeter for pipe piles and voided concrete piles.

Do not drive piles beyond practical refusal. To meet the requirements in this Subarticle, provide penetration aids, such as jetting or preformed pile holes, when piles cannot be driven to the required penetration without reaching practical refusal.

455-5.10 Preformed Pile Holes:

455-5.10.1 Description: Preformed pile holes serve as a penetration aid when all other pile installation methods fail to produce the desired penetration and when authorized by the GFDEOR to minimize the effects of vibrations on adjacent structures. Preformed pile holes are necessary when the presence of rock or strong strata of soils will not permit the installation of piles to the desired penetration by driving or a combination of jetting and driving, when determined necessary, and authorized by the GFDEOR to minimize the effects of vibrations on adjacent existing structures. Drive all piles installed in preformed pile holes to determine that the bearing requirements have been met.

For preformed holes which are required through material that caves during driving to the extent that the preformed hole does not serve its intended purpose, case the hole from the surface through caving material. After installing the pile to the bottom of the casing, remove the casings unless shown otherwise in the Plans. Determine bearing of the pile after removing the casing unless shown otherwise in the Plans. Fill all voids between the pile and soil remaining after driving through preformed holes with clean A-3 sand or sand meeting the requirements of 902-3.3, after the pile has achieved the required minimum tip elevation, unless grouting of preformed pile holes is shown in the Plans. If pile driving is interrupted during sand placement, drive the pile at least 20 additional blows after filling all of the voids between the pile and soil with sand at no additional cost to the Department.

455-5.10.2 Provisions for Use of Preformed Pile Holes: Preformed pile holes may be used when the Contractor establishes that the required results cannot be obtained when

driving the load bearing piles with specified driving equipment, or if jetting is allowed, while jetting the piles and then driving or while jetting the piles during driving.

455-5.10.3 Reasons for Preformed Pile Holes: The Department considers, but does not limit to, the following conditions as reasons for preformed pile holes:

1. Inability to drive piles to the required penetration with driving and jetting equipment.
2. To penetrate a hard layer or layers of rock or strong stratum that the Engineer considers not sufficiently thick to support the structure.
3. To obtain greater penetration into dense (strong) material and into dense material containing holes, cavities or unstable soft layers.
4. To obtain penetration into a stratum in which it is desired to found the structure.
5. To minimize the effects of vibrations or heave on adjacent existing structures.
6. To minimize the effects of ground heave on adjacent piles.

455-5.10.4 Construction Methods: Construct preformed pile holes by drilling, or driving and withdrawing a suitable punch or chisel at the locations of the piles. Construct a hole that is equal to or slightly greater than the largest pile dimension for the entire length of the hole and of sufficient depth to obtain the required penetration. Carefully form the preformed hole by using a drill or punch guided by a template or other suitable device, and do not exceed the minimum dimensions necessary to achieve the required penetration of the pile. When the Plans call for grouting the preformed pile holes, provide a minimum pile hole dimension that is 2 inches larger than the largest pile dimension. Construct the holes at the Plan position of the pile and the tolerances in location, and ensure the hole is straight and that the batter is the same as specified for the pile. Loose material may remain in the preformed pile hole if the conditions in 455-5.10.1 are satisfied.

455-5.10.5 Grouting of Pile Holes: Clean and grout preformed pile holes for bearing piles, when the Plans require grouting after driving. Use grout that meets the requirements of 455-40 and 455-42 and has a minimum compressive strength of 3,000 psi at 28 days or as specified in the Plans. Prepare cylinders and perform QC testing in accordance with 455-43. LOT size and verification will be in accordance with 455-43. Pump the grout through three or more grout pipes initially placed at the bottom of the preformed hole. The Contractor may raise the grout pipes when necessary to prevent clogging and to complete the grouting operations. Maintain the grout pipes below the surface of the previously placed grout. Continue grouting until the grout reaches the ground surface all around the pile. Provide divers to monitor grouting operations when the water depth is such that it is impractical to monitor from the ground surface.

455-5.11 Bearing Requirements:

455-5.11.1 General: Drive piles to provide the bearing required for carrying the loads shown in the Plans. For all types of bearing piles, consider the driving resistance as determined by the methods described herein sufficient for carrying the specified loads as the minimum bearing which is accepted for any type of piles. Determine pile bearing using the method described herein or as shown in the Plans.

For foundations requiring 100% dynamic testing of production piles, ensure each pile has achieved minimum penetration and the minimum required bearing for

6 inches of consecutive driving, or the minimum penetration is achieved, driving has reached practical refusal in firm material and the bearing capacity obtained in all the refusal blows.

For foundations not requiring 100% dynamic testing of production piles, ensure each pile has achieved minimum penetration, the blow count is generally the same or increasing and the minimum required bearing capacity obtained for 24 inches of consecutive driving with less than 1/4 inches rebound per blow, or the minimum penetration is achieved and driving has reached practical refusal in firm material.

455-5.11.2 Bearing Criteria: For foundations requiring 100% dynamic testing, determine the bearing of all piles using the data received from dynamic load testing equipment utilizing internally or externally mounted sensors according to the methods described in 455-5.12.1.

For foundations not requiring 100% dynamic testing, drive all piles to the blow count criteria established by the GFDEOR and the Dynamic Testing Engineer (DTE) using the methods described herein and presented in the production pile length and driving criteria letter (see 455-5.15.2).

455-5.11.3 Practical Refusal: Practical refusal is defined as 20 blows per inch or less than one inch penetration, with the hammer operating at the highest setting or setting determined by the DTE for driving piles without damage and less than 1/4 inches rebound per blow. Stop driving as soon as the pile has reached practical refusal.

455-5.11.4 Set-checks and Pile Redrive:

1. Set-checks: Set-checks consist of redriving the pile after certain period of time, typically up to 24 hours. Perform set-checks as required and at the waiting periods shown in the Contract Documents. Provide an engineer's level or other suitable equipment for elevation determinations to determine accurate pile penetration during the set-checks. A pile may be accepted when a set-check shows that it has achieved the minimum required pile bearing and has met all other requirements of this Section.

2. Pile Redrive: Pile redrive consists of redriving the pile after the following working day from initial driving to determine time effects, to reestablish pile capacity due to pile heave, or for other reasons.

3. Uninstrumented Set-Checks and Uninstrumented Pile Redrive: A pile may be considered to have sufficient bearing resistance when the specified set-check criteria is met through the last 10 to 20 blows of the hammer at the specified minimum stroke and the total penetration is less than six inches with less than 1/4 inches rebound per blow. When the total penetration is greater than six inches or pile rebound exceeds 1/4 inches per blow, the pile may be considered to have sufficient bearing resistance when the specified blow count criteria is achieved in accordance with 455-5.11.1. Set-check criteria shall be based on dynamic testing specifically performed at similar penetrations and driving interruption time as the set-check criteria is applied. If dynamic test data under these conditions are not available, an instrumented set-check or redrive must be performed.

4. Instrumented Set-Checks and Instrumented Pile Redrive: Dynamic load tests using at least 6 hammer blows may be used to determine whether the pile bearing is sufficient. The pile may be considered to have sufficient bearing resistance when dynamic measurements demonstrate the static pile resistance exceeds the required pile resistance for at least one hammer blow and the average static pile resistance during the next five hammer blows exceeds 95% of the required pile resistance. If the pile is advanced farther, the static pile resistance during all subsequent blows must exceed 90% of the required pile resistance.

455-5.11.5 Pile Heave: Pile heave is the upward movement of a pile from its originally driven elevation. Drive the piles in an appropriate sequence to minimize the effects of heave and lateral displacement of the ground. Monitor piles previously driven in a pile group for possible heave during the driving of the remaining piles. Take elevation measurements to determine the magnitude of the movement of piles and the ground surface resulting from the driving process. Redrive all piles that have heaved 1/4 inches or more.

455-5.11.6 Piles with Insufficient Bearing: When the bearing capacity of any pile is less than the required bearing capacity, the Contractor may splice the pile and continue driving or may extract the pile and drive a pile of greater length, or drive additional piles.

455-5.11.7 Optional Soil Set-up approach: If the Contractor so desires, it may consider soil set-up. Production piles that are driven to less than the Nominal Bearing Resistance (NBR) may be accepted based on the anticipated soil setup without set checks on all piles, only if the following criteria are met:

(a) Pile tip penetration satisfies the minimum penetration requirement following 455-5.9.

(b) End of Initial Drive (EOID) resistance exceeds 1.10 times the Factored Design Load for the pile bent/pier, as determined by the dynamic testing or blow count criteria.

(c) The Resistance Factor for computing NBR is taken from the following table:

Resistance Factors for Pile Installation Using Soil Setup (all structures)				
Loading	Design Method	Construction QC Method	Resistance Factor, φ	
			Blow Count Criteria[~~3~~4]	100% Dynamic Testing[~~4~~5]
Compression	Davisson Capacity	EDC[1] ~~using UF method~~, or PDA and CAPWAP[~~1~~2]	0.55	0.60
		Static Load Testing[~~2~~3]	0.65	0.70
		Statnamic Load Testing[~~2~~3]	0.60	0.65
Uplift	Skin Friction	EDC[1] ~~using UF method~~, or PDA and CAPWAP[~~1~~2]	0.45	0.50
		Static Load Testing[~~2~~3]	0.55	0.55

1 Using the analysis methods published by Tran et al (2012)
2. Dynamic Load Testing and Signal Matching Analysis
~~2~~3 Used to confirm the results of Dynamic Load Testing and Signal Matching Analysis
~~3~~4 Initial drive of production piles using Blow Count Criteria
~~4~~5 Initial drive of all piles accepted by results of Dynamic Testing of all blows.

(d) At least one test pile is driven at each bent/pier with a successful set check at the anticipated production pile tip elevations and one of the following sets of dynamic load testing conditions are met at each bent/pier.

1. The bearing of at least 10% of piles in the bent/pier (round up to the next whole number) is confirmed by instrumented set-check, and all test piles and instrumented

set-checks demonstrate the pile resistance exceeds the NBR within seven days after EOID

2. The bearing of at least 20% of piles in the bent/pier (round up to the next whole number) is confirmed by instrumented set-check, and all test piles and instrumented set-checks demonstrate the pile resistance exceeds the NBR within 21 days after EOID.

(e) All uninstrumented piles are driven deeper and to a greater EOID resistance than the EOID resistance of all instrumented production piles in the same bent/pier.

455-5.12 Methods to Determine Pile Capacity:

455-5.12.1 General: Dynamic load tests using an externally mounted instrument system and signal matching analyses or internal gauges will determine pile capacity for all structures or projects unless otherwise shown on the Plans. Notify the Engineer two working days prior to placement of piles within the template and at least one working day prior to driving piles.

455-5.12.2 Wave Equation:

1. General: Use Wave Equation Analysis for Piles (WEAP) programs to evaluate the suitability of the proposed driving system (including the hammer, follower, capblock and pile cushions) as well as to estimate the driving resistance, in blows per 12 inches or blows per inch, to achieve the pile bearing requirements and to evaluate pile driving stresses.

Use Wave Equation Analyses to show the hammer meets the requirements described in 455-5.3.

2. Required Equipment For Driving: Hammer acceptance is solely based on satisfactory field trial including dynamic load test results and Wave Equation Analysis. Supply a hammer system that meets the requirements described in the specifications based on satisfactory field performance.

In the event piles require different hammer sizes, the Contractor may elect to drive with more than one size hammer or with a variable energy hammer, provided the hammer is properly sized and cushioned, will not damage the pile, and will develop the required resistance.

3. Maximum Allowed Pile Stresses:

a. General: The maximum allowed driving stresses for concrete, steel, and timber piles are given below. In the event dynamic load tests show that the hammer will overstress the pile, modify the driving system or method of operation as required to prevent overstressing the pile. In such cases provide additional cushioning, reduce the stroke, or make other appropriate agreed upon changes.

b. Prestressed Concrete Piles: Use the following equations to determine the maximum allowed pile stresses:

$$s_{apc} = 0.7\ f_c' - 0.75\ f_{cpe} \qquad (1)$$

$$s_{apt} = 6.5\,(f_c')^{0.5} + 1.05\ f_{cpe} \qquad \text{(2a) for piles less than 50 feet long}$$

$$s_{apt} = 3.25\,(f_c')^{0.5} + 1.05\ f_{cpe} \qquad \text{(2b) for piles 50 feet long and greater}$$

$$s_{apt} = 500 \qquad \text{(2c) within 20 feet of a mechanical splice}$$

where:

s_{apc}= maximum allowed pile compressive stress, psi

s_{apt}= maximum allowed pile tensile stress, psi

f'_c= specified minimum compressive strength of concrete, psi

f_{cpe}= effective prestress (after all losses) at the time of driving, psi, taken as 0.8 times the initial prestress force divided by the minimum net concrete cross sectional area of the pile (f_{cpe}= 0 for dowel spliced piles).

c. Steel Piles: Ensure the maximum pile compression and tensile stresses measured during driving are no greater than 0.9 times the yield strength (0.9 f_y) of the steel.

d. Timber Piles: Ensure the maximum pile compression and tensile stresses measured during driving are no greater than 3.6 ksi for Southern Pine and Pacific Coast Douglas Fir and 0.9 of the ultimate parallel to the grain strength for piles of other wood.

455-5.12.3 Temporary Piles: Submit for the Engineers review, an analysis signed and sealed by the GFDEOR which establishes the pile lengths for temporary piles. Submit for the Engineer's acceptance, a Wave Equation analysis signed and sealed by the GFDEOR which establishes the driving criteria for temporary piles at least five working days prior to driving temporary production piles. The required driving resistance is equal to the sum of the factored design load plus the scour and down drag resistances shown in the Plans, divided by the appropriate resistance factor or the nominal bearing resistance shown in the Plans, whichever is higher:

The maximum resistance factor is 0.45 when only wave equation analysis is performed. However, a larger resistance factor may be applicable when additional testing is provided by the GFDEOR in accordance with Section 3.5.6 of Volume 1 of the FDOT Structures Manual.

455-5.12.4 Dynamic Load Tests: Dynamic load testing consists of estimating pile capacity by the analysis of electronic data collected from blows of the hammer during driving of an instrumented pile in accordance with 455-5.14.

455-5.12.5 Static Load Tests: Static load testing consists of applying a static load to the pile to determine its capacity. Use The Modified Quick Test Procedure in accordance with 455-2.2.1.

455-5.12.6 Fender Pile Installation: For piles used in fender systems, regardless of type or size of pile, either drive them full length or jet the piles to within 2 feet of cutoff and drive to cutoff elevation to seat the pile. The Engineer will not require a specific driving resistance unless noted in the Plans. Use methods and equipment for installation that do not damage the piles. If the method or equipment used causes damage to the pile, modify the methods or equipment.

455-5.12.7 Structures Without Test Piles: For structures without 100% dynamic testing or test piles, dynamically test the first pile(s) in each bent or pier at locations shown in the Plans to determine the blow count criteria for the remaining piles. Dynamically test at least 5% of the piles at each bent or pier (rounded up to the next whole number).

455-5.13 Test Piles:

455-5.13.1 General: All test piles will have dynamic load tests. Drive piles of the same cross-section and type as the permanent piles shown in the Plans, in order to determine any or all of the following:

1. installation criteria for the piles.

2. nature of the soil.
3. lengths of permanent piles required for the work.
4. driving resistance characteristics of the various soil strata.
5. amount of work necessary to obtain minimum required pile penetration.
6. the ability of the driving system to do the work.
7. the need for point protection.

Because test piles are exploratory in nature, drive them harder (within the limits of practical refusal), deeper, and to a greater bearing resistance than required for the permanent piling. Except for test piles which are to be statically or Statnamically load tested, drive test piles their full length or to practical refusal. Splice test piles which have been driven their full length and have developed only minimal required bearing, and proceed with further driving.

As a minimum, unless otherwise accepted by the Engineer, do not cease driving of test piles until obtaining the required bearing capacity continuously, where the blow count is increasing, for 10 feet unless reaching practical refusal first. For test piles which are to be statically or Statnamically load tested, ignore this minimum and drive these piles as anticipated for the production piles.

When test piles attain practical refusal prior to attaining minimum penetration, perform all work necessary to attain minimum penetration and the required bearing. Where practical, use water jets to break the pile loose for further driving. Where jetting is impractical, extract the pile and install a preformed pile hole through which driving will continue. Install instruments on all test piles.

455-5.13.2 Location of Test Piles: Drive all test piles in the position of permanent piles at the designated locations. Ensure that all test piles designated to be statically load tested are plumb. In the event that all the piles are battered at a static load test site, an out-of-position location for driving a plumb pile for the static load test may be selected.

455-5.13.3 Equipment for Driving: Use the same hammer and equipment for driving test piles as for driving the permanent piles. Also use the same equipment to redrive piles.

455-5.14 Dynamic Load Tests: Take dynamic measurements during the driving of piles designated in the Plans. Provide all personnel, materials and equipment for dynamic testing. For concrete piles, install instruments prior to driving and monitor all blows delivered to the pile. For steel production piles, the Engineer may accept instrumented set checks or redrives. Perform dynamic load tests to evaluate the following:

1. Suitability of the driving equipment, including hammer, capblock, pile cushion, and any proposed follower.
2. Pile capacity.
3. Pile stresses.
4. Energy transfer to pile.
5. Distribution of soil resistance.
6. Soil variables including quake and damping.
7. Hammer-pile-soil system for Wave Equation analyses.
8. Pile installation problems.
9. Verify the bearing stratum is of sufficient thickness to prevent punching shear failure.

Either install internal gauges in the piles in accordance with Standard Plans, Index 455-003, or attach instruments (strain transducers to measure force and accelerometers to measure acceleration) with bolts to the pile for dynamic load testing.

Monitor the stresses in the piles with the dynamic test equipment during driving to ensure the maximum allowed stresses are not exceeded. If necessary, add additional cushioning, replace the cushions, or reduce the hammer stroke to maintain stresses below the maximum allowable. If dynamic test equipment measurements indicate non-axial driving, immediately realign the driving system. If the cushion is compressed to the point that a change in alignment of the hammer will not correct the problem, add cushioning or change the cushion.

Drive the pile to the required penetration and resistance.

Do not use a cold diesel hammer for a set-check. Generally, warm up the hammer by driving another pile or applying at least 20 blows to a previously driven pile or to timber mats placed on the ground.

455-5.15 Pile Lengths:

455-5.15.1 Test Pile Length: Provide the length of test piles shown in the Plans or as directed by the GFDEOR.

455-5.15.2 Production Pile Length

The production pile lengths shall be the lengths determined by the DTE and the GFDEOR based on all information available before the driving of the permanent piles, including, but not limited to, information gained from the driving of test piles, dynamic load testing, static load testing, supplemental soil testing, etc. When authorized by the Department, soil freeze information obtained during set checks and pile redrives may be used to determine authorized pile lengths for sites with extreme soil conditions.

After completion of the test pile program, production pile lengths and driving criteria shall be established in a letter signed and sealed jointly by the DTE and the GFDEOR. The letter will contain an itemized list of authorized pile lengths as well as the blow count criteria for acceptance of the pile, minimum penetrations, maximum strokes, criteria to replace cushions and any other conditions and limitations deemed appropriate for the safe installation of the piles. Use these lengths for furnishing the permanent piling for the structure. At least two working days, excluding weekends and Department observed holidays, prior to beginning of production pile driving, submit the letter and load test reports to the Engineer including the following electronic files (Windows compatible): dynamic testing date data, signal matching data and results, and Wave Equation data and results.

If there are no test piles, provide the Production Pile Order Lengths in the Pile Data Table on the Structure Plans.

455-5.16 Allowable Driving Tolerances:

455-5.16.1 General: Meet the tolerances described in this Subarticle for the piles that are free standing without lateral restraint (after the template is removed). After the piles are driven, do not move the piles laterally to force them to be within the specified tolerances, except to move battered piles laterally to overcome the dead load deflections caused by the pile's weight. When this is necessary, submit calculations signed and sealed by a Specialty Engineer to the Engineer that verify the amount of dead load deflection prior to moving any piles.

455-5.16.2 Position: Ensure that the final position of the pile head at cut-off elevation is no more than 3 inches, or 1/6 of the diameter of the pile, whichever is less, laterally in the X or Y coordinate from the Plan position indicated in the Plans.

455-5.16.3 Axial Alignment: Ensure that the axial alignment of the driven piles does not deviate by more than 1/4 inches per foot from the vertical or batter line indicated in the Plans.

455-5.16.4 Elevation: Ensure that the final elevation of the pile head is no more than 1-1/2 inches above, or more than 4 inches below, the elevation shown in the Plans, however in no case shall the pile be embedded less than 8 inches into the cap or footing.

For fender piles, cut off piles at the elevation shown in the Plans to a tolerance of plus 0.0 inches to minus 2.0 inches using sawing or other means as accepted by the Engineer to provide a smooth level cut.

455-5.16.5 Deviation From Above Tolerances: Have the Contractor's Engineer of Record perform an evaluation of the as built foundation to determine whether a foundation redesign or an increase in the loading requirements of the piles is needed. Include the signed and sealed evaluation as part of the certification package submitted in accordance with 455-5.19. If the evaluation indicates the foundation or the pile load requirements must be modified, propose a redesign to incorporate out of tolerance piles into pile caps or footings, at no expense to the Department. Submit signed and sealed redesign drawings and computations to the Engineer for review and acceptance. Do not begin any proposed construction until the redesign has been reviewed and accepted by the Engineer, excepted as noted in 455-5.20.

455-5.17 Disposition of Pile Cut-offs, Test Piles, and Load Test Materials:

455-5.17.1 Pile Cut-offs:

Take ownership of any unused cut-off lengths remaining, and remove them from the right-of-way. Provide areas for their disposal.

455-5.17.2 Test Piles: Cut off, or build-up as necessary, test piles, and leave them in place as permanent piles. Extract and replace test piles driven in permanent position and found not suitable for use. Pull, or cut off at an elevation 2 feet below the ground surface or bottom of proposed excavation, test piles driven out of permanent position, and dispose of the removed portion of the test pile.

When test piles are required to be driven in permanent pile positions, the Contractor may elect to drive the test pile out of position provided that a replacement pile is furnished and driven in the position that was to be occupied by the test pile. Unless otherwise directed in the Plans or by the Engineer, retain ownership of test piles that are pulled or cut off and provide areas for their disposal.

455-5.18 Recording: Inspect and record all the pile installation activities, including but not limited to handling, jetting, predrilling, preforming and driving on the Department's Pile Driving Record form. Steel piles and dynamically tested concrete piles in accordance with 455-5.14 will not require inspection during handling. Keep a pile driving log for each pile installed whether it is, or is not, instrumented. Within one working day after completing the installation of a pile, submit the Pile Driving Record to the Engineer.

455-5.19 Foundation Certification Packages: Submit certification packages of pile foundations to the Engineer prior to Pile Verification Testing. A separate Foundation Certification Package must be submitted for each foundation unit. A foundation unit is defined as all the piles within one bent or pier for a specific bridge for each phase of construction. Each Foundation Certification Package shall contain an original certification letter signed and sealed by the GFDEOR certifying the piles have the required axial capacity including compression and uplift, lateral stability, pile integrity, and settlement will not affect the functionality of the structure. The package shall also include all pile driving logs, EDC records, all supplemental

dynamic testing raw data and analyses for the foundation unit, and the signed and sealed evaluation performed to address out of tolerance piles in accordance with 455-5.16.5. The certification shall not be contingent on any future testing or approval by Engineer.

455-5.20 Verification: One working day, excluding weekends and Department observed holidays, after receipt of the Foundation Certification Package, the Engineer will determine whether a pile in that foundation unit will be selected for verification testing. Based on its review of the certification package, the Engineer may or may not choose a pile for verification testing in any or all foundation units. For the pile selected by the Engineer for verification testing, the Engineer will provide the dynamic load test equipment and personnel for the Pile Verification Testing. Provide the driving equipment and pile driving crew for the Pile Verification Testing and provide support as needed to prepare the piles for testing. The Engineer will provide the results of the verification testing and identify additional needs for verification testing within one working day of testing.

If the capacity or integrity of any pile is found to be deficient, the Engineer will reject the entire certification package for the foundation unit, and the Contractor shall:

1. Correct the deficiency;
2. Correct the process that led to the deficiency;
3. Demonstrate to the Engineer that the remainder of the piles in the foundation unit are acceptable, including additional dynamic load tests to verify pile capacity and integrity, and;
4. Recertify the foundation unit.

One working day, excluding weekends and Department observed holidays, after receipt of the recertification, the Engineer shall then determine whether additional verification testing is required in that foundation unit. If the capacity or integrity of a verification pile is found to be deficient, additional cycles of deficiency correction and verification testing shall be completed until no more pile capacity or integrity deficiencies are detected or the design is modified accordingly. Piles shall not be cut-off nor bent/pier caps placed prior to successful completion of the Pile Verification Testing Program for that foundation unit. In case of disagreement of dynamic testing results, the Engineer’s results will be final and will be used for acceptance.

On land foundation units or water foundation units when the pile cutoff is at least six feet above mean high water, the Contractor may cut-off piles prior to a complete submittal of the Certification Package or to a successful completion of the Pile Verification Testing Program at its own risk. If any piles in a foundation unit are cut-off prior to the submittal of a certification package or completion of the Pile Verification Testing Program and the Engineer determines that verification testing is required, the Contractor shall perform, at no expense to the Department, any work and labor required to expose any pile selected for verification to allow the installation of the instruments in dry conditions and to provide references and access to the Engineer for such testing. Piles experiencing damage during the verification testing or requiring build-up after the verification shall be repaired by the Contractor at no expense to the Department. No pile bent/cap shall be poured prior to successful completion of the Pile Verification Testing Program for that foundation unit or notification by the Engineer that no verification will be required.

455-6 Timber Piling.

455-6.1 Description: Drive timber piles of the kind and dimensions specified in the Plans at the locations and to the elevations shown in the Plans.

455-6.2 Materials: Meet the timber piling requirements of Section 953. Treat the piles according to the applicable provisions of Section 955. Treat all cuts and drilled holes in accordance with 470-3.

455-6.3 Preparation for Driving:

455-6.3.1 Caps: Protect the heads of timber piles during driving, using a cap of approved type, that will distribute the hammer blow over the entire cross-section of the pile. When necessary, cut the head of the pile square before beginning pile driving.

455-6.3.2 Collars: Provide collars or bands to protect piles against splitting and brooming at no expense to the Department.

455-6.3.3 Shoes: Provide piles shod with metal shoes, of a design satisfactory to the Engineer, at no expense to the Department. Shape pile tips to receive the shoe and install according to the manufacturer's directions.

455-6.4 Storage and Handling: Store and handle piles in the manner necessary to avoid damage to the piling. Take special care to avoid breaking the surface of treated piles. Do not use cant dogs, hooks, or pike poles when handling and storing the piling.

455-6.5 Cutting Off: Saw off the tops of all timber piles at the elevation indicated in the Plans. Saw off piles which support timber caps to the exact plane of the superimposed structure so that they exactly fit. Withdraw and replace broken, split, or misplaced piles.

455-6.6 Build-ups: The Engineer will not permit splices or build-ups for timber piles. Extract piles driven below Plan elevation and drive a longer pile.

455-6.7 Pile Heads:

455-6.7.1 Piles with Timber Caps: On piles wider than the timber caps, dress off the part of the pile head projecting beyond the sides of the cap to a slope of 45 degrees. Coat the cut surface with the required preservative and then place a sheet of copper, with a weight of 10 ounces per square foot or greater, meeting the requirements of ASTM B370. Provide a cover measuring at least 4 inches more in each dimension greater than the diameter of the pile. Bend the cover down over the pile and fasten the edges with large head copper nails or three wraps of No. 12 copper wire.

455-6.7.2 Fender and Bulkhead Piles: Paint the heads of fender piles and of bulkhead piles with preservative and then cover with copper as provided above for piles supporting timber caps.

455-7 Prestressed Concrete Piling.

455-7.1 Description: Provide prestressed concrete piles that are manufactured, cured, and driven in accordance with the Contract Documents. Provide piles full length without splices when transported by barge or the pile length is less than or equal to 120 feet. When piles are transported by truck and the pile length exceeds 120 feet ~~but is less than~~or the maximum length for a ~~three~~ 3-point pick-up according to Standard Plans, Index 455-001, and splicing is desired, provide minimal splices. Include the cost of the splices in the cost of the pile.

455-7.2 Manufacture: Fabricate piles in accordance with Section 450. When internal gauges will be used for dynamic load testing, supply and install in square prestressed concrete piles in accordance with Standard Plans, Index 455-003. Ensure the internal gauges are installed by personnel approved by the manufacturer.

455-7.3 Storage and Handling:

455-7.3.1 Time of Driving Piles: Drive prestressed concrete piles at any time after the concrete has been cured in accordance with Section 450, and the concrete compressive strength is equal to or greater than the specified 28 day compressive strength.

455-7.3.2 Storage: Support piles on adequate dunnage both in the prestress yard and at the job site in accordance with the locations shown in the Standard Plans to minimize undue bending stresses or creating a sweep or camber in the pile.

455-7.3.3 Handling: Handle and store piles in the manner necessary to eliminate the danger of fracture by impact or of undue bending stresses in handling or transporting the piles from the forms and into the leads. In general, lift concrete piles by means of a suitable bridge or slings attached to the pile at the locations shown in the Standard Plans. Construct slings used to handle piles of a fabric material or braided wire rope constructed of six or more wire ropes which will not mar the corners or the surface finish of the piles. Do not use chains to handle piles. During transport, support concrete piles at the lifting locations shown in the Standard Plans or fully support them throughout 80% or more of their length. In handling piles for use in salty or brackish water, exercise special care to avoid damaging the surface and corners of the pile. If an alternate transportation support arrangement is desired, submit calculations, signed and sealed by the Specialty Engineer, for acceptance by the Engineer prior to transporting the pile. Calculations must show that the pile can be transported without exceeding the bending moments calculated using the support locations shown in the Plans.

455-7.4 Cracked Piles: The Engineer will reject any pile that becomes cracked in handling to the point that a transverse or longitudinal crack extends through the pile, shows failure of the concrete as indicated by spalling of concrete on the main body of the pile adjacent to the crack, which in the opinion of the Engineer will not withstand driving stresses, or becomes damaged during installation. The Engineer will not reject any pile for the occasional minor surface hairline cracking caused by shrinkage.

Do not drive piling with irreparable damage, which is defined as any cracks that extend through the pile cross-sectional area that are, or will be, below ground or water level at the end of driving. Remove and replace broken piles or piles cracked to the extent described above at no expense to the Department. The Engineer will accept cracks less than 0.005 inches which do not extend through the pile. Using approved methods, cut off and splice or build-up to cut-off elevation piles with cracks greater than 0.005 inches at the pile head or above ground or water level, and piles with cracks above ground or water level which extend through the cross-sectional area of the pile. The Engineer, at his discretion, may require correction of pile damage or pile cracks by cutting down the concrete to the plane of sound concrete below the crack and rebuilding it to cut-off elevation, or the Engineer may reject the pile. Extract and replace rejected piles that cannot be repaired, at no expense to the Department.

Take appropriate steps to prevent the occurrence of cracking, whether due to handling, transporting or driving.

455-7.5 Preparation for Transportation: Cut strands flush with the surface of the concrete using an abrasive cutting blade before transporting the piles from the casting yard.

Cut and patch the metal lifting devices in accordance with 450-9.2.1.

455-7.6 Method of Driving: Unless otherwise directed, drive piles by a hammer or by means of a combination of water jets and hammer when jetting is allowed. When using jets in combination with a hammer, withdraw the jets and drive the pile by the hammer alone to secure final penetration and to rigidly fix the tip end of the pile. Keep jets in place if they are being used to continuously eliminate the soil resistance in the scour zone.

455-7.7 Extensions and Build-ups Used to Increase Production Lengths:

455-7.7.1 General: Where splices, extensions and build-ups for concrete piles are necessary, construct them in accordance with Standard Plans, Index 455-002.

These requirements are not applicable to specially designed piling. Make splices for special pile designs as shown in the Plans.

455-7.7.2 Extensions to be Driven or Those 21 feet or Longer: Construct extensions to be driven or extensions 21 feet or longer in length in accordance with the details shown in the Plans and in a manner including the requirements, sequences, and procedures outlined below:

1. Cast a splice section in accordance with Section 450 with the dowel steel in the correct position and alignment.
2. Drill dowel holes using an approved steel template that will position and align the drill bit during drilling. Drill holes a minimum of 2 inches deeper than the length of the dowel to be inserted.
3. Clean the drilled dowel holes by inserting a high pressure air hose to the bottom of the hole and blowing the hole clean from the bottom upward. Eliminate any oil, dust, water, and other deleterious materials from the holes and the concrete surfaces to be joined.
4. Place forms around joints between the pile sections.
5. Mix the adhesive components in accordance with the manufacturer's directions. Do not mix sand or any other filler material with the epoxy components unless it is prepackaged by the manufacturer for this specific purpose. Use adhesives meeting the requirements of Section 926 for Type B Epoxy Compounds.
6. After ensuring that all concrete surfaces are dry, fill the dowel holes with the adhesive material.
7. Insert the dowels of the spliced section into the adhesive filled holes of the bottom section and position the spliced section so that the axes of the two sections are in concentric alignment and the ends of the abutting sections are spaced 1/2 inches apart. The Contractor may use small steel spacers of the required thickness provided they have 3 inches or more of cover after completing the splice. Fill the space between the abutting sections completely with the adhesive.
8. Secure the spliced sections in alignment until the adhesive is cured in accordance with the manufacturer's directions for the time appropriate with the prevailing ambient temperatures. Do not utilize the crane to secure the pile extension during the adhesive cure time. Utilize alignment braces to maintain the proper pile alignment during the epoxy cure time.
9. After curing is completed, remove alignment braces and forms and clean and dress the spliced area to match the pile dimensions.

When dowel splices need to be driven, perform dynamic instrumentation during the driving of each dowel spliced pile to monitor and control the stresses and to verify the splicing integrity. Replace any damaged pile splices in accordance with 455-3. Provide the Engineer 48 hours advance notification prior to driving spliced piles.

455-7.7.3 Precast Reinforced Non-Drivable Build-ups less than 21 feet: Construct precast reinforced non-drivable build-ups less than 21 feet in accordance with the requirements of this Subarticle, Section 346, and Section 400. Provide the same material for the form surfaces for precast build-ups as was used to form the prestressed piles. Use concrete of the same mix as used in the prestressed pile and dimension the cross-section the same as piling being built up. Install build-ups as specified in 455-7.7.2(2) through 455-7.7.2(9). Apply to the build-ups the same surface treatment or sealant applied to the prestressed piles.

455-7.8 Pre-Planned Splices: Construct splices in accordance with the dowel splice method contained in the Standard Plan Indexes or using proprietary splices which are listed on the Department's Approved Product List (APL). Splice test piles in the same manner as the production piles. Include in the pile installation plan, the chosen method of splicing and the approximate locations of the splice. Generally, place the splice at approximately the midpoint between the estimated pile tip and the ground surface, considering scour if applicable. Stagger the splice location between adjacent piles by a minimum of 10 feet. Obtain the Engineer's approval prior to constructing any pile sections. Construct piles which are to be spliced using the dowel splice with preformed dowel holes in the bottom section and embedded dowels in the upper section.

When dowel splices need to be driven, perform dynamic instrumentation during the driving of each dowel spliced pile to monitor and control the stresses and verify the splicing integrity. Replace any damaged pile splices in accordance with 455-3. Provide the Engineer 48 hours advance notification prior to driving spliced piles.

. Mechanical pile splices must be capable of developing the following capacities in the pile section unless shown otherwise in the Plans and capable of being installed without damage to the pile or splice:

1. Compressive strength = (Pile Cross sectional area) x (28 day concrete strength)
2. Tensile Strength = (Pile Cross sectional area) x 900 psi

Pile Size (inches)	Bending Strength (kip-feet)
18	245
20	325
24	600
30	950

455-7.9 Pile Cut-offs: After the completion of driving, cut piles off which extend above the cut-off elevation with an abrasive saw. Make the cut the depth necessary to cleanly cut through the prestressed strands. Take ownership and dispose of cut-off sections not used elsewhere as allowed by this Section.

455-8 Steel Piling.

455-8.1 Description: Furnish, splice, drive, and cut off structural steel shapes to form bearing piles. Include in this work the installation of structural steel bracing by bolting or welding, construction of splices and the filling of pipe piles with the materials specified in 455-8.9.

455-8.2 Material: For the material in steel piles, pile bracing, scabs, wedges, and splices, meet the requirements of Section 962.

455-8.3 Pile Splices: Order and use the full authorized pile length where practicable. Do not splice to obtain authorized lengths less than 40 feet except when shown in the Plans. Locate all splices in the authorized pile length in portions of the pile expected to be at least 15 feet below the final ground surface after driving. When it is not practicable to provide authorized pile lengths longer than 40 feet in a single length, use no more than one field splice per additional 40 feet of authorized pile length. Shop splices may be used to join single lengths of pile which

are at least 20 feet in length. One shorter segment of pile may be used to achieve the authorized pile length when needed.

Where the pile length authorized is not sufficient to obtain the required bearing value or penetration, order an additional length of pile and splice it to the original length.

Make all splices in accordance with details shown in the Plans and in compliance with the general requirements of AWS D1.1 or American Petroleum Institute Specification 5L (API 5L).

455-8.4 Welding: Make all welded connections to steel piles by electric arc welding, in accordance with details shown in the Plans and in compliance with the general requirements of AWS D1.5. Electroslag welding is not permitted. Welds will be inspected by visual methods.

455-8.5 Pile Heads and Tips: Cut off all piles at the elevation shown in the Plans. If using a cutting torch, make the surface as smooth as practical.

Where foundation material is so dense that the Contractor cannot drive the pile to the required penetration and firmly seat it without danger of crumpling the tip, reinforce the tips with cast steel point protectors. Construct point protectors in one piece of cast steel meeting the requirements of ASTM A27, Grade 65-35 heat treated to provide full bearing for the piles. Attach points by welding according to the recommendations of the manufacturer.

455-8.6 Pile Bent Bracing Members: Place structural steel sway and cross bracing, and all other steel tie bracing, on steel pile bents and bolt or weld in place as indicated in the Plans. Where piles are not driven into position in exact alignment as shown in the Plans, furnish and place fills and shims as required to square and line up faces of flanges for cross bracing.

455-8.7 Coating: Coat exposed parts of steel piling, wedging, bracing, and splices in accordance with the provisions for coating structural steel as specified in Section 560.

455-8.8 Storage and Handling: While handling or transporting the piles from the point of origin and into the leads, store and handle in the manner necessary to avoid damage due to bending stresses. In general, lift steel piles by means of a suitable bridge or a sling attached to the pile at appropriate points to prevent damage. Lift the pile from the horizontal position in a manner that will prevent damage due to bending of the flanges and/or web.

455-8.9 Filling Pipe Piles: When required by the Plans, fill pipe piles with the specified materials. Use clean concrete sands and concrete meeting the requirements of Section 346. Place concrete in pipes containing water using methods in accordance with 455-15.9 with modified tremie and pump line sizes. Concrete may be placed directly into pipes which are dry. Construct and place reinforcement cages in accordance with 455-16, except the minimum number of spacers per level is three. Reinforcement cages may be installed before concrete placement or after concrete placement is completed if proper alignment and position is obtainable.

455-9 Sheet Piling.

455-9.1 Description: Leave permanent piling in place as part of the finished work and remove temporary piling after each construction phase unless otherwise authorized by the Engineer.

455-9.2 Materials: Meet the following requirements:

Concrete .....Section 346
Bar Reinforcement .....Section 931
Prestressing Reinforcement.....Section 933
Steel Sheet Piles* .....Section 962
*For temporary steel sheet piles meet the requirements specified in the Plans.

455-9.3 Steel Sheet Piling: Drive steel sheet piling and cut off true to line and grade. Install steel sheet piling with a suitable hammer. Remove and replace any section damaged during handling and installation at no additional expense to the Department.

455-9.3.1 Method of Installation: Where rock or strong material is encountered such that the sheet piles cannot be set to grade by driving, remove the strong material by other acceptable means, such as excavation and backfilling, drilling or by punching.

455-9.4 Concrete Sheet Piling:

455-9.4.1 Description: Ensure that concrete sheet piling is of prestressed concrete construction and manufactured, cured, and installed in accordance with the requirements of the Contract Documents

455-9.4.2 Manufacture of Piles: Ensure that the piles are fabricated in accordance with Section 450.

455-9.4.3 Method of Installation: Jet concrete sheet piling to grade where practical. Use a minimum of two jets. Provide water at the nozzles of sufficient volume and pressure to freely erode material adjacent to the piles. Where encountering rock or strong material, such that the sheet piles cannot be set to grade by jetting, remove the strong materials by other acceptable means, such as excavation and backfilling, drilling or by punching with a suitable punch.

455-9.4.4 Grouting and Caulking: Concrete sheet piles are generally detailed to have tongues and grooves on their lower ends, and double grooves on their upper ends. Where so detailed, after installation, clean the grooves of all sand, mud, or debris, and fully grout the grooves. Use approved plastic bags (sheaths) which will meet the shape and length of the groove to be grouted to contain the plastic grout within the double grooves. Provide grout composed of one part cement and two parts sand. Use clean A-3 sand or sand meeting the requirements of Section 902 in this grout. In lieu of sand-cement grout, the Contractor may use concrete meeting the requirements of Section 347, using small gravel or crushed stone coarse aggregate. Deposit the grout through a grout pipe placed within a watertight plastic sheath (bag) extending the full depth of the double grooves and which, when filled, completely fills the slot formed by the double grooves.

455-9.5 Storage and Handling: Handle and store all sheet piles in a manner to prevent damage. Handle long sheet piles with fabric slings or braided wire rope constructed of six or more wire ropes placed at appropriate lift points to prevent damage due to excessive bending.

455-10 Pile Installation Plan (PIP).

455-10.1 General: At the preconstruction conference or at least 15 days prior to driving the first pile, submit a Pile Installation Plan for review by the Engineer. The PIP shall be used to govern all pile installation activities. In the event that deviations from the PIP are observed, the Engineer may perform Independent Verification Testing/Review of the Contractor's equipment, procedures, personnel and PIP at any time during production pile driving. If, as determined by the Engineer, pile driving equipment, procedures and/or personnel for the PIP is deemed inadequate to consistently provide undamaged driven piling meeting the contract requirements, the Contractor's PIP acceptance may be withdrawn pending corrective actions. Production driving shall then cease and not restart until corrective actions have been taken and the PIP re-accepted.

Ensure the Pile Driving Installation Plan information includes the following:

1. List and size of proposed equipment including cranes, barges, driving equipment, jetting equipment, compressors, and preformed pile hole equipment on the

Department's Pile Driving Installation Plan Form (Form No. 700-020-01). Include manufacturer's data sheets on hammers.

2. Methods to determine hammer energy in the field for determination of pile capacity. Include in the submittal necessary charts and recent calibrations for any pressure measuring equipment.

3. Detailed drawings of any proposed followers.

4. Detailed drawings of templates.

5. Details of proposed load test equipment and procedures, including recent calibrations of jacks and required load cells.

6. Sequence of driving of piles for each different configuration of pile layout.

7. Details of proposed features and procedures for protection of existing structures.

8. Required shop drawings for piles, cofferdams, etc.

9. Methods and equipment proposed to prevent displacement of piles during placement and compaction of fill within 15 feet of the piles.

10. Methods to prevent deflection of battered piles due to their own weight and to maintain their as-driven position until casting of the pile cap is complete.

11. Proposed pile splice locations and details of any proprietary splices anticipated to be used.

12. Methods and equipment proposed to prevent damage to voided or cylinder piles due to interior water pressure.

13. Name and experience record of pile driving superintendent or foreman in responsible charge of pile driving operations. Ensure the pile driving superintendent or foreman in responsible charge of the pile driving operations has the experience requirements of 105-8.13 installing driven piles of the size and depth shown in the Plans.

14. The names of the CTQP qualified inspectors assigned to inspect the pile installation.

15. The quality control processes to ensure the required capacity is achieved in all piles. Include in the PIP the steps and analyses that would be performed when driving conditions change (such as unanticipated tip elevations, hammer modifications, presence of temporary piles and structures, preforming, changes, etc.).

16. The name and contact information for the single representative of the Contractor, independent of field operations personnel, to resolve to the Engineer's satisfaction conflicts in the driving procedures or interpretations of the driving criteria. This person shall be available within two hours notice, and shall have the authority to refer issues to higher levels (corporate, if needed).

17. A letter from the GFDEOR certifying concurrence with the PIP.

Notify the Engineer of any test pile driving and production pile driving at least 1 week prior to beginning the installation operations of any pile.

455-10.2 Acceptance of the Pile Installation Plan: The Engineer will evaluate the PIP for conformance with the Contract Documents. Within five working days, excluding weekends and Department observed holidays, after receipt of the plan, the Engineer will notify the Contractor of any comments and additional information required and/or changes that may be necessary to satisfy the Contract Documents. Submit changes and respond to the Engineer's

comments and allow at least two working days, excluding weekends and Department observed holidays, for the Engineer to review the revised PIP.

All equipment and procedures are subject to satisfactory field performance. Make required changes to correct unsatisfactory field performance. The Engineer will give final acceptance after the Contractor makes necessary modifications. Do not make any changes in the driving system after acceptance without a revised PIP with concurrence of the GFDEOR and acceptance by the Engineer. A hammer repaired on site or removed from the site and returned is considered to have its performance altered (efficiency increased or decreased), which is considered a change in the driving system. Perform a dynamic load test in accordance with 455-5.14 on the first pile driven with this hammer to confirm the driving criteria is still appropriate at no additional compensation.

Acceptance of the PIP by the Engineer does not relieve the Contractor of the responsibility to perform the work in accordance with the Contract Documents. The Engineer's acceptance is not a guarantee that the chosen methods and equipment are capable of obtaining the required results; this responsibility lies with the Contractor.

455-11 Method of Measurement (All Piling).

455-11.1 General: The quantity to be paid for will be the length, in feet, furnished, placed, and accepted according to the authorized lengths list, including any additions and excluding any deletions thereto, as approved by the Engineer.

No adjustments in the length, in feet, of piling will be made if cut-offs are required after the pile has been driven to satisfactory bearing.

455-11.2 Prestressed Concrete Piling:

455-11.2.1 Length: The furnished length of precast concrete piles will be considered as the overall length from head to tip. Final pay length will be based on the casting length as authorized in accordance with 455-5.15.2 subject to provisions of 455-11.2.2 through 455-11.2.4, 455-11.8, 455-11.9 and 455-11.12.

455-11.2.2 Driving of Unplanned Epoxy-Bonded Dowel Splice: If a pile is driven below cut-off and satisfactory bearing is not obtained, and additional driving is required after construction of a satisfactory splice, an additional 10 feet of piling will be paid for the additional driving. This compensation for driving of splice, however, will not be allowed for test piles that are spliced and redriven.

455-11.2.3 Extracting Piles: In the event that a pile is driven below cut-off without obtaining the required bearing, and the Engineer elects to have the pile extracted and a longer pile substituted, the pile extraction will be paid for as Unforeseeable Work. In the event a pile is damaged or mislocated, and the damage or mislocation is determined to be the Department's responsibility, and the Engineer elects to have the pile extracted, the pile extraction be paid for as Unforeseeable Work. If a replacement pile is required, compensation will be made under the item for piling, for both the original pile and replacement pile. Redriving of an extracted and undamaged pile will be paid for at 30% of the Contract unit price for piling.

The Contractor may substitute a longer pile in lieu of splicing and building-up a pile. In this event, the Contractor will be paid for the original authorized length of the pile, plus any additional length furnished by the Contractor up to the authorized length of the build-up, as piling. The Contractor will be paid 30 feet of piling as full compensation for extracting the original pile.

455-11.2.4 Underwater Driving: When the Contractor selects one of the optional underwater driving methods, payment will be made by selecting the applicable method from the following:

1. Using a pile longer than the authorized length: Measurement for piling will be made only for the authorized length at that location unless the length of pile from cut-off elevation to the final tip elevation is greater than the authorized length, in which case payment for piling will be made from cut-off elevation to final tip elevation. No payment will be made for pile splice, when this option is selected, unless the pile is physically spliced and the splice is driven below cut-off elevation to achieve bearing.

2. Using an underwater hammer or a pile follower: Measurement will be in accordance with 455-11.2.1.

455-11.3 Steel Piling Point Protectors:
The quantity to be paid for will be each for the total of point protectors authorized, furnished, and properly installed.

455-11.4 Test Piles: The quantity to be paid for of test piles of various types, will be the length, in feet, of test piling furnished, driven and accepted, according to the authorized length list, and any extensions thereof as approved by the Engineer.

Test piles left in place as permanent piles, will be paid for only as test piling. Any extensions necessary to continue driving the pile for test purposes, as authorized by the Engineer, will be paid for as test piling. Other extensions of piles, additional length paid for splicing and build-ups will be included in the quantities of regular piling and will not be paid for as test piling.

455-11.5 Dynamic Load Tests: Payment will be based on the number of dynamic load tests shown in the Plans, authorized by the Engineer, or required in 455-5.12.7, completed and accepted in accordance with the Contract Documents. No separate payment will be made for dynamic load tests used to evaluate changes in the Contractor's driving equipment. No payment will be made for dynamic load tests used to evaluate the integrity of a pre-planned epoxy-bonded dowel splice. Include all costs associated with dynamically testing production piles with epoxy-bonded dowel splices under Pay Item No. 455-34. No payment will be made for dynamic load tests on test piles.

For structures with 100% dynamic testing, the cost of supplying and installing internal gauges or attaching external gauges to each pile for dynamic load tests is included in the cost of the pile, no separate payment will be made.

For structures without 100% dynamic testing, the cost of supplying and installing internal gauges or attaching external gauges to each production pile for dynamic load testing prior to initial driving, authorized by the Engineer, will be 20 feet of additional pile. No payment will be made for attaching dynamic testing equipment for set-checks or redrives. No payment will be made for dynamic load tests performed when driving with followers.

455-11.6 Steel Sheet Piling: The quantity to be paid for will be the plan quantity area, in square feet, measured from top of pile elevation to the bottom of pile elevation and beginning and end wall limits as shown in the Plans with no allowance for variable depth surface profiles. Approved alternate support structures would be paid for as plan quantity computed for sheet pile. Sheet piling used in cofferdams and to incorporate the Contractor's specific means and methods, and not ordered by the Engineer, will be paid for as required in Section 125.

455-11.7 Concrete Sheet Piling: The quantity to be paid for will be the product of the number of such piles satisfactorily completed, in place, times their lengths in feet as shown in the Plans or authorized by the Engineer. This quantity will be based upon piles 2-1/2 feet wide.

When the Engineer approves, the Contractor may furnish the concrete sheet piling in widths wider than shown in the Plans; then the number of piles shall be the actual number of units completed times the width used divided by the width in the Plans.

455-11.8 Pile Splices: The quantity to be paid for authorized drivable splices and build-ups greater than 5 feet in length in concrete piling, and test piling, which are made for the purpose of obtaining authorized pile lengths longer than shown as the maximum length in the Standard Plans Indexes, for obtaining greater lengths than originally authorized by the Engineer, to incorporate test piling in the finished structure, for further driving of test piling, or for splices shown in the Plans, will be 30 feet of additional prestressed concrete piling under Pay Item No. 455-34.

For concrete piles and test piles, where the build-ups is 5 feet or less in length, the quantity to be paid for will be 9 feet of prestressed concrete piling under Pay Item No. 455-34 as compensation for drilling and grouting the dowels and all other costs for which provision has not otherwise been made.

The quantity to be paid for authorized splices in steel piling and test piling for the purpose of obtaining lengths longer than the lengths originally authorized by the Engineer will be 20 feet of additional steel piling under Pay Item No. 455-35.

455-11.9 Set-Checks and Redrives:

455-11.9.1 Set Checks/Test Piles: There will be no separate payment for the initial four set-checks performed the day of and the working day following initial driving. For each additional set-check ordered by the Engineer and performed within the following working day of initial driving, an additional quantity of 10 feet of piling will be paid.

455-11.9.2 Set Checks/Production Piles: There will be no separate payment for the initial two set-checks performed the day of and the working day following initial driving. For each additional set-check ordered by the Engineer and performed within the following working day of initial driving, an additional quantity of 10 feet of piling will be paid.

455-11.9.3 Redrives: The quantity to be paid for will be the number of redrives, each, authorized by the Engineer. Payment for any pile redrive (test pile or production pile) ordered by the Engineer will consist of 20 feet of additional piling.

455-11.10 Pile Extraction: Piles authorized to be extracted by the Engineer and successfully extracted as provided in 455-11.2.~~7~~3 will be paid for as described in 455-11.2.~~7~~3. No payment for extraction will be made for piles shown in the Plans to be extracted or piling damaged or mislocated by the Contractor that are ordered to be extracted by the Engineer.

455-11.11 Static Load Tests: The quantity to be paid for will be the number of static load tests of the designated tonnages, each, as shown in the Plans or authorized by the Engineer, actually applied to piles, completed and accepted in accordance with the Plans and these Specifications.

455-11.12 Preformed Pile Holes: The quantity added to the payment for piling will be 30% of the length of completed preformed pile holes from existing ground or the bottom of any required excavation, whichever is lower, to the bottom of preformed hole acceptably provided, complete for the installation of the bearing piles, regardless of the type of pile (test pile or production pile) installed therein. Only those holes authorized to be paid for, as provided in 455-5.10.3, will be included in the measurement for payment. The Engineer will authorize

payment for preformed pile holes only when the pile has been placed in proper position and has achieved the required penetration.

455-12 Basis of Payment (All Piling).

455-12.1 Treated Timber Piling: Price and payment will be full compensation for all labor, equipment and materials required for furnishing and installing all materials, including collars, metal shoes, copper cover sheets, preservatives and tar, and for wrapping pile clusters with wire cable, where so shown in the Plans.

455-12.2 Prestressed Concrete Piling: Price and payment will be full compensation for all labor, equipment and materials required for furnishing and installing all reinforcing steel, predrilled holes, furnishing the material for and wrapping pile clusters with wire cable where so shown in the Plans and grouting of preformed pile holes when shown in the Plans.

455-12.3 Steel Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing steel piling, including welding and painting as specified and the cost of predrilling pile holes described in 455-5.1. The cost of any concrete fill and reinforcing steel in pipe piles will be included in the price for steel piling.

Bracing and other metal parts attached to or forming a part of piling or bracing and not otherwise classified, will be measured and paid for as provided in Section 460.

455-12.4 Test Piles: Price and payment will be full compensation for all incidentals necessary to complete all the work of this item except splices, build-ups, pile extractions and preformed pile holes authorized by the Engineer and paid for under other pay items or payment methods. The cost of all additional work not listed above necessary to ensure required penetration and attain required bearing of the test piles will be included in the price bid per foot of test pile, including driving and all other related costs.

455-12.5 Dynamic Load Tests:

455-12.5.1 Dynamic Load Tests/ Test Piles: All test piles will require dynamic load tests. Include all costs associated with assisting the Engineer in performing the dynamic load tests in the pay items for test piles.

455-12.5.2 Dynamic Load Tests/ Production Piles: Payment will be full compensation for all costs associated with assisting the Engineer in performing the dynamic load tests.

455-12.6 Steel Sheet Piling:

455-12.6.1 Permanent Sheet Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing steel sheet piling including preformed holes and coating, but will not include furnishing and placing anchors when an anchored wall system is designed and detailed in the Plans. In such cases, furnishing and installing anchors will be paid separately.

455-12.6.2 Temporary Sheet Piling: For critical temporary steel sheet pile walls, walls which are necessary to maintain the safety of the traveling public or structural integrity of nearby structures, roadways and utilities during construction, that are detailed in the Plans, price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing steel sheet piling including preformed holes when shown in the Plans, and including wales, anchor bars, dead men, soil anchors, proof tests, creep tests, and other incidental items when an anchored wall system is required. Removal of the sheet piling, anchors, and incidentals will be included in the cost per square foot for steel sheet piling (critical temporary). When the temporary steel sheet pile walls are not detailed in the Plans, the cost of furnishing and installation shall be incidental to cost of other related items and no separate

payment shall be made. If the wall is not shown in the Plans, but deemed to be critical as determined by the Engineer, then a design shall be furnished by the Department and paid for separately under steel sheet piling (critical temporary).

455-12.7 Concrete Sheet Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing concrete sheet piling including reinforcing steel, grouting, plastic filter fabric, preformed holes and installation.

455-12.8 Preformed Pile Holes: Payment will be full compensation for all labor, equipment, casings and materials required to perform this work.

455-12.9 Point Protectors: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing point protectors.

455-12.10 Static Load Tests: Price and payment will be full compensation for all labor, equipment, and materials required to perform this work.

455-12.11 Pile Cut-Off: Anticipate all piles will require cutting-off, and include all costs associated with pile cut-off in the pay items for piling.

455-12.12 Payment Items: Payment will be made under:

Item No. 455- 2-	Treated Timber Piling - per foot.
Item No. 455- 14-	Concrete Sheet Piling - per foot.
Item No. 455- 34-	Prestressed Concrete Piling - per foot.
Item No. 455- 35-	Steel Piling - per foot.
Item No. 455- 36-	Concrete Cylinder Piling - per foot.
Item No. 455-119-	Test Loads - each.
Item No. 455-120-	Point Protection - each.
Item No. 455-133-	Sheet Piling - per square foot.
Item No. 455-143-	Test Piles (Prestressed Concrete) - per foot.
Item No. 455-144-	Test Piles (Steel) - per foot.
Item No. 455-145-	Test Piles (Concrete Cylinder) - per foot.

C. DRILLED SHAFTS

455-13 Description.

Construct drilled shaft foundations consisting of reinforced concrete drilled shafts.

455-14 Materials.

455-14.1 Concrete: Use concrete meeting the requirements of Section 346, unless otherwise shown in the Plans.

455-14.2 Reinforcing Steel: Meet the reinforcing steel requirements of Section 415.

455-15 Construction Methods and Equipment.

455-15.1 General Requirements:

455-15.1.1 Templates: When drilling from a barge, ~~P~~provide a fixed template, adequate to maintain shaft position and alignment during all excavation and concreting operations~~, when drilling from a barge~~. Do not use floating templates (attached to a barge).~~ The Engineer will require a fixed template, adequate to maintain shaft position and alignment during all excavation and concreting operations~~When the Contractor fails to properly maintain shaft position and alignment without use of a template~~, for shafts~~when drill~~ed~~ing on land, ~~when the Contractor fails to demonstrate satisfactorily that he can properly maintain shaft position and

~~alignment without use of a template~~provide a fixed template, adequate to maintain shaft position and alignment during all excavation and concreting operations

455-15.1.2 Drilled Shaft Installation Plan (DSIP): At the preconstruction conference or at least 15 days prior to constructing the first drilled shaft, submit a Drilled Shaft Installation Plan (DSIP) for review and acceptance by the Engineer. The DSIP will be used to govern all drilled shaft construction activities. In the event that deviations from the DSIP are observed, the Engineer may perform Independent Verification Testing/Review of the Contractor's equipment, procedures and personnel at any time during production drilled shaft construction. If, as determined by the Engineer, drilled shaft construction equipment, procedures or personnel is deemed inadequate to consistently provide drilled shafts meeting the contract requirements, the Contractor's DSIP may be withdrawn pending corrective actions. All drilled shaft construction activities shall then cease and not restart until corrective actions have been taken and the DSIP has been re-accepted.

Include in the DSIP the following details:

1. Name and experience record of drilled shaft superintendent or foreman in responsible charge of drilled shaft operations. Ensure the drilled shaft superintendent or foreman in responsible charge of the drilled shaft operations has the experience requirements of 105-8.13 installing drilled shafts of the size and depth shown in the Plans using the following methods:

a. Wet Method (mineral and polymer slurry),
b. Casings up to the length shown in the Plans,
c. Shaft drilling operations on water under conditions as shown in the Plans.

2. List and size of proposed equipment, including, but not limited to,~~-~~ cranes, drills, augers, bailing buckets, final cleaning equipment, desanding equipment, slurry pumps, core sampling equipment, tremies or concrete pumps, and, casings and equipment to install and remove casing.

3. Details of sequence of construction operations and sequence of shaft construction in bents or shaft groups.

4. Details of shaft excavation methods, including casing installation procedures.

5. Details of slurry, including proposed methods to mix, circulate, desand, test methods, and proposed CTQP certified technicians that will perform and document the fluid tests.

6. Details of proposed methods to clean the shaft excavation.

7. Details of shaft reinforcement, including methods to ensure centering/required cover, cage integrity during placement, placement procedures, cage support, and tie downs.

8. Details of concrete placement, including elapsed concrete placement times and proposed operational procedures for concrete tremie or pump, including initial placement, raising during placement, and overfilling of the shaft concrete. Include provisions to ensure proper final shaft cutoff elevation.

9. Details of casing removal when removal is required, including minimum concrete head in casing during removal.

10. Required submittals, including shop drawing and concrete design mixes.

11. Details of any required load tests, including equipment and procedures, and recent calibrations for any jacks or load cells.

12. Proposed Cross-Hole Sonic Logging (CSL) and Thermal Integrity Testing for Drilled (TITDS) Specialty Engineer to supervise field testing and report the test results.

13. Methods and equipment proposed to prevent displacement of casing and/or shafts during placement and compaction of fill.

14. Provide the make and model of the shaft inspection device, if applicable, and procedures for visual inspection.

15. Details of environmental control procedures used to prevent loss of slurry or concrete into waterways or other protected areas.

16. Proposed schedule for test shaft installation, load tests and production shaft installation.

17. For drilled shafts for constructed using polymer slurry, identify the polymer slurry meeting the requirements of 455-15.8.3, the pH and viscosity ranges recommended by the manufacturer for the materials to be excavated and a description of the mixing method to be used. Submit the Material Safety Data Sheets (~~M~~SDS) for the product, and certifications that the polymer slurry and components meet the requirements of 455-15.8.3. Submit the contact information for the manufacturer's representative available for immediate contact during shaft construction and the representative's schedule of availability.

18. Methods to identify and remediate drilled shaft deficiencies.

19. Names of the CTQP qualified inspectors assigned to inspect the drilled shaft installation.

20. The name and contact information for the single representative of the Contractor, independent of field operations personnel, to resolve to the Engineer's satisfaction, conflicts in the drilled shaft installation procedures. This person shall be available within two hours notice, and shall have the authority to refer issues to higher levels (corporate, if needed).

21. Procedure for grouting non-destructive testing access tubes.

22. A letter from the GFDEOR certifying concurrence with the DSIP.

455-15.1.2.1 Acceptance of the Drilled Shaft Installation Plan (DSIP). The Engineer will evaluate the DSIP for conformance with the Contract Documents. Within five working days, excluding weekends and Department observed holidays, after receipt of the plan, the Engineer will notify the Contractor of any comments and additional information required and/or changes that may be necessary in the opinion of the Engineer to satisfy the Contract Documents. The Engineer will reject any part of the plan that is unacceptable. Submit changes agreed upon for reevaluation. The Engineer will notify the Contractor within two working days, excluding weekends and Department observed holidays, after receipt of proposed changes of their acceptance or rejection. All equipment and procedures are subject to trial and satisfactory performance in the field.

Acceptance by the Engineer does not relieve the Contractor of the responsibility to perform the work in accordance with the Contract Documents. The Engineer's acceptance is not a guarantee that the chosen methods and equipment are capable of obtaining the required results, this responsibility lies with the Contractor.

455-15.1.3 General Methods & Equipment: Perform the excavations required for the shafts, through whatever materials encountered, to the dimensions and elevations shown in the Contract Documents, using methods and equipment suitable for the intended purpose and the materials encountered. Provide drilling tools with a diameter not smaller than one inch of the shaft diameter required in the Plans. Provide equipment capable of constructing shafts supporting bridges to a depth equal to the deepest shaft shown in the Plans plus 15 foot or plus three times the shaft diameter, whichever is greater, except when the Plans require equipment capable of constructing shafts to a deeper depth. Provide equipment capable of constructing shafts supporting sign, signal, lighting and ITS structures to a depth equal to the deepest shaft shown in the Plans plus 5 feet.

Construct drilled shafts according to the Contract Documents using generally either the dry method, wet method, casing method, or permanent casing method as necessary to produce sound, durable concrete foundation shafts free of defects. Use the permanent casing method only when required by the Plans. When the Plans describe a particular method of construction, use this method. When the Plans do not describe a particular method, propose a method on the basis of its suitability to the site conditions and submit it for acceptance by the Engineer.

Set a suitable temporary removable surface casing from at least 1 foot above the ground surface to at least 1-1/2 shaft diameters below the ground surface to prevent caving of the surface soils and to aid in maintaining shaft position and alignment. Do not use a temporary casing larger than 12 inches of the shaft diameter. Fill the oversized temporary casing with drilled shaft concrete at no additional expense to the Department. Withdraw the surface casing after concrete placement.

For drilled shafts installed to support sign, signal, lighting and ITS structures, provide temporary surface casings from at least 1 foot above the ground surface to at least 5 feet below the ground surface. For sign, signal, lighting and ITS structures foundations located within permanent sidewalks or within 5 feet of curb sections, provide temporary surface casings from no lower than the top of sidewalk to at least 5 feet below the ground surface.

For drilled shafts installed to support sign, signal, lighting and ITS structures, do not attempt to excavate the shaft using plain water or natural slurry. Do not attempt to excavate the shaft using dry construction method unless specifically indicated in the Plans or approved by the Engineer.

455-15.2 Dry Construction Method: Use the dry construction method only at sites where the ground water table and soil conditions, generally stiff to hard clays or rock above the water table, make it feasible to construct the shaft in a relatively dry excavation and where the sides and bottom of the shaft are stable and may be visually inspected prior to placing the concrete.

In applying the dry construction method, drill the shaft excavation, remove accumulated seepage water and loose material from the excavation and place the shaft concrete in a relatively dry excavation.

Use the dry construction method only when shaft excavations, as demonstrated in a test hole, have 12 inches or less of seepage water accumulated over a four hour period, the sides and bottom remain stable without detrimental caving, sloughing, or swelling for a four hour period, and the loose material and water can be satisfactorily removed prior to inspection and prior to placing concrete. Use the wet construction method or the temporary casing construction method for shafts that do not meet the requirements for the dry construction method.

455-15.3 Wet Construction Method: Use the wet construction method at all sites where it is impractical to provide a dry excavation for placement of the shaft concrete.

The wet construction method consists of keeping the shaft excavation filled with fluid (mineral slurry, polymer slurry, natural slurry or water), desanding and cleaning the slurry and final cleaning of the excavation by means of a bailing bucket, air lift, submersible pump or other suitable devices and placing the shaft concrete (with a tremie or concrete pump extending to the shaft bottom) which displaces the water or slurry during concreting of the shaft excavation.

Where drilled shafts are located in open water areas, construct the shafts by the wet method using exterior casings extending from above the water elevation into the ground to protect the shaft concrete from water action during placement and curing of the concrete. Install the exterior casing in a manner that will produce a positive seal at the bottom of the casing so that there is no intrusion or extrusion of water or other materials into or from the shaft excavation.

455-15.4 Temporary Casing Construction Method: Use the temporary casing method at all sites where it is inappropriate to use the dry or wet construction methods without the use of temporary casings other than surface casings. In this method, the casing is advanced prior to excavation and withdrawn after concrete placement. When a formation is reached that is nearly impervious, seal in the nearly impervious formation. Proceed with drilling as with the wet method to the projected depth. Proceed with the placement of the concrete as with the dry method. In the event seepage conditions prevent use of the dry method, complete the excavation and concrete placement using wet methods.

Where drilling through materials having a tendency to cave, advance the excavation by drilling in a mineral or polymer slurry. In the event that a caving layer or layers are encountered that cannot be controlled by slurry, install temporary removable casing through such caving layer or layers. The Engineer may require overreaming to the outside diameter of the casing. Take whatever steps are required to prevent caving during shaft excavation including installation of deeper casings. If electing to remove a casing and replace it with a longer casing through caving soils, backfill the excavation. The Contractor may use soil previously excavated or soil from the site to backfill the excavation. The Contractor may use other acceptable methods which will control the size of the excavation and protect the integrity of the foundation soils to excavate through caving layers.

Before withdrawing the casing, ensure that the level of fresh concrete is at such a level that the fluid trapped behind the casing is displaced upward. As the casing is withdrawn, maintain the level of concrete within the casing so that fluid trapped behind the casing is displaced upward out of the shaft excavation without mixing with or displacing the shaft concrete.

The Contractor may use the casing method, when accepted by the Engineer, to construct shafts through weak caving soils that do not contribute significant shaft shear resistance. In this case, place a temporary casing through the weak caving soils before beginning excavation. Conduct excavation using the dry construction method where appropriate for site conditions and the wet construction method where the dry construction method is not appropriate. Withdraw the temporary casing during the concreting operations unless the Engineer accepts otherwise.

455-15.5 Permanent Casing Construction Method: Use the permanent casing method when required by the Plans. In this method, place a casing to the prescribed depth before

beginning excavation. If the Contractor cannot attain full penetration, the Contractor may excavate through the casing and advance the casing until reaching the desired penetration.

Construct the shaft in accordance with 455-15.4 except for cutting the casing off at the prescribed elevation upon reaching the proper construction sequence and leaving the remainder of the casing in place.

455-15.5.1 Temporary Extension of Permanent Casing: When the wet method does not provide enough support to excavate and clean the drilled shaft extension below the permanent casing tip elevations shown in the Plans, the permanent casing may be temporarily extended to an elevation deeper than the tip elevation at no additional expense to the Department. The rock socket length must be extended as specified in 455-15.7 and the casing raised to the original casing tip elevation shown in the Plans after the concrete placement. Include details of this procedure in the DSIP for the Engineer's review and approval.

455-15.5.2 Temporary Casing to Stabilize Excavation below Permanent Casing: To stabilize the excavation below the permanent casing tip elevation, a temporary casing inside an oversized permanent casing may be used at no additional expense to the Department. The permanent casing must have an inside diameter no more than 6 inches larger than the drilled shaft diameter specified in the Plans.

The following requirements apply:

1. Excavate and clean the materials from inside the permanent casing. Ensure all materials are removed from the inside wall of the permanent casing.

2. Install the temporary casing prior to excavating below the permanent casing tip elevation. The temporary casing must have a minimum internal diameter equal to the shaft diameter required in the Plans.

3. If the temporary casing is advanced deeper than the minimum top of rock socket elevation as shown in the Plans, or the top of rock elevation if deeper, extend the rock socket length in accordance with 455-15.7.

4. Place concrete in accordance with 455-15.9.3 through the temporary casing. Do not allow concrete to fall or overflow into the annular space between the temporary and permanent casing.

5. After placement of the concrete, remove the temporary casing in accordance with 455-15.4, 455-15.7 and 455-17. During withdrawal of the temporary casing, maintain adequate concrete head in both the temporary and permanent casings to avoid breaching, caving, or contamination of the concrete.

Include details of this procedure in the DSIP for the Engineer's review and approval.

455-15.6 Excavations: When pilot holes and/or load tests are performed, the GFDEOR shall use the pilot hole and load test results when load tests are performed to determine the production tip elevations and/or the installation criteria of the drilled shafts. Drilled shaft construction shall not begin until the proposed shaft tip elevations are accepted by the Engineer.

455-15.6.1 Pilot Hole: When pilot holes are shown in the Plans core a pilot hole, prior to shaft excavation, in accordance with ASTM D2113 Standard Practice for Rock Core Drilling and Sampling of Rock for Site Excavation and the Department's Soils & Foundations Handbook using a double or triple wall core barrel through part or all of the shaft, to a minimum depth of 3 times the diameter of the drilled shaft below the tip elevation shown in the Plans. Prior to excavating load test shafts, provide pilot holes to a minimum depth of three times the diameter

of the drilled shaft below the tip elevation designed for these shafts. For test holes, provide pilot holes prior to excavation, to a minimum depth of 5 feet below the tip of the test hole.

455-15.6.2 Cores: Take cores to determine the character of the material directly below the shaft excavation when pilot borings are not performed at the shaft location. Provide equipment to retrieve the core from a depth of 5 times the diameter of the drilled shaft below the bottom of the drilled shaft excavation in accordance with ASTM D2113 Standard Practice for Rock Core Drilling and Sampling of Rock for Site Excavation. Cut the cores with an acceptable core barrel to a minimum depth of 3 times the diameter of the drilled shaft below the bottom of the drilled shaft excavation after completing the shaft excavation, as directed by the Engineer.

For cores or pilot holes, use only a double or triple wall core barrel designed:

1. to cut a core sample from 4 inches to 6 inches in diameter, at least 5 feet in length, and,
2. so that the sample of material cored can be removed from the shaft excavation and the core barrel in an undisturbed state.

When called for in the Plans and approved by the Engineer, substitute Standard Penetration Tests (SPT) using a drill rig equipped with an automatic hammer for coring.

Provide areas for the disposal of unsuitable materials and excess materials as defined in 120-5 that are removed from shaft excavations, and dispose of them in a manner meeting all environmental requirements.

Furnish the additional drilled shaft concrete over the theoretical amount required to complete filling any excavations for shafts which are larger than required by the Plans or authorized by the Engineer, at no expense to the Department.

455-15.6.3 Production Shaft Tip Elevations: After completion of load tests, pilot holes, rock cores and lab testing, the GFDEOR shall submit the required minimum rock socket lengths and shaft tip elevations to the Engineer in a signed and sealed letter for review and acceptance. This letter shall include the assumptions and geotechnical parameters used, the report of core borings of all pilot holes, rock core records, lab testing, load test reports prepared in accordance with 455-2.11, and numerical analysis and calculations. Submit this letter at least three working days, excluding weekends and Department observed holidays, prior to beginning production shaft construction. Additional data or analysis may be required by the Engineer.

Production shaft lengths may be based on the load transfer characteristics measured during the load test. End bearing characteristics may be based on load test results if the properties of the material below the tips of the production shafts meet or exceed the strength of the materials below the tip of the test shaft. If the theoretical bearing strength of the material below the tips of the production shafts is less than the theoretical bearing strength of the materials below the tip of the test shaft, the production shafts shall be extended to meet design capacity by side shear only, unless the end bearing resistance of the weaker material is verified by additional load testing.

455-15.7 Casings: Ensure that casings are metal, of ample strength to withstand handling and driving stresses and the pressure of concrete and of the surrounding earth materials, and that they are smooth and water tight. Ensure that the inside diameter of casing is not less than the specified size of shaft except as provided below. The Department will not allow extra compensation for concrete required to fill an oversize casing or oversize excavation.

The Engineer will allow the Contractor to supply casing with an outside diameter equal to the specified shaft diameter (O.D. casing) provided additional shaft length is supplied at the shaft tip. Determine the additional length of shaft required by the following relationship:

$$Additional\ Length = \frac{(D_1 - D_2)\,L}{D_2}$$

where:

D_1= casing inside diameter specified = shaft diameter specified
D_2= casing inside diameter provided (D_2 = D_1 minus twice the wall thickness).
L= authorized shaft length below ground for temporary casing methods or below casing for permanent casing methods.

Bear all costs relating to this additional length including but not limited to the cost of extra excavation, extra concrete, and extra reinforcing steel.

Install and remove casing by rotating, exerting downward pressure, or with a vibratory hammer, unless otherwise shown in the Contract Documents. Remove all casings from shaft excavations except those used for the Permanent Casing Method. Ensure that the portion of casings installed under the Permanent Casing Method of construction below the shaft cut-off elevation remains in position as a permanent part of the drilled shaft. When casings that are to be removed become bound in the shaft excavation and cannot be practically removed, submit a proposed redesign to the Engineer for review and acceptance.

If temporary casing is advanced deeper than the minimum top of rock socket elevation shown in the Plans or actual top of rock elevation if deeper, withdraw the casing from the rock socket and overream the shaft. If the temporary casing cannot be withdrawn from the rock socket before final cleaning, extend the length of rock socket below the authorized tip elevation one-half of the distance between the minimum top of rock socket elevation or actual elevation if deeper, and the temporary casing tip elevation.

Form drilled shafts extending through a body of water with permanent casings. When the shaft extends above ground or a body of water, the Contractor may form the exposed portion with removable casing, unless otherwise specified in the Plans. Remove the portion of metal casings between an elevation 2 feet below the lowest water elevation or 2 feet below ground whichever is higher and the top of shaft elevation after the concrete is cured. Remove casings to expose the concrete as required above in a manner which will not damage the drilled shaft concrete. Dismantle removable casings in accordance with the provisions of 455-17.5.

When practical, do not start the removal until completing all concrete placement in the shaft. Extract casing at a slow, uniform rate with the pull in line with the axis of the shaft. Withdraw temporary casings while the concrete remains fluid.

When conditions warrant, the Contractor may pull the casing in partial stages. Maintain a sufficient head of concrete above the bottom of the casing to overcome the hydrostatic pressure of water outside the casing. At all times maintain the elevation of the concrete in the casing high enough to displace the drilling slurry between the outside of the casing and the edge of the hole while removing the casing.

Expandable or split casings that are removable are not permitted for use below water.

455-15.8 Slurry and Fluid in Excavation:

455-15.8.1 General: Thoroughly premix the slurry with clean fresh water prior to introduction into the shaft excavation. Introduce slurry before the excavation advances below the bottom of the casing. Ensure that the percentage of polymer or mineral admixture used to make the suspension is such as to maintain the stability of the shaft excavation. The Engineer will require adequate water or slurry tanks when necessary to perform the work in accordance with these Specifications. The Engineer will not allow excavated pits on projects requiring slurry tanks without the written permission of the Engineer. Take the steps necessary to prevent the slurry from "setting up" in the shaft, including but not limited to agitation, circulation, and adjusting the composition and properties of the slurry. Provide suitable offsite disposal areas and dispose of all waste slurry in a manner meeting all requirements pertaining to pollution.

Provide a CTQP qualified drilled shaft inspector to perform control tests using suitable apparatus on the slurry mixture to determine the slurry and fluid properties as specified in sub-articles 455-15.8.2 to 455-15.8.4.

Measure the viscosity of the freshly mixed slurry regularly as a check on the quality of the slurry being formed using an approved measuring device.

Perform tests from the fluid in the excavation to determine density, viscosity, and pH value to establish a consistent working pattern, taking into account the mixing process and blending of freshly mixed slurry and previously used slurry. ~~Perform a set of~~Repeat tests to determine density, viscosity, and pH value at intervals not exceeding 2 hours during the first 8 hours slurry is in use and ~~one set~~ every 4 hours thereafter, including overnight, until concrete placement. Perform ~~one set of~~density, viscosity and pH tests again when the excavation reaches the midpoint.

The Department may perform comparison tests as determined necessary during the mineral and polymer slurry operations.

If, ~~A~~at any time in the opinion of the Engineer, the wet construction method fails ~~of~~to stabiliz~~ing~~e the excavation~~s~~ ~~fails, in the opinion of the Engineer, to produce the desired final result,~~ discontinue this method of construction, backfill the excavation and ~~propose~~submit modifications in procedure or alternate means of construction for approval.

455-15.8.2 Mineral Slurry: When mineral slurry is used in an excavation, use only processed attapulgite or bentonite clays with up to 2% (by dry weight) of added polymer. Use mineral slurry having a mineral grain size such that it will remain in suspension and having sufficient viscosity and gel characteristics to transport excavated material to a suitable screening system. Use a percentage and specific gravity of the material to make the suspension sufficient to maintain the stability of the excavation and to allow proper placement of concrete. Ensure that the material used to make the slurry is not detrimental to concrete or surrounding ground strata. During construction, maintain the level of the slurry at a height sufficient to prevent caving of the hole. In the event of a sudden significant loss of slurry such that the slurry level cannot practically be maintained by adding slurry to the hole, backfill the excavation and delay the construction of that foundation until an alternate construction procedure has been approved.

Perform the following tests on the mineral slurry supplied to and in the shaft excavation and ensure that the results are within the ranges stated in the table below:

Item to be measured	Range of Results at 68ºF	Test Method
Density	64 to 73 lb/ft^3 (in fresh water environment) 66 to 75 lb/ft^3 (in salt water environment)	Mud density balance: FM 8-RP13B-1
Viscosity	30 to 40 seconds	Marsh Cone Method: FM 8-RP13B-2
pH	8 to 11	Electric pH meter or pH indicator paper strips: FM 8-RP13B-4
Sand Content	4% or less	FM 8-RP13B-3

The Contractor may adjust the limits in the above table when field conditions warrant as successfully demonstrated in a test hole or with other methods approved by the Engineer. The Engineer must approve all changes in writing before the Contractor can continue to use them.

During construction, maintain the level of mineral slurry in the shaft excavation within the excavation and at a level not less than 4 feet above the highest expected piezometric water ~~pressure~~elevation along the depth of a shaft.

455-15.8.~~.~~3 Polymer Slurry: Materials manufactured expressly for use as polymer slurry for drilled shafts that meet the requirements of this subarticle may be used as slurry for drilled shaft excavations. A representative of the manufacturer must be on-site or available for immediate contact to assist and guide the construction of the first three drilled shafts at no additional cost to the Department. This representative must also be available for on-site assistance or immediate contact if problems are encountered during the construction of the remaining drilled shafts. Use polymer slurry only if the soils below the casing are not classified as organic, and the pH of the fluid in the hole can be maintained in accordance with the manufacturer's published recommendations. Submit the SDS for the product, the manufacturer's published mixing procedures, and the manufacturer's published range of values for pH and viscosity of the mixed slurry. Submit a report in accordance with Section 2.4, Volume II of the Department's Material Manual, which may be viewed at the following URL: http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section24V2.shtm . The report must include test results, certification and documentation that demonstrate the polymer slurry and additives meet the following requirements:

1. The polymer slurries to be used on the project and their waste products are classified as non-hazardous as defined by Resource Conservation and Recovery Act (RCRA) Subpart C rules, Table 1 of 40 CFR 261.24 Toxicity Characteristic.

2. Pull out tests demonstrate the bond between the bar reinforcement and the concrete is not materially affected by exposure to the slurry under typical construction conditions, over the typical range of slurry viscosities to be used.

3. Load tests demonstrate the bond between the concrete and the soil is not materially affected by exposure to the polymer slurry under typical construction conditions, over the typical range of polymer slurry viscosities to be used.

4. The method of disposal meets the approval of all federal, state and local regulatory authorities.

Perform the following tests on the polymer slurry supplied to and in the shaft excavation and ensure that the results are maintained within the ranges stated in the table below:

Mixed Polymer Slurry Properties		
Item to be measured	Range of Results at 68ºF	Test Method
Density	62 to 65 lb/ft^3 (fresh water) 64 to 67 lb/ft^3 (salt water)	Mud density balance: FM 8-RP13B-1
Viscosity	~~Range~~50 seconds to upper limit published by the manufacturer, limited by 455-15.8.3~~items 2 and 3 above~~(2) and ~~455-15.8.3~~(3) above, for materials excavated	Marsh Cone Method: FM 8-RP13B-2
pH	Range published by the manufacturer for materials excavated	Electric pH meter or pH indicator paper strips: FM 8-RP13B-4
Sand Content	0.5% or less	FM 8-RP13B-3

Premix polymer slurry in accordance with the manufacturer's published procedures. ~~However, at no time shall slurry be~~Do not mix~~ed~~ in the excavation as a means to initially prepare slurry; adjustments to slurry properties can be made in the excavation as needed.

During construction, maintain the level of the slurry at a height sufficient to prevent caving of the hole and which should not be lower than 4 feet above the highest expected piezometric water elevation along the depth of the shaft.

455-15.8.4 Fluid In Excavation At Time Of Concrete Placement: When any fluid is present in any drilled shaft excavation, including shafts to support sign, signal, lighting and ITS structures, the applicable test methods and reporting requirements described in 455-15.8.1, 455-15.8.2 and 455-15.8.3 apply to tests of fluid in the shaft prior to placing the concrete.

Test samples of the fluid in the shaft from within 1 inch of the base of the shaft and from the middle of the shaft height for shafts up to 60 feet in depth. Test samples of the fluid in the shaft from within 1 inch of the base of the shaft and at intervals not exceeding 30 feet up the shaft for shafts deeper than 60 feet. Use a sampling tool, approved by the Engineer, designed to sample over a depth range of 12 inches or less. Take whatever action is necessary prior to placing the concrete to bring the fluid within the specification and reporting requirements, outlined in the tables in 455-15.8.2 and 455-15.8.3, except as follows:

The Engineer will not require tests for pH or viscosity, nor require the fluid to meet the minimum density specified in 455-15.8.2 and 455-15.8.3 when neither polymer nor mineral slurry has been introduced into the shaft excavation.

455-15.9 Tremies and Pumps:

455-15.9.1 General: The requirements of the applicable provisions of Section 400 will apply when using a tremie or a pump to place drilled shaft concrete.

455-15.9.2 Dry Excavations: Ensure that the tremie for depositing concrete in a dry drilled shaft excavation consists of a tube of solid construction, a tube constructed of sections

which can be added and removed, or a tube of other accepted design. The Contractor may pass concrete through a hopper at the top of the tube or through side openings as the tremie is retrieved during concrete placement. Support the tremie so that the free fall of the concrete is less than 5 feet at all times. If the free falling concrete causes the shaft excavation to cave or slough, control the movement of concrete by reducing the height of free fall of the concrete and/or reducing the rate of flow of concrete into the excavation.

455-15.9.3 Wet Excavations: Construct the tremie or pump line used to deposit concrete beneath the surface of water so that it is water-tight and will readily discharge concrete. Construct the discharge end of the tremie or pump line to prevent water intrusion and permit the free flow of concrete during placement operations. Ensure that the tremie or pump line has sufficient length and weight to rest on the shaft bottom before starting concrete placement.

During placement operations, ensure that the discharge end of the tremie or pump line is within 6 inches of the bottom of the shaft excavation until at least 10 feet of concrete has been placed. Ensure the discharge end of the tremie or pump line is continuously embedded at least 10 feet into the concrete after 10 feet of concrete has been placed and until the casing is overpoured sufficiently to eliminate all contaminated concrete. Ensure that the free fall of concrete into the hopper is less than 5 feet at all times. Support the tremie so that it can be raised to increase the discharge of concrete and lowered to reduce the discharge of concrete. Do not rapidly raise or lower the tremie to increase the discharge of the concrete. Maintain a continuous flow of concrete and a positive pressure differential of the concrete in the tremie or pump line at all times to prevent water or slurry intrusion into the shaft concrete.

455-15.10 Excavation and Drilling Equipment:

455-15.10.1 General: All shaft excavation is unclassified shaft excavation. Overream the drilled shaft sidewall when necessary. These terms are defined in 455-15.10.2, 455-15.10.3, and 455-15.10.4, respectively.

Use excavation and drilling equipment having adequate capacity, including power, torque, and crowd (downthrust), and excavation and overreaming tools of adequate design, size, and strength to perform the work shown in the Plans or described herein. When the material encountered cannot be drilled using conventional earth augers and/or underreaming tools, provide special drilling equipment, including but not limited to rock augers, core barrels, rock tools, air tools, blasting materials, and other equipment as necessary to continue the shaft excavation to the size and depth required. In the event blasting is necessary, obtain all necessary permits. The Contractor is responsible for the effects of blasting on already completed work and adjacent structures. The Engineer must approve all blasting.

455-15.10.2 Unclassified Shaft Excavation: Unclassified shaft excavation is defined as all processes required to excavate a drilled shaft of the dimensions shown in the Contract Documents to the depth indicated in the Plans plus 15 feet or plus 3 shaft diameters, whichever is deeper, completed and accepted. Include in the work all shaft excavation, whether the material encountered is soil, rock, weathered rock, stone, natural or man-made obstructions, or materials of other descriptions.

455-15.10.3 Unclassified Extra Depth Excavation: Unclassified extra depth excavation is defined as all processes required to excavate a drilled shaft of plan dimensions which is deeper than the limits defined as unclassified shaft excavation.

455-15.10.4 Drilled Shaft Sidewall Overreaming: Drilled shaft sidewall overreaming is defined as the unclassified excavation required to roughen its surface or to enlarge the drilled shaft diameter due to softening of the sidewalls or to remove excessive

buildup of slurry cake when slurry is used. Increase the shaft radius a minimum of 1/2 inch and a maximum of 3 inches by overreaming. The Contractor may accomplish overreaming with a grooving tool, overreaming bucket, or other suitable equipment.

Meet the limit for depth of sidewall overreaming into the shaft sidewall material and the elevation limits between which sidewall overreaming is required.

455-15.11 Inspection of Excavations:

455-15.11.1 Dimensions and Alignment: Provide equipment for checking the dimensions and alignment of each permanent shaft excavation. Determine the dimensions and alignment of the shaft excavation under the observation and direction of the Department. Generally check the alignment and dimensions by any of the following methods as necessary:

1. Check the dimensions and alignment of dry shaft excavations using reference stakes and a plumb bob. Verify that the bottom of the hole is level.

2. Check the dimensions and alignment of casing when inserted in the excavation.

3. ~~Insert a casing in shaft excavations temporarily for alignment and dimension checks.~~

~~4. Insert a rigid rod or pipe assembly with several 90-degree offsets equal to the shaft diameter into the shaft excavation for alignment and dimension checks.~~

~~5~~. Use an acceptable caliper system

4. Insert any casing, rod or pipe assembly, or other device used to check dimensions and alignment into the excavation to full depth.

455-15.11.2 Depth: Generally reference the depth of the shaft during drilling to appropriate marks on the Kelly bar or other suitable methods. Measure final shaft depths with a suitable weighted tape or other accepted methods after final cleaning.

455-15.11.3 Shaft Inspection Device (SID): Furnish all power and equipment necessary to inspect the bottom conditions of a drilled shaft excavation for bridge foundations and to measure the thickness of bottom sediment or any other debris using a SID. Provide a means to position and lower the SID into the shaft excavation to enable the bell housing to rest vertically on the bottom of the excavation. Continuously videotape the inspection of each drilled shaft excavation after final cleaning. Clearly identify in the recordings by audio or other means, the location and items being observed.

Furnish a SID meeting the following requirements:

1. A remotely operated, high resolution, color video camera sealed inside a watertight bell housing.

2. Provides a clear view of the bottom inspection on a video monitor at the surface in real time.

3. Provides a permanent record of the entire inspection with voice annotation on a quality DVD with a resolution of not less than 720 x 480.

4. Provides a minimum field of vision of 110 square inches, with at least two graduated measuring devices to record the depth of sediment on the bottom of the shaft excavation to a minimum accuracy of 1/2 inch and a length greater than 1-1/2 inches.

5. Provides sufficient lighting to illuminate the entire field of vision at the bottom of the shaft in order for the operator and inspector to clearly see the depth measurement scale on the video monitor and to produce a clear recording of the inspection.

6. Provides a regulated compressed air or gas system to ~~displace~~ precisely adjust the drilling fluid~~s~~ ~~from~~ level within the bell housing, and a pressurized water system to assist in determination of bottom sedimentation depth.

Obtain the Engineer's approval of the device in advance of the first inspection contingent on satisfactory field performance. Notify the Engineer for approval before a different device is used for any subsequent inspection.

455-15.11.4 Shaft Cleanliness Requirements: Adjust cleaning operations so a minimum of 50% of the bottom of each shaft will have less than 1/2 inches of sediment at the time of placement of the concrete. Ensure the maximum depth of sedimentary deposits or any other debris at any place on the bottom of the shaft excavation does not exceed 1-1/2 inches. Determine shaft cleanliness by visual inspection for dry shafts. For bridge foundations, use a shaft inspection device for wet shafts. For drilled shaft foundations for sign, signal, lighting and ITS structures the use of a weighted tape is permitted to verify level and clean hole bottom conditions at the time of concrete placement.

When using slurry, meet the requirements of 455-15.8 at the time of concrete placement.

455-15.11.4.1 Exceptions for Shafts for Sign, Signal, Lighting and ITS Structures: Ensure the depth of sedimentary deposits or other debris does not exceed 1 inch over the bottom of the shaft when installing drilled shafts to support sign, signal, lighting and ITS structures.

455-15.11.5 Time of Excavation: Overream the sidewalls of any unclassified excavation work using mineral slurry lasting more than 36 hours (measured from the beginning of excavation for all methods except the Temporary or Permanent Casing Method, which begins at the time excavation begins below the casing) before placement of the concrete. Ensure that the minimum depth of overreaming the shaft sidewall is 1/2 inches and the maximum depth is 3 inches. Provide any overreaming required at no expense to the Department when exceeding the 36 hour limit.

When using mineral slurry, adjust excavation operations so that the maximum time that slurry is in contact with the bottom 5 feet of the shaft (from time of drilling to concreting) does not exceed 12 hours. If exceeding the 12 hour time limit, overream the shaft socket or the full shaft when socket is not specified, at no additional expense to the Department prior to performing other operations in the shaft.

455-16 Reinforcing Steel Construction and Placement.

455-16.1 Cage Construction and Placement: Completely assemble and place as a unit the cage of reinforcing steel, consisting of longitudinal bars, ties, and cage stiffener bars, immediately after the Drilled Shaft Inspector inspects accepts the shaft excavation and immediately prior to placing concrete. Tie all intersections of drilled shaft reinforcing steel with cross ties or "figure 8" ties. Use double strand ties, ties with larger tie wire, U-bolts, or similar when necessary.

455-16.2 Splicing Cage: If the bottom of the constructed shaft elevation is lower than the bottom of the shaft elevation in the Plans, extend a minimum of one half of the longitudinal bars required in the upper portion of the shaft the additional length. Continue the tie bars for the extra depth, spaced on 2 foot centers, and extend the stiffener bars to the final depth. The Contractor may lap splice these bars or use unspliced bars of the proper length. Do not weld bars to the planned reinforcing steel unless shown in the Contract Documents.

For drilled shafts supporting sign, signal, lighting and ITS structures, if the shaft cleaning operations result in excavating below the required tip elevation, the reinforcing steel cage does not need to be extended. The reinforcing steel cage may be spliced to rest on the bottom of the excavation or suspended in place from the top.

455-16.3 Support, Alignment, and Tolerance: Tie and support the reinforcing steel in the shaft so that the reinforcing steel will remain within allowable tolerances as specified in 455-20 and Section 415.

Use wheels or other approved noncorrosive spacing devices within 3 feet of the bottom, within 6 feet of the top, and intervals not exceeding 10 feet along the shaft to ensure concentric spacing for the entire length of the cage. Do not use block or wire type spacers. Use a minimum of one spacer per 30 inches of circumference of cage with a minimum of four at each level. Provide spacers at the bottom of the drilled shaft reinforcing cage as required to maintain the proper position of the cage.

Check the elevation of the top of the steel cage before and after placing the concrete. If the cage is not within the specified tolerances, correct, and submit a revised DSIP to the Engineer for approval. Do not construct additional shafts until receiving approval from the Engineer.

455-16.4 Nondestructive Integrity Testing Access Tubes: Install access tubes full length in all drilled shafts from the tip of shaft to a point high enough above top of shaft to allow Thermal Integrity Testing for Drilled Shafts (TITDS) and Cross-Hole Sonic Logging (CSL) testing, but not less than 30 inches above the top of the drilled shaft, ground surface or water surface, whichever is higher. Equally space tubes around circumference of drilled shaft. Securely tie access tubes to the inside of the reinforcing cage and align tubes to be parallel to the vertical axis of the center of the cage. Access tubes from the top of the reinforcing cage to the tip of the shaft shall be NPS 1-1/2 Schedule 40 black iron or black steel (not galvanized) pipe. Access tubes above the top of the reinforcing cage may be the same black iron or black steel pipe or Schedule 40 PVC pipe. Ensure that the access tubes are free from loose rust, scale, dirt, paint, oil and other foreign material. Couple tubes as required with threaded couplers, such that inside of tube remains flush. Seal the bottom and top of the tubes with threaded caps. The tubes, joints and bottom caps shall be watertight. Seal the top of the tubes with lubricated, threaded caps sufficient to prevent the intrusion of foreign materials. Stiffen the cage sufficiently to prevent damage or misalignment of access tubes during the lifting and installation of the cage. Exercise care in removing the caps from the top of the tubes after installation so as not to apply excess torque, hammering or other stress which could break the bond between the tubes and the concrete.

Provide the following number (rounded up to the next whole number of tubes) and configuration of cross-hole sonic logging access tubes in each drilled shaft based on the diameter of the shaft.

Shaft Diameter	Number of Tubes Required	Configuration around the inside of Circular Reinforcing Cage
36 to 48 inches	4	90 degrees apart
Greater than 48 inches	1 tube per foot of Shaft Diameter	360 degrees divided by the Number of Tubes

Insert simulated or mock probes in each access tube prior to concreting to ensure the serviceability of the tube. Fill access tubes with clean potable water and recap prior to

concreting. Repair or replace any leaking, misaligned or unserviceable tubes as in a manner acceptable to the Engineer prior to concreting.

For drilled shaft foundations requiring anchor bolts, verify access tubes will not interfere with anchor bolt installation before excavating the shaft. When access tube locations conflict with anchor bolt locations, move the access tube location plus or minus 2 inches along the inner circumference of the reinforcing cage.

For drilled shafts supporting sign, signal, lighting and ITS structures, if the shaft cleaning operations result in excavating below the required tip elevation, the access tubes do not need to be extended. If the reinforcing steel cage is suspended in place from the top rather than resting on the bottom of the excavation, clearly mark the top of shaft location on each tube.

When called for in the Contract Documents, provide embedded thermal wires and equipment to allow TITDS in accordance with ASTM D7949 Method B.

455-17 Concrete Placement.

455-17.1 General: Place concrete in accordance with the applicable portions of Sections 346 and 400, 455-15.2, 455-15.3, 455-15.4, 455-15.5, 455-15.8, 455-15.9, and the requirements herein.

Place concrete as soon as possible after completing all excavation, cleaning the shaft excavation, inspecting and finding it satisfactory, and immediately after placing reinforcing steel. Continuously place concrete in the shaft to the top of the casing. Continue placing concrete after the casing is full until good quality concrete is evident at the top of the casing. Place concrete through a tremie or concrete pump using accepted methods. After the shaft is overpoured sufficiently to eliminate all contaminated concrete, additional concrete may be added to the shaft without the use of a tremie or pump in accordance with Section 400.

If the pressure head is lost during concrete placement for any reason, perform integrity testing at no expense to the Department.

Immediately after concreting, check the water levels in the CSL access tubes and refill as necessary. If tubes become unserviceable, core new holes in the drilled shaft as directed by the Engineer.

455-17.2 Placement Time Requirements: The elapsed time for placing drilled shaft concrete includes the concrete mixing and transit time, the concrete placement time, the time required to remove any temporary casing that causes or could cause the concrete to flow into the space previously occupied by the casing, and the time to insert any required column steel, bolts, weldments, etc. Maintain a minimum slump of 5 inches throughout the elapsed time. Use materials to produce and maintain the required slump through the elapsed time that meets the class of concrete specified. Provide slump loss tests that demonstrate to the Engineer that the concrete will maintain a 5 inch or greater slump for the anticipated elapsed time before beginning drilled shaft construction.

455-17.3 Forms: When the top of shaft elevation is above ground or above water, form the portion of the shaft above ground and the portion of the shaft above water with a removable form or another suitable method to the dimensions shown in the Plans

When the shaft extends above the ground through a body of water, the Contractor may form the portion through the water with removable forms except when the Permanent Casing Method is specified.

455-17.4 Riser Blocks: The Contractor may cast a riser block of equal diameter as the column and of a maximum height of 6 inches at the top of the completed shaft. When this option is chosen, extend any dowel steel above the top of shaft an additional 6 inches.

455-17.5 Curing: Cure the top surface in accordance with the applicable provisions of Section 400, and construct any construction joint area as shown in the Plans. Protect portions of drilled shafts exposed to a body of water from the action of water by leaving the forms in place for a minimum of seven days after casting the concrete. The Contractor may remove forms prior to seven days provided the concrete strength has reached 2,500 psi or greater as evidenced by cylinder breaks.

455-17.6 Non-Destructive Testing of Drilled Shaft Integrity:

455-17.6.1 Thermal Integrity Testing for Drilled Shafts (TITDS): Perform all TITDS testing in accordance with ASTM D7949. Test all drilled shafts in bridge bents or piers considered nonredundant in the Plans, using TITDS. For all other drilled shafts supporting bridges and sign, signal, lighting and ITS structures, perform TITDS on any shaft suspected of containing defects. The Engineer may select shafts for TITDS based on observations in the field or the review of the drilled shaft logs.

Engage a qualified Specialty Engineer to supervise the TITDS. The qualified TITDS Specialty Engineer must have a minimum six months experience of TITDS and have a Florida Licensed Professional Engineer and supervise the collection and interpretation of data. The individual performing the TITDS in the field must work for the Specialty Engineer firm and have a minimum of six months experience of TITDS. The Contractor shall provide all necessary access and assistance to the TITDS Specialty Engineer to satisfactorily perform the testing.

After acceptance of production shafts by the Engineer, remove all water from the access tubes or core holes and fill the tubes or core holes with a structural non-shrink grout meeting the requirements of Section 934 from the bottom via tremie tube. Place the grout utilizing enough pressure to fill the tubes or core holes completely.

If the Contractor determines at any time during the non-destructive testing and evaluation of the drilled shaft that the drilled shaft should be replaced, no further testing or evaluation of that shaft is required.

455-17.6.1.1 Equipment: Furnish TITDS test equipment in accordance with ASTM D7949 as follows:

1. Provide thermal probes with four orthogonally oriented infrared sensors able to be used in 1.5 inch I.D. pipes.
2. Provide a computer based TITDS data acquisition system for display of signals during data acquisition.
3. Provide a computer based TITDS data acquisition system for display of signals during data acquisition.
4. Provide an air compressor and power supply with sufficient pressure to air lift the water from the access tubes.

455-17.6.1.2 Procedure: Perform TITDS testing between ~~24 and 72 hours~~ the minimum and maximum times shown below after ~~shaft concrete placement~~the batching time of the first truck load placed in the drilled shaft, unless otherwise accepted by the Engineer.

Shaft Diameter (inches)	Minimum time (hours)	Maximum time (hours)
36-48	24	54
49-60	24	72
61-72	24	72

Shaft Diameter (inches)	Minimum time (hours)	Maximum time (hours)
73-84	24	90
85-120	24	108
~~When retarders are used to slow the onset of hydration, add the retardation time to the testing times indicated.~~		

The Contractor may propose modifications in the above table for site specific and special concrete mix conditions, as demonstrated from lab and field testing and instrumentation. The Engineer must approve all changes to the testing times prior to the Contractor using them.

Furnish information regarding the shaft, tube lengths and depths, construction dates, and other pertinent shaft installation observations and details to the Department at the time of testing. Verify access tube lengths and their condition in the presence of the Department, at ~~least 24 hours prior to TITDS testing~~the end of concrete placement. If the access tubes do not provide access over the full length of the shaft, repair the existing tube(s) or core additional hole(s), as directed by the Engineer, at no additional cost to the Department.

Just prior to inserting the thermal probe, remove water from the access tubes. Store the removed water in an insulated container for later replacement. Allow the thermal probe to acclimate in accordance with the equipment manufacturer recommendations. Continuously record temperatures at depth intervals of 3.0 inches or less from the top to the bottom of each access tube. Repeat the test at each access tube until two sets of data from the same access tube provide similar results. Return the warm water to the access tubes immediately after the testing has been completed.

Immediately report any potential defects indicated by lower temperature anomalies to the Engineer.

455-17.6.1.3 Required TITDS Reports: Present the TITDS data and analysis to the Engineer in a signed and sealed report. The report shall include as minimum the following items:

1. Graphs displaying all temperature measurements and average temperature versus depth.
2. Indication of unusual temperatures, including cooler local deviations from the average at any depth from the overall average over the entire length.
3. A graph displaying the average temperature and theoretical temperature versus depth.
4. Variations in temperature between access tubes which may indicate variations in cage alignment.
5. The calculated radius of the shaft throughout the entire depth.
6. Alignment of the reinforcing cage along the shaft.
7. Calculated concrete cover throughout the entire depth.
8. A conclusion stating whether the tested shaft is free from integrity defects and meets the minimum concrete cover and diameter requirements by the specifications. When anomalies are detected, include in the report a three dimensional rendering of the shape of the shaft.

455-17.6.1.4 Evaluation of TITDS Test Results: Drilled shafts not meeting the minimum cover and diameter requirements, or having integrity defects, are not acceptable without an engineering analysis.

455-17.6.1.5 Coring and/or Repair of Drilled Shafts: If a drilled shaft is

unacceptable based on the TITDS tests and other testing, or problems observed during drilled shaft construction, core the shaft to allow further evaluation and repair, or replace the shaft. If coring to allow further evaluation of the shaft and repair is chosen, one or more core samples shall be taken from each unacceptable shaft for full depth of the shaft or to the depth directed by the GFDEOR. The GFDEOR shall determine, with concurrence of the Engineer, the number, location, and diameter of the cores based on the results of the TITDS. Keep an accurate log of cores. Properly mark and place the cores in a crate showing the shaft depth at each interval of core recovery. Deliver the cores to the GFDEOR and submit the coring log to the Engineer. Perform strength testing by an AASHTO certified lab on portions of the cores that exhibit questionable concrete as determined by the GFDEOR. If the TITDS and coring indicate the shaft is defective, propose remedial measures for approval by the Engineer. Such improvement may consist of, but is not limited to correcting defective portions of the shaft, providing straddle shafts to compensate for capacity loss, or providing a replacement shaft. Repair all detected defects and conduct post repair integrity testing using horizontal and offset CSL testing and 3-D tomographic imaging as described in 455-17.6.2. Engage a Specialty Engineer to perform gamma-gamma density logging calibrated to 1-1/2- inch black iron access tubes,~~,~~ prior to and after the repair is performed, to verify the integrity of the shaft outside the reinforcing cage in the same locations where the repair was required. When straddle shafts or replacement shafts are used to correct a deficient foundation perform TITDS in accordance with 455-17.6.1 through 455-17.6.3 to verify integrity of these shafts. Submit all results to the Engineer within five days of test completion for acceptance. Perform all work described in this sub-article at no additional cost to the Department, and with no increase in Contract Time.

455-17.6.2 Cross Sonic Logging (CSL) and Tomography: When required by the Engineer perform CSL testing in accordance with ASTM D6760. Engage a qualified Specialty Engineer to perform the CSL testing. The qualified CSL Specialty Engineer must be a Professional Engineer in the State of Florida and have a minimum six months experience of CSL testing, supervising the collection of CSL data and interpretation of CSL results. The individual performing the CLS testing in the field must work for the Specialty Engineer firm and have a minimum of six months experience of six months of CSL testing. The Contractor shall provide all necessary access and assistance to the CSL Specialty Engineer to satisfactorily perform the testing.

When a shaft contains four tubes, test every possible tube combination. For shafts with five or more tubes, test all pairs of adjacent tubes around the perimeter, and one-half of the remaining number of tube combinations, as chosen by the Engineer. Pull the probes simultaneously, starting from the bottoms of the tubes, over an electronic depth measuring device. Perform the CSL tests with the source and receiver probes in the same horizontal plane. Continuously record ~~temperatures~~CSL signals at depth intervals of 2-1/2 inches or less from the bottom of the tubes to the top of each shaft. Remove all slack from the cables prior to pulling to provide accurate depth measurements in the CSL records. When the measurements indicate a 30% or greater reduction in velocity between one or more pairs perform 3D tomography analysis as indicated below.

To perform 3D tomography analysis conduct offset CSL measurements between the tube pair combinations in addition to the horizontal measurements. Record offset measurements with source and receiver vertically offset in the tubes. These measurements add four measurements per tube combination to the horizontal measurements described in this section. Offset measurements are described by the angle, in degrees, and direction the signal

travels between the probes with respect to the horizontal plane: plus 45, plus 22.5 (source below receiver), and minus 45, minus 22.5 (source above receiver). Record offset measurements from the point where the higher probe is at least 5 feet below the velocity reduction to the point where the lower probe is at least 5 feet above the velocity reduction. When repairs are done, provide offset measurements from the point where the higher probe is at least 5 feet below the lower limit of the repaired zone to the point where the lower probe is at least 5 feet above the upper limit of the repaired zone. Perform offset measurements and provide CSL logs and 3D tomographic analysis at no additional cost to the Department.

After acceptance of production shafts by the Engineer, fill the tubes or core holes with a structural non-shrink grout in accordance with 455-17.6.1.

If the Contractor determines at any time during the non-destructive testing and evaluation of the drilled shaft that the drilled shaft should be replaced, no further testing or evaluation of that shaft is required.

455-17.6.2.1 Required CSL Reports: Present the CSL data and analysis results to the Engineer in a signed and sealed report. Include CSL logs with analyses of first pulse arrival time (FAT) versus depth and pulse energy/amplitude versus depth. Present a CSL log for each tube pair tested with any defect zones identified on the logs and discussed in the test report as appropriate. When offset measurements are required, perform 3D tomographic analysis using all offset data, and include color coded 3D tomographic images in the report.

455-17.6.2.2 Evaluation of Cross-Hole Sonic Logging Testing: Drilled shafts with velocity reduction exceeding 30% are not acceptable without an engineering analysis.

455-17.6.2.3 Coring and/or Repair of Drilled Shafts: If a drilled shaft is unacceptable based on the CSL Testing and tomographic analyses and other testing, core the shaft to allow further evaluation and repair, or replace the shaft in accordance with 455-17.6.1.5.

If repairs are performed or additional shafts installed to correct a deficient foundation, conduct integrity testing and submit the results to the Engineer in accordance with 455-17.6.1.5.

455-18 Method Shafts.

The Engineer will use the construction of method shafts (test holes) to determine if the methods and equipment used by the Contractor are sufficient to produce a shaft excavation meeting the requirements of the Contract Documents. During method shaft excavations, the Engineer will evaluate the ability to control dimensions and alignment of excavations within tolerances; to seal the casing into impervious materials; to control the size of the excavation under caving conditions by the use of slurry or by other means; to properly clean the completed shaft excavation; to construct excavations in open water areas; to determine the elevation of ground water; to place reinforcing steel and concrete meeting the requirements of these Specifications within the prescribed time frame; and to execute any other necessary construction operation. Revise the methods and equipment as necessary at any time during the construction of the method shaft when unable to satisfactorily carry out any of the necessary operations described above or when unable to control the dimensions and alignment of the shaft excavation within tolerances.

Successfully construct method shafts out of permanent position at the location shown in the Plans. Ensure the diameter and depth of the method shafts are the same diameter and maximum depth as the production drilled shafts. When there are shafts both on land and in water, successfully construct a method shaft for each condition. When there is more than one size of drilled shaft, perform a method shaft for the largest diameter for each condition. Reinforce the

method shaft unless otherwise directed in the Contract Documents. Conduct integrity tests on each shaft, using both cross-hole sonic logging and TITDS test methods. Fill the method shaft with concrete in the same manner production drilled shafts will be constructed. Backfill method shafts which are not filled with concrete with suitable soil in a manner satisfactory to the Engineer. Leave concreted method shafts in place, except remove the top of the shaft to a depth of 2 feet below the ground line. Use the same procedure for shafts constructed in water. Restore the disturbed areas at the sites of method shafts drilled out of position as nearly as practical to their original condition. When the Contractor fails to demonstrate to the Engineer the adequacy of his methods or equipment, and alterations are required, make appropriate modifications and provide additional method shafts at no expense to the Department. Make no changes in methods or equipment after initial acceptance without the consent of the Engineer.

A separate method shaft is not required for drilled shafts installed under sign, signal, lighting and ITS structures. The first production shaft will serve as a method shaft for determining acceptability of the installation method.

455-19 Test Bells.

Test bells are no longer used.

455-20 Construction Tolerances.

Meet the following construction tolerances for drilled shafts:

1. Ensure that the top of the drilled shaft is no more than 3 inches laterally in the X or Y coordinate from the position indicated in the Plans.

2. Ensure that the vertical alignment of the shaft excavation does not vary from the alignment shown in the Plans by more than 1/4 inches per foot of depth.

3. After placing all the concrete, ensure that the top of the reinforcing steel cage is no more than 6 inches above and no more than 3 inches below plan position.

4. Ensure that the reinforcing cage is concentric with the shaft within a tolerance of 1-1/2 inches. Ensure that concrete cover is a minimum of 4-1/2 inches unless shown otherwise in the Plans.

5. All casing diameters shown in the Plans refer to I.D. (inside diameter) dimensions. However, the Contractor may use casing with an outside diameter equal to the specified shaft diameter if the extra length described in 455-15.7 is provided. In this case, ensure that the I.D. of the casing is not less than the specified shaft diameter less 1 inch. The Contractor may elect to provide a casing larger in diameter than shown in the Plans to facilitate meeting this requirement. Ensure that the minimum diameter of the drilled shaft is 1 inch less than the specified shaft diameter. When conditions are such that a series of telescoping casings are used, provide the casing sized to maintain the minimum shaft diameters listed above.

6. Except when a butting or encroaching within a sidewalk, ensure that the top elevation of the drilled shaft concrete has a tolerance of plus 1 inch and minus 3 inches from the top of shaft elevation shown in the Plans.

7. When abutting or encroaching within a sidewalk, ensure that the top elevation of the drilled shaft is flush with the sidewalk surface.

8. The dimensions of casings are subject to American Petroleum Institute tolerances applicable to regular steel pipe.

9. Use excavation equipment and methods designed so that the completed shaft excavation will have a flat bottom. Ensure that the cutting edges of excavation equipment are

normal to the vertical axis of the equipment within a tolerance of plus or minus 3/8 inches per foot of diameter.

455-21 Drilled Shaft Excavations Constructed out of Tolerance.

Do not construct drilled shaft excavations in such a manner that the concrete shaft cannot be completed within the required tolerances. The Contractor may make corrections to an unacceptable drilled shaft excavation by any combination of the following methods:

1. Overdrilling the shaft excavation to a larger diameter to permit accurate placement of the reinforcing steel cage with the required minimum concrete cover.
2. Increasing the number and/or size of the steel reinforcement bars.

When the tolerances are not met, the Contractor may propose a redesign to incorporate shafts installed out of tolerance into caps or footings. Incorporate shafts installed out of tolerance at no expense to the Department. Ensure the Contractor's Engineer of Record performs any redesign and signs and seals the redesign drawings and computations. Do not begin any proposed construction until the redesign has been reviewed ~~for acceptability~~ and accepted by the Engineer.

Backfill any out of tolerance shafts in an accepted manner when necessary until the redesign is complete and accepted. Furnish additional materials and work necessary, including engineering analysis and redesign, to effect corrections of out of tolerance drilled shaft excavations at no expense to the Department.

455-22 Recording, Certification and Verification.

455-22.1 Recording: Inspect and record all the drilled shaft operations. Keep a set of drilled shaft logs for each drilled shaft including test holes, load test shafts and production shafts. Use the Department's Drilled Shaft Log forms to record the information. Submit to the Engineer drilled shaft logs and concrete logs within 24 hours of concrete placement. The documentation shall include the drilled shaft installation procedures, actual dimensions and quantities of the materials used, fluid testing results, bottom cleanliness inspection results, sequencing, as well as any problems encountered during construction and concrete placement. Allow two working days, excluding weekends and Department observed holidays, for the Department to review the data and determine whether shafts will be selected for CSL integrity testing. Perform CSL testing on any shaft selected by the Department at this stage in accordance with 455-17.

455-22.2 Foundation Certification Packages: Submit certification packages of drilled shaft foundations to the Engineer prior to Verification Testing. Each Foundation Certification Package shall include a letter signed and sealed by the GFDEOR certifying the drilled shafts have the required axial capacity, torsional capacity, uplift capacity, overturning and lateral stability, integrity deficiencies have been corrected, and settlements will not affect the functionality of the structure. Include all shaft excavation and concreting logs, videos of visual shaft bottom inspections, all CSL reports and electronic data, gamma-gamma testing reports, slurry test data, supplemental testing data, analyses for the foundation unit and the concrete strength test results of the lots sampled. The certification shall not be contingent on any future testing or approval by the Engineer. Submit a separate Foundation Certification Package for each foundation unit. A foundation unit is defined as all the shafts within one bent or pier for a specific bridge for each phase of construction. For sign, signal, lighting and ITS structures, a foundation unit is defined as all the shafts within one intersection/interchange, for each phase of an intersection/interchange or all the shafts included in the structure.

455-22.3 Verification: The Engineer reserves the right to observe and perform verification testing on any drilled shafts during any phases of the foundation operation.

Provide safe access and cooperate with the Engineer for verification of the drilled shafts, both during construction of shafts and after submittal of the certification package. The Engineer may verify the bottom cleanliness by over the shoulder review of the Contractor's visual inspection methods and/or by independent means. The Engineer may verify properties of drilling fluid at the time of concreting.

Within one working day, excluding weekends and Department observed holidays, of receipt of the Foundation Certification Package, the Engineer will examine the Certification Package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Engineer may select every shaft for Verification Testing if defects are suspected, or choose not to require verification testing on any or all foundation units. The Engineer will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Engineer and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

After Verification Testing for a foundation unit is performed, the Engineer will provide the results within five working days, excluding weekends and Department observed holidays. Integrity testing access tubes shall not be grouted and construction of footings, caps, columns or any superstructure elements shall not occur until the Engineer has notified the Contractor that additional Verification Testing is not required.

If any shaft is found to be deficient, correct the deficiency (i.e. repair or replace the shaft) and/or modify the design to compensate for the deficiency. After the deficiency is corrected, retest and recertify the shaft. The Engineer may then perform additional Verification Testing. In case of disagreement of test results, the Engineer's results will be final and used for determination of acceptance.

455-23 Method of Measurement.

455-23.1 Drilled Shafts: The quantity to be paid for will be the length, in feet, of the reinforced concrete drilled shaft of the diameter shown in the Plans, completed and accepted. The length will be determined as the difference between the top of shaft elevation as shown in the Plans and the final bottom of shaft elevation as authorized and accepted. When the Contractor elects to provide outside diameter (O.D.) sized casing rather than inside diameter (I.D.) sized casing as allowed in 455-15.7, the pay quantity measured as described above will be multiplied by a factor (F) determined as follows:

$$F = \frac{2D_2 - D_1}{D_2}$$

where:

F= factor to adjust pay quantities to compensate for smaller shafts.

D_1= casing inside diameter specified = shaft diameter specified.

D_2= casing inside diameter provided ($D_2 = D_1$ minus twice the wall thickness).

455-23.2 Drilled Shafts (Unreinforced): The quantity to be paid for will be the length, in feet, of unreinforced concrete drilled shaft of the diameters shown in the Plans, completed and accepted. The length will be determined as the difference between the top of shaft elevation as

shown in the Plans and the final bottom of shaft elevation as authorized and accepted. When the Contractor elects to use O.D. casing, the quantity as determined above will be multiplied by the factor “F” determined as described in 455-23.1.

455-23.3 Unclassified Shaft Excavation: The quantity to be paid for will be the length, in feet, of unclassified shaft excavation of the diameter shown in the Plans, completed and accepted, measured along the centerline of the shaft from the ground surface elevation after any required excavation per 455-1.2 to the plan bottom of shaft elevation authorized and accepted plus up to 15 feet or 3 shaft diameters, whichever is deeper, of additional excavation as authorized by the Engineer. When drilled shafts are constructed through fills placed by the Contractor, the original ground surface before the fill was placed will be used to determine the quantity of unclassified shaft excavation. When the Contractor elects to use O.D. casing, the quantity as determined above will be multiplied by the factor “F” determined as described in 455-23.1.

455-23.4 Unclassified Extra Depth Excavation: When excavation is required by the Engineer to extend more than 15 feet or 3 shaft diameters, whichever is deeper, below the bottom of the shaft elevation shown in the Plans, the work will be considered as Unforeseeable Work.

455-23.5 Method Shafts: The cost of all method shafts will be included in the cost of drilled shafts.

455-23.6 Core (Shaft Excavation): The quantity to be paid for will be the length, in feet, measured from the bottom of shaft elevation to the bottom of the core-hole, for each authorized core drilled below the shaft excavation, completed and accepted. When the Engineer authorizes pilot holes extending through part or all of the shaft, prior to excavation, to some depth below the shaft bottom, the quantity paid as core (shaft excavation) will be the length in feet, measured from the top elevation to the bottom elevation authorized by the Engineer, completed and accepted. When SPT tests are substituted for coring or pilot holes as provided in 455-15.6, the quantity will be determined as described above in this Section.

455-23.7 Casings: The quantity to be paid for will be the length, in feet, of each size casing as directed and authorized to be used. The length will be measured along the casing from the top of the shaft elevation or the top of casing whichever is lower to the bottom of the casing at each shaft location where casing is authorized and used, except as described below when the top of casing elevation is shown in the Plans. Casing will be paid for only when the Permanent Casing Method is specified, when the Plans show a casing that becomes a permanent part of the shaft, or when the Engineer directs the Contractor to leave a casing in place which then becomes a permanent part of the shaft. No payment will be made for casings which become bound or fouled during shaft construction and cannot be practically removed. The Contractor shall include the cost of all temporary removable casings for methods of construction other than that of the Permanent Casing Method in the bid price for unclassified shaft excavation item.

When the Permanent Casing Method and the top of casing elevation are specified, the casing will be continuous from top to bottom. Authorization for temporary casing will not be given unless the Contractor demonstrates that he can maintain alignment of the temporary upper casing with the lower casing to be left in place during excavation and concreting operations. When artesian conditions are or may be encountered, the Contractor shall also demonstrate that he can maintain a positive water-tight seal between the two casings during excavation and concreting operations.

When the top of casing elevation is shown in the Contract Documents, payment will be from the elevation shown in the Plans or from the actual top of casing elevation,

whichever is lower, to the bottom of the casing. When the Contractor elects to use an approved special temporary casing system in open water locations, the length to be paid for will be measured as a single casing as provided above.

455-23.8 Load Tests: The quantity to be paid for will be the number and type of load tests conducted.

455-23.9 Instrumentation and Data Collection: The quantity to be paid for will be at the lump sum price.

455-23.10 Thermal Integrity Testing for Drilled Shafts and Cross-Hole Sonic Logging: The quantity of TITDS to be paid for will be the number of drilled shafts accepted based on TITDS tests. When TITDS is not performed in accordance with 455-17.6.1, perform CSL testing at no cost to the Department. No payment will be made for any integrity testing when such testing indicates the shaft cannot be accepted based on the integrity testing itself. No payment will be made for integrity testing performed to evaluate the integrity of post-repair work or for CSL testing not requested by the Engineer. When the Engineer requests CSL tests and the results indicate the shaft is acceptable, the testing will be paid as unforeseen work.

455-24 Basis of Payment.

455-24.1 Drilled Shafts: Price and payment will be full compensation for all drilled shafts, including the cost of concrete, reinforcing steel, ~~and cross-hole sonic logging~~nondestructive integrity testing access tubes, embedded thermal wires when required by the Contract Documents, and including all labor, materials, equipment, and incidentals necessary to complete the drilled shaft. The cost of the reinforcing steel, including lap lengths, to accommodate shaft lengths longer than shown in the Plans is included in the cost of drilled shafts. Costs associated with repairing defects found in the drilled shaft shall be included in the cost of the drilled shaft.

455-24.2 Drilled Shafts (Unreinforced): Price and payment will be full compensation for all drilled shafts (unreinforced), including the cost of concrete and all labor, equipment, materials, and incidentals necessary to complete the drilled shaft.

455-24.3 Unclassified Shaft Excavation: Price and payment will be full compensation for the shaft excavation (except for the additional costs included under the associated pay items for casing); removal from the site and disposal of excavated materials; restoring the site as required; cleaning and inspecting shaft excavations; using slurry as necessary; using drilling equipment; blasting procedures, special tools and special drilling equipment to excavate the shaft to the depth indicated in the Plans; and furnishing all other labor, materials, and equipment necessary to complete the work in an acceptable manner.

455-24.4 Method Shafts: No separate payment will be made for method shaft (test hole). All cost of test holes will be included in the cost of drilled shafts.

455-24.5 Core (Shaft Excavation): Price and payment will be full compensation for drilling and classifying the cores/pilot hole, delivering them to the Department, furnishing drilled shaft concrete to fill the core/pilot hole, and all other expenses necessary to complete the work. When SPT tests are substituted for cores/pilot holes as provided in 455-15.6, they will be paid for at the price per foot for coring.

455-24.6 Casings: Price and payment will be full compensation for additional costs necessary for furnishing and placing the permanent casing in the shaft excavation above the costs attributable to the work paid for under associated pay items for unclassified shaft excavation.

455-24.7 Load Tests: Price and payment will include all costs related to the performance of the load test.

455-24.8 Instrumentation and Data Collection: Price and payment will include all labor, equipment, and materials incidental to the instrumentation and data collection, and, when required, the load test report.

455-24.9 Thermal Integrity Testing for Drilled Shafts and Cross-Hole Sonic Logging: Price and payment will include all costs related to the performance of the TITDS and CSL testing and incidentals to the thermal integrity and cross-hole sonic tests.

455-24.10 Payment Items: Payment will be made under:

Item No. 455- 88-	Drilled Shaft - per foot.
Item No. 455-107-	Casing - per foot.
Item No. 455-111-	Core (Shaft Excavation) - per foot.
Item No. 455-119-	Test Loads - each.
Item No. 455-122-	Unclassified Shaft Excavation - per foot.
Item No. 455-129-	Instrumentation and Data Collection - lump sum.
Item No. 455-147-	Thermal Integrity Testing for Drilled Shafts - each.

D. SPREAD FOOTINGS

455-25 Description.

Construct reinforced concrete spread footing foundations, including dewatering when necessary, excavating to the required limits, compacting the underlying soil as required, and constructing seals when required.

455-26 General Requirements.

Meet the following requirements for all spread footings:

1. Perform excavations, including the removal of all material, of whatever nature, necessary for the construction of spread footings. As used herein, the term “soil” shall constitute any material, whether soil, rock, or other materials.
2. Slope excavations as required, or support them with sheeting, and shore them if necessary, to provide a safe excavation that is adequate for construction purposes and that will adequately protect any existing adjacent structures.
3. Ensure that the foundation soils are firm, stable, and meet or exceed the design bearing and compressibility requirements before constructing the footings or any required seals. The Department may elect to use any type of tests to evaluate the foundation soils that is appropriate in the opinion of the Engineer. Cooperate with the Engineer in the evaluation of the foundation soils, and assist the Engineer as necessary to provide access to the site.
4. Modify the elevation of the bottom of footings or seals and the depth of over-excavation shown in the Plans as may be necessary to secure a satisfactory foundation.
5. Place all spread footing concrete in the dry.

Provide safe access and cooperate with the Engineer to perform verification of the spread footing construction.

455-26.1 Foundation Certification Packages

Submit two copies of a letter signed and sealed by the GFDEOR to the Engineer certifying each spread footing has the required axial, lateral and torsional capacity, overturning stability and integrity; and settlement will not affect the functionality of the structure. A separate Foundation Certification Package must be submitted for each foundation unit. A foundation unit is defined as a spread footing. Spread footings must be certified and the certification accepted

before continuing with the construction of any structural element above the foundation unit. Correct all integrity problems and non compliance issues prior to submitting the certification packages. The certification shall not be contingent on any future testing or approval by the Engineer.

Within one working day, excluding weekends and Department observed holidays, after receipt of the Foundation Certification Package, the Engineer will examine the records and determine the acceptability of the shallow foundation.

455-27 Monitor Existing Structures.

Monitor existing structures in accordance with Section 108.

455-28 Dewatering.

The Contractor is responsible for the design, installation, and operation of an adequate dewatering system to dewater excavations for spread footings. Use a well point or well system. Submit a dewatering plan to the Engineer for his records before beginning construction.

Use well points or wells where the piezometric water level is above an elevation 3 feet below the bottom of the excavation. Maintain the water table 3 feet or more below the maximum depth of excavation. Provide continuous dewatering until completing construction of the footing and backfill the excavation at least 3 feet above the piezometric water table elevation. In the event of a dewatering failure, determine the effects of such a failure on the foundation soils, and take whatever corrective measures are required at no additional expense to the Department. When discontinuing dewatering, decrease the rate of pumping, allowing the water level to rise slowly. Use a rate, in feet per hour, that the water table is allowed to rise equal to the total number of feet the water table was lowered, divided by ten hours or a rate of 1 foot per hour, whichever is less.

Install one piezometer well approximately every 15 feet of footing perimeter. Provide a minimum of two piezometers at locations within 2 feet from the outside of the footing perimeter. Install piezometer wells to a depth at least 10 feet below the bottom of footing elevation. Measure water elevation in the piezometer wells prior to excavation and at 12-hour intervals between excavation and discontinuation of dewatering. Maintain the piezometers in working condition throughout the dewatering process, and repair or replace them when damaged at no expense to the Department.

455-29 Excavations

If the excavation must be carried deeper than shown in the Plans to obtain a satisfactory foundation, revise the Plans.

455-29.1 Dry Excavations: Dry excavations are excavations that can be completed without the need to lower the piezometric water level. Perform dry excavations when the piezometric water level at the time of construction is and, in the opinion of the Engineer, will remain at least 3 feet below the bottom of the authorized excavation or over-excavation. Demonstrate to the Engineer that a stable excavation can be made without dewatering. Make adequate provisions to divert surface runoff and to collect and remove any water entering the excavation.

Excavate to the bottom of footing, to the over-excavation limits shown in the Plans or as required for forming. Save any suitable materials for backfill. Provide areas for the disposal of all unsuitable materials, and dispose of them in a satisfactory method. Compact the foundation soils below the footing as described herein before constructing the footing.

455-29.2 Dewatered Excavations: Dewatered excavations are excavations made after first lowering the piezometric water level with wellpoints or wells. Perform dewatering as described in 455-28. Excavate in the dry after lowering of the water table.

When dewatering is required, the Contractor may excavate within 3 feet of the ground water table before dewatering begins if the dewatering system is operating and the Contractor has demonstrated that the water level has been lowered to and maintained at acceptable limits. Where large excavations require stage lowering of the water table (additional wellpoint systems installed at lower elevations), the Contractor may continue excavating as long as the water elevation is maintained at least 3 feet below the excavation.

Ensure that surface runoff is diverted from the excavation. Compact the foundation soils as shown in the Plans or as described herein before constructing the footing.

455-29.3 Wet Excavations: Wet excavations are excavations made below the existing water table without prior dewatering. When the Plans show a cofferdam and seal, perform the excavation in the wet. Maintain the water level during excavation at or above the water level outside the cofferdam.

Place the seal directly upon the foundation soils or rock when using wet excavations. Do not compact foundation soils for wet excavations. Ensure that the foundation soils or rock are disturbed as little as practical. Remove all loose or disturbed materials before placing the seal concrete.

455-30 Fill or Backfill.

In all excavations, including over-excavations below the footing, use only fill or backfill materials considered Select in accordance with Standard Plans, Index 120-001. Ensure the material is free of rubble, debris, or rocks that would prevent uniform placement and compaction. Ensure the material below the top of the footing is free of Recycled Asphalt Pavement (RAP). Perform sampling and testing in accordance with 120-10.1.4, except replace ~~AASHTO~~FM 1-T99~~, Method C~~ with FM 1-T180,~~ Method D~~.

455-31 Compaction and Density Requirements.

Compact the bottom of the excavation with suitable equipment. Compact the soil beneath footing excavation (whether dug to the bottom of footing or over-excavated) to a density not less than 95% of the maximum density as determined by FM 1-T180~~, Method D~~ for a minimum depth of 2 feet below the bottom of the excavation or to the depth shown in the Plans before backfilling begins. For every 500 ft of excavation or isolated compaction operation, perform two Quality Control (QC) density tests with a 12 inch depth of measurement: one QC density test with the gauge placed at an elevation of 1 foot below the bottom of the excavation and one QC density test with the gauge placed at the bottom of the excavation in accordance with FM 1-T238. Compact the backfill in footing excavations which have been over-excavated to a density not less than 95% of the maximum density as determined by FM 1-T180~~, Method D~~. Ensure that the maximum lift thickness after compaction does not exceed 6 inches. For every 500 ft of backfill or isolated compaction operation, perform at least one QC density test. The Engineer will conduct one density verification test per every four QC test with a minimum of one density test below the bottom of the excavation and one density test in the backfill. Verification comparison criteria and resolution procedures will be in accordance with 120-10.4 except replace ~~AASHTO~~ FM 1-T99, ~~Method C~~ with FM 1-T180~~, Method D~~.

For compaction, use a suitable heavy vibratory roller with a static drum weight of at least 4 tons. Compact each lift to the required density. Also, compact the final lift below the footing

with a suitable sled vibratory compactor to remove any upper disturbance caused by the drum roller. When conditions require use of smaller compaction equipment, obtain the Engineer's acceptance for the equipment, and reduce the lift thickness to achieve the required density.

Perform backfilling to the original ground surface, finished grade, or subgrade as required by the Plans in the immediate vicinity by suitable mechanical compactors weighing less than 1,000 pounds. The Contractor may compact backfill located more than 15 feet away from the exterior periphery of the footing with heavier compactors. Do not place backfill on the footing until the Engineer has given permission and until the concrete is at least seven days old.

When the plans indicate spread footing abutments on mechanically stabilized earth (MSE) walls, place and compact the backfill material underneath the footing in accordance with the requirements of 548-8.5. Meet the density requirements of 548-9.4.

455-32 Forming.

Form spread footings if it cannot be demonstrated that the natural soil or rock is strong enough to prevent caving during construction. For forms, meet the applicable requirements of 400-5. When forms are not required, meet the requirements of 400-5.4.4.

455-33 Materials.

455-33.1 Concrete: Meet the requirements of Section 346.

455-33.2 Reinforcing Steel: Meet the requirements of Section 415. For spread footing reinforcing steel, use Grade 60.

455-34 Reinforcing Steel Placement.

Place and fasten reinforcing steel for footings according to the applicable provisions of 415-5.

455-35 Concrete Placement.

455-35.1 Placement: Place all footing concrete in the dry and according to the applicable provisions of Section 400. Do not construct joints in footings.

455-35.2 Finish: After placing and consolidating the concrete, strike-off the top surface to the grades shown in the Contract Documents, leaving the surface smooth and free of undesirable cavities and other defects. Do not provide a special finish unless the footing will be visible after construction, in which case, meet the applicable provisions of Section 400.

455-35.3 Curing: Provide continuous-moisture-curing for footings. For cover materials, use clean sand, sawdust, or other materials accepted by the Engineer. Continuously wet the cover materials for a period of 72 hours.

455-36 Method of Measurement

455-36.1 Dewatering: ~~The quantity to be paid for will be at the Contract unit price for each footing excavation, only at locations authorized by the Engineer and acceptably dewatered~~No separate payment will be made for dewatering.

455-36.2 Excavation: No separate payment will be made for backfill or will separate payment be made for excavation above bottom of footing elevation. The cost of this work will be included in the Contract unit price for concrete (substructure). For footings with excavation (over-excavation) below the bottom of the footing elevation shown in the Plans, the cost of this excavation, backfilling, and compaction will be included in the Contract unit price for excavation for structures. The pay quantity will be the volume in cubic yards bounded by vertical planes

12 inches outside of the limits of the footing and parallel thereto and extending from the bottom of the footing elevation to the authorized bottom of over-excavation or within the pay limits shown in the Plans. If the elevation of a footing as shown in the Plans is changed to a higher or lower elevation, the Engineer will not consider such change as a material change to the original Contract Documents, a waiver of any condition of the Contract, or an invalidation of any of the provisions of the Contract.

455-36.3 Reinforcing Steel: The quantity to be paid for will be the total weight, in pounds, determined as described in Section 415.

455-36.4 Concrete: The quantity to be paid for will be the volume of the classes shown in the Plans, in cubic yards, determined as described in Section 400.

455-37 Basis of Payment.

455-37.1 Dewatering: ~~Price and payment will be full compensation for all work related to the successful~~No separate payment will be made for dewatering of footing excavations, including installing, maintaining, and monitoring piezometer wells. Dewatering will be considered Unforeseeable Work when the Engineer determines that dewatering deeper than the requirements described in 455-28 is required~~ and the Plans do not include a dewatering item~~.

455-37.2 Excavation: Price and payment will be full compensation for all work related to over-excavating below the bottom of footing elevation, backfill, and compaction as specified.

455-37.3 Reinforcing Steel: Price and payment will be full compensation for all work required to furnish and place the steel as shown in the Plans and as specified herein.

455-37.4 Concrete: Price and payment will be full compensation for all work required to construct footings and seals as shown in the Plans and described herein.

No separate payment will be made for sheeting and shoring required for excavation and footing construction except when a separate pay item for sheeting and shoring is included in the Plans. The cost of all work not specifically mentioned in the other footing items will be included in the price per cubic yard for substructure concrete.

455-37.5 Payment Items: Payment will be made under:

Item No. 125- 1-	Excavation For Structures - per cubic yard.
Item No. 400- 2-	Class II Concrete - per cubic yard.
Item No. 400- 3-	Class III Concrete - per cubic yard.
Item No. 400- 4-	Class IV Concrete - per cubic yard.
~~Item No. 400- 91-~~	~~Dewatering For Spread Footings - each.~~
Item No. 415- 1-	Reinforcing Steel - per pound.

E. STRUCTURES (OTHER THAN BRIDGE) FOUNDATIONS-AUGER CAST PILES

455-38 Description.

Furnish and install auger cast piles (ACP) ~~also known as~~or augered~~-~~ cast-in-place (ACIP) piles used for structural support, other than bridge foundations.

ACP piles are defined as a foundation made by rotating a hollow-stem auger into the ground to the required pile depth with sufficient crowd (downward thrust) to prevent mining of the soil. A fluid cement grout is injected through the auger shaft under continuous positive

pressure as the auger is being withdrawn. A reinforcing steel cage, as specified, is inserted into the column of fluid grout following the completion of grout placement.

455-39 General Requirements.

455-39.1 Contractor's Operations: Submit an Auger Cast Pile Installation Plan in accordance with 455-47. Prior to the start of production piles, demonstrate to the satisfaction of the Engineer, the dependability of the equipment, techniques, and source of materials by construction of a demonstration pile.

Provide safe access and cooperate with the Engineer to perform verification of the auger cast pile installation.

455-39.2 Monitor Existing Structures: Monitor existing structures in accordance with Section 108.

455-40 Materials.

Meet the following material requirements:

Portland Cement and Blended Cement .....Section 921
Pozzolans and Slag .....Section 929
Fine Aggregate (Sand)* .....Section 902
Admixtures.....Section 924
Water.....Section 923
Fluidifier .....ASTM C 937
Reinforcing Steel……Section 415

* The Engineer will only permit Silica Sand except as provided in 902-5.2.3.

455-41 Grout Mix Proportions.

Use a cement grout mix consisting of a mixture of cementitious materials, admixtures, sand and water proportioned and mixed to produce a ~~mortar~~grout capable of maintaining the solids in suspension without appreciable bleed water which may be pumped without difficulty and will fill open voids in the adjacent soils and rock. The grout mix may also include a fluidifier if desired. Proportion these materials to produce a hardened grout of the required strength.

455-42 Mixing and Pumping Cement Grout.

Meet the following requirements:

1. Only use pumping equipment accepted by the Engineer in the preparation and handling of the grout. Before using the mixers, remove all oil or other rust inhibitors from the mixing drums, stirring mechanisms, and other portions of the equipment in contact with the grout.

2. Use a quantity of water and mixing time that will produce a homogenous grout having an efflux of not less than 21 seconds, when tested with a flow cone in accordance with ASTM D6449. Reject loads with efflux of less than 21 seconds. Notify the production facility to adjust the mix design. Calibrate the flow cone in accordance with ASTM D6449. Conduct the calibration initially before its first use and as directed by the Engineer, when there is a question of the flow cone's accuracy.

Technicians performing the efflux test must take the Auger Cast Pile course and pass the final examination to be qualified to test for any auger cast pile installations in the field. Assist the Engineer in verifying the technicians meet these requirements.

Conduct test for efflux time at the beginning of each day's grouting operation and as directed by the Engineer to ensure the Specification requirements are met.

3. Mix the grout at least one minute. If agitated continuously, the grout may be held in the mixer or agitator for a period not exceeding 2.5 hours at grout temperatures below 70ºF; two hours for temperatures from 70°F to 100ºF. Do not place grout when its temperature exceeds 100ºF. If there is a lapse in the operation of grout injection, recirculate the grout through the pump, or through the mixer drum or agitator.

4. Use mixers capable of combining components into a thoroughly mixed and uniform mass, free from balls or lumps and capable of discharging the ~~concrete~~grout with a satisfactory degree of uniformity. The Engineer's acceptance of grout mixers and all other equipment will be contingent on proper performance during construction of the demonstration pile and subsequent production work.

5. Use a screen no larger than 3/4 inch mesh between the mixer and pump to remove large particles which might clog the injection system.

6. Use a positive displacement piston type grout pump equipped with a pressure gauge, capable of developing displacing pressures at the pump ~~up to~~not less than 350 psi. The pump ~~shall~~must be appropriately sized to the pile diameter. Provide a grout pressure gage in clear view of the equipment operator. Provide a second pressure gauge near the drill rig where it can be observed by the Engineer.

7. Accurately monitor the volume and pressure of the grout flow. Test and calibrate the equipment during construction of the demonstration pile to demonstrate flow volume measurement accuracy of plus or minus 3% over the range of grouting pressures anticipated during this work. Provide a pump stroke counter in good working condition on the grout pump. Perform a calibration test of the pumping equipment, prior to construction of the demonstration piles, to determine the average volume of grout for every pump stroke, in accordance with FM- 5-612. Also calibrate the equipment any time the Engineer determines the grout pump performance may have changed.

455-43 Testing Cement Grout.

Prepare three 4 inches x 8 inches cylinders in accordance with ASTM C31, except pour grout in a single lift into cylinders molds without rodding for each LOT. Plastic properties in accordance with ASTM C31 are not required. A LOT is defined as the lesser of 50 cubic yards of cement grout placed or one day of pile placement. Prepare one additional "hold" cylinder on the lot that is selected by the Engineer for Verification. Provide curing facilities for all QC and Verification test cylinders in accordance with ASTM C31. Test the cylinders at 28 days, in accordance with ASTM C39.

When one of the three QC cylinders from a LOT is lost, missing, damaged or destroyed, determination of compressive strength will be made by averaging the remaining two cylinders. If more than one QC cylinder from a LOT is lost, missing, damaged or destroyed, core the structure at no additional expense to the Department to determine the compressive strength. Acceptance of LOT may be based on verification data at the discretion of the Engineer. Obtain the approval of the Engineer to core, and of the core location prior to coring. Repair core holes after samples are taken with a product meeting the approval of the Engineer, at no additional cost to the Department.

For each QC cylinder that is lost, missing, damaged or destroyed, payment for that LOT will be reduced by $750.00 per 1,000 psi of the specified design strength [Example: For f'c=5,500- psi, the loss of two auger cast pile grout QC cylinders that have no verification data

will require the element to be cored and a pay reduction will be assessed (5,500 psi / 1,000 psi) x $750 x 2 = $8,250]. This reduction will be in addition to any pay adjustment for low strength.

The Engineer will also cast three verification cylinders and one "hold" cylinder from one of every four consecutive lots, randomly selected. The Engineer will compare QC and Verification results in accordance with Section 346. If the results do not compare, the Engineer will initiate a Resolution Investigation in accordance with Section 346

Personnel making/curing ~~concrete~~grout cylinders shall be certified as ACI Concrete Field Testing Technician Grade I. Personnel performing tests on hardened properties of ~~concrete~~grout, such as strength determination of cylinders or beams, ~~they~~ shall be certified as ACI Concrete Strength Testing Technician.

All low strength cement grout accepted by the Engineer will be subject to reduced payment as follows: $0.80 per cubic yard for each 10 psi of strength test value below the specified minimum strength. The Engineer will use the average compressive strength of the LOT tests for the computation of this pay reduction.

The Engineer will compute the volume of grout for which the reduction will be applied as 115% of the theoretical volume of the auger cast pile diameter required in the Contract Documents. Reduction in pay will be applied to the entire length of all piles containing low strength cement grout, in any quantity. The quantity of cement grout affected by the payment reduction may exceed the quantity of cement grout contained in the LOT.

When a cement grout acceptance strength test falls more than 500 psi below the specified minimum strength, perform one of the following:

1. Remove and replace the ~~cement grout represented~~piles affected fully or partially by the low strength LOT ~~in question~~ at no additional cost to the Department, or

2. Submit a structural analysis performed by the Contractor's Engineer of Record. If the results of the analysis, approved by the Department, indicate adequate strength to serve the intended purpose with adequate durability, the concrete may remain in place.

Otherwise, abandon and install additional piles to the foundation, or remove and replace the piles affected fully or partially by the low strength LOT of ~~concrete in question~~grout at no additional cost to the Department. When installing additional piles to resolve the strength deficiency, submit a foundation redesign to add piles into pile caps or footings, at no expense to the Department in accordance with 455-46.

455-44 Pile Installation.

Meet the following requirements:

1. Locate the piles as shown on the drawings.

2. Should soft, compressible muck, organics, clay or other unsuitable materials (non A-1, A-3, A-2-4 or limestone materials) be encountered, remove the unsuitable material to a maximum depth of 5 feet and a ~~maximum diameter about~~radial distance around the pile centerline ~~not to exceed 1/2 of the distance to the adjacent~~of ~~2~~two pile~~s~~ diameters unless otherwise indicated in the Plans. Backfill with clean granular backfill materials (A-1, A-3, A-2-4), placed and compacted in maximum 12 inch lifts to at least 95% of maximum dry density as determined by ~~AASHTO~~FM 1-T180. Complete this work to the Engineer's satisfaction prior to ~~auger cast pile~~ACP construction. Should more than 5 feet depth or excessive quantities of unsuitable material be encountered, ~~immediately advise~~submit a revised design to the Engineer for review and acceptance prior to proceeding with ~~the work as directed by the Engineer~~ pile construction.

3. Provide continuous auger flighting from the auger head to the top of auger with no gaps or other breaks~~,~~. Ensure the auger flights are uniform in diameter throughout its length, and of the diameter specified for the piles less a maximum of 3%. Provide augers with a distance between flights of approximately half the diameter of the auger.

4. Use augers with the grout injection hole located at the bottom of the auger head below the bar containing the cutting teeth, and with pile auger leads containing a bottom guide.

5. Construct piles of the length and diameter shown on the ~~drawing~~Plans.

6. Clearly mark the auger leads to facilitate monitoring of the incremental drilling and grout placement. Provide individual foot marks with 5 foot increments highlighted and clearly visible. Provide a clear reference mark on the moving auger assembly to facilitate accurately monitoring the vertical movement of the auger.

7. Place piles by rotating a continuous flight hollow shaft auger into the ground at a continuous rate that prevents removal of excess soil. Stop advancement after reaching the predetermined depth.

8. Should auger penetration to the required depth prove difficult due to hard materials/refusal, the pile location may be predrilled, upon concurrence by the GFDEOR and acceptance of the Engineer, through the obstruction using appropriate drilling equipment, to a diameter no larger than 1/2 the prescribed finish diameter of the ~~auger cast pile~~ACP. Commence ~~auger cast pile~~ACP construction immediately upon completion of predrilling to minimize ground loss and soil relaxation.

9. Plug the hole in the bottom of the auger ~~while being~~prior to advanc~~ed~~ing into the ground.~~ Remove the plug by the grout or with the reinforcing bar~~.

10. Pump the grout with sufficient pressure as the auger is withdrawn to completely fill the auger hole, preventing hole collapse and to cause the lateral penetration of the grout into soft or porous zones of the surrounding soil or rock. Prior to commencing withdrawal of the auger, establish a head of at least 5 feet of grout by pumping a volume of grout equivalent to 5 feet of pile volume. Maintain this head of at least 5 feet of grout above the injection point around the perimeter of the auger to displace and remove any loose material from the hole. Maintain positive rotation of the auger at least until placement of the grout.

11. Once the grout head has been established, greatly reduce the speed of rotation of the auger and commence extraction at a rate consistent with the pump discharge. Maintain extraction at a steady rate to prevent a locked-in auger, necking of the pile, or a substantially reduced pile section. Ensure grout starts flowing out from the hole when the cutting head is at least 5 feet below the ground surface. Place a minimum volume of grout in the hole of at least 115% of the column of the auger hole from a depth of 5 feet to the tip. Place a minimum volume of grout in the hole of at least 105% of the column of the auger hole from the ground surface to a depth of 5 feet. Do not include any grout needed to create surplus grout head in the volume of grout placed into the hole. If the grout does not flow out from the hole when the cutting head is at least 5 feet below the ground surface, redrill the pile. If grouting is interrupted for any reason, reinsert the auger by drilling at least 5 feet below the tip of the auger when the interruption occurred, and then regrout.

Use this method of placement at all times. Do not depend on the stability of the hole without the earth filled auger. Place the required steel reinforcement while the grout is still fluid, but no later than 1/2 hour after pulling of the auger.

12. Assume responsibility for the grout volume placed. If less than 115% of the theoretical volume of grout is placed in any 5 foot increment (105% in the top 5 foot increment),

reinstall the pile by advancing the auger 10 feet or to the bottom of the pile if that is less, followed by controlled removal and grout injection.

13. Furnish and install the reinforcing steel and anchoring bolts as shown in the Contract ~~drawing~~Documents. Use wheels or other approved noncorrosive spacing devices within 3- feet of the bottom, within 3- feet of the top, and intervals not exceeding 10- feet along the pile to ensure concentric spacing for the entire length of the cage. Do not use block or wire type spacers. Use a minimum of one spacer per 30- inches of circumference or perimeter of cage with a minimum of three ~~(3)~~ at each level.

14. Use reinforcement that is without kinks or nonspecified bends, free of mud, oil or other coatings that could adversely affect the bond. Make splices in reinforcement as shown on the Contract Documents, unless otherwise accepted by the Engineer. Place the required steel reinforcement while the grout is still fluid, and immediately after finishing grouting and clearing it from any contaminating material. Install ~~T~~t~~he~~ steel cage ~~shall be installed~~ into the grout by its own weight or manually. Do not use a mechanical equipment or tool to impact the steel cage or to force it into the grout.

15. Leave any temporary supports of/for items placed into a grouted pile (reinforcement template, anchor bolt template, precast column supports, etc.) in place for a minimum of 12 hours after completion of the pile. Do not place wall panels or other significant loads, before the grout has set a minimum of seven days or reached the 28 day strength.

455-45 Construction Tolerances.

Locate piles as shown on the ~~drawing~~Plans. Locate pile centers to an accuracy of plus or minus 3 inches. Ensure that the top of pile elevation is within ~~an accuracy of~~ plus or minus 3 inches of the Plan elevation. Ensure the tolerances of 534-5.1 can be met.

455-46 Unacceptable Piles.

Repair or replace unacceptable piles and/or modify the design to compensate for the deficiency at no cost to the Department. Unacceptable piles are defined as piles that fail for any reason, including but not limited to the following: piles placed out of position or to improper elevation; piles with reduced cross section, contaminated grout, lack of grout consolidation (honeycombed), or deficient grout strength; and piles with reinforcement, anchor devices or other components cast or placed into the fluid grout out of position. When the Engineer determines that a pile is unacceptable, the Contractor may propose a foundation redesign to add piles to the foundation, at no expense to the Department. The Contractor's Engineer of Record must perform any redesign, and sign and seal the redesign drawings and calculations. Do not begin any proposed construction until the redesign has been reviewed and approved by the Engineer.

455-47 Auger Cast Pile Installation Plan (ACPIP).

~~At the preconstruction conference, but n~~No later than 15 days before ~~auger cast pile~~ACP construction begins, submit the ACPIP for acceptance by the Engineer. The ACPIP shall govern all ~~auger cast pile~~ACP construction activities. In the event that deviations from this installation plan are observed, the Department may perform Independent Verification Testing/Review of the Contractor's equipment, procedures, personnel and ~~auger cast pile~~ACP construction at any time during ~~auger cast pile~~ACP construction. If, as determined by the Department, construction equipment, procedures and/or personnel is deemed inadequate to consistently provide auger cast piles meeting the contract requirements, the Contractor's ACPIP acceptance may be withdrawn

pending corrective actions. All ~~auger cast pile~~ACP construction activities shall then cease and not restart until corrective actions have been taken and the ACPIP has been re-accepted.

Provide the following detailed information on the ACPIP:

1. Name and experience record of ~~auger cast pile~~ACP superintendent or foreman in responsible charge of ~~auger cast pile~~ACP operations. Place a person in responsible charge of day to day ~~auger cast pile~~ACP operations meeting the experience requirements of 105-8.13 constructing ~~auger cast piles~~ACP similar to those described in the Contract Documents. The Engineer will give final acceptance subject to satisfactory performance in the field.
2. List and size of the proposed equipment, including cranes, augers, concrete pumps, mixing equipment etc., including details of proposed pump calibration procedures.
3. Details of pile installation methods.
4. Details of reinforcement placement and method of centering in pile, including details of all temporary supports for reinforcement, anchor bolts, precast columns, etc.
5. Details of how and by whom the grout volumes will be determined, monitored and documented.
6. Required submittals, including shop drawings and ~~concrete~~cement grout design mixes.
7. Equipment and procedures for visual inspection, and any methods to identify and remediate auger cast pile deficiencies.
8. Name of the inspectors assigned to monitor the installation of the auger cast piles, including evidence of the inspectors having taken and passed the CTQP computer based training course for auger cast piles.
9. Other information requested by the Engineer.
10. A letter from the GFDEOR certifying concurrence with the ACPIP.

The Engineer will evaluate the ACPIP for conformance with the Contract Documents. Within five working days after receipt of the plan, excluding weekends and Department observed holidays, the Engineer will notify the Contractor of any comments and additional information required and/or changes that may be necessary to satisfy the Contract Documents. The Engineer will reject any part of the plan that is unacceptable. Submit changes agreed upon for reevaluation. The Engineer will notify the Contractor within two working days, excluding weekends and Department observed holidays, after receipt of proposed changes of their acceptance or rejection. All equipment and procedures are subject to trial and satisfactory performance in the field. Acceptance by the Engineer does not relieve the Contractor of the responsibility to perform the work in accordance with the Contract Documents. The Engineer's acceptance is not a guarantee that the chosen methods and equipment are capable of obtaining the required results, this responsibility lies with the Contractor.

455-48 Inspection and Records.

Monitor and record pile installation utilizing the most recent version of the Department Auger Cast-In-Place Pile Installation Record form.

455-49 Method of Measurement.

The quantity to be paid for auger cast pile will be at the Contract unit price per foot between tip and required pile top elevations for all piles completed and accepted.

455-50 Basis of Payment.

455-50.1 Auger Cast Piles: Price and payment will be full compensation for all labor, materials, and incidentals for construction of ~~auger cast piles~~ACP of the sizes and depths indicated on the Contract ~~drawing~~Documents or as otherwise ~~requir~~directed ~~under this Contract~~by the Engineer. Price and payment will also include the removal and proper disposal off site of all spoil from the auger operation and all excess grout displaced from the auger hole, unless otherwise approved by the Engineer. Work to remove and replace unsuitable material when necessary as specified in 455-44 will be considered Unforeseeable Work.

455-50.2 Payment Items: Payment will be made under:

Item No. 455-112- Auger Grouted Piles - per foot.

455-51 Foundation Certification Packages

Submit two copies of a letter signed and sealed by the GFDEOR to the Engineer certifying each foundation unit has the required axial capacity, lateral stability and integrity, and settlements will not affect the functionality of the structure. A separate Foundation Certification Package must be submitted for each foundation unit. The foundation unit is defined as a group of piles per wall segment or per full wall. Every ~~auger cast pile~~ACP must be certified and the certification accepted before continuing with the construction of any structural element over the foundation unit. Each Foundation Certification Package shall include all ~~auger cast pile~~ACP logs, the Department spreadsheet properly completed for every ~~auger cast pile~~ACP and the grout strength test results of the lots sampled. Correct all integrity problems and non compliance issues prior to submitting the certification packages. The certification shall not be contingent on any future testing or approval by the Engineer. Within three working days, excluding weekends and Department observed holidays, after receipt of the Foundation Certification Package, the Engineer will examine the records and determine the acceptability of the auger cast piles. The Engineer will reject any certification package that is incomplete or indicates non compliance with the specifications without the issue being corrected to the satisfaction of the Engineer.

If any ~~auger cast pile~~ACP is found to be deficient, correct the deficiency (i.e. repair or replace the ~~auger cast pile~~ACP) and/or modify the design to compensate for the deficiency. In case of disagreement of test results, the Engineer's results will be final and used for determination of acceptance.

After meeting the time requirements of 455-44(15), the Contractor may place panels prior to a complete submittal of the Certification Package at their own risk. If the Engineer determines that verification testing is needed, the Contractor will perform all work and provide all labor, at no additional cost to the Department, necessary to allow access to the piles requiring verification. Replace or redesign and reconstruct, to the satisfaction of the Engineer, any foundation found to be unacceptable after submittal of the certification packages or after verification testing, at no cost to the Department.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

May 24, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **514**
Proposed Specification: **5140000 Plastic Filter Fabric (Geotextile).**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Catherine Earp of the State Roadway Design Office to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

PLASTIC FILTER FABRIC (GEOTEXTILE).
(REV ~~4-10-18~~5-24-18)

SECTION 514 is deleted and the following substituted:

SECTION 514
~~PLASTIC~~ FILTER FABRIC (GEOTEXTILE)

514-1 Description.
Install a ~~plastic~~ filter fabric.

514-2 Material.
Meet the ~~plastic~~ filter fabric requirements as specified in Section 985.

514-3 Construction Methods.
514-3.1 General: Place the ~~plastic~~ filter fabric (fabric) in the manner and locations as shown in the Plans, in accordance with the manufacturer's directions, and as specified in these Specifications. Place the fabric on areas with a uniform slope that are reasonably smooth, free from mounds, windrows, and any debris or projections which might damage the fabric.

Loosely lay the material. Do not stretch the material. Replace or repair any fabric damaged or displaced before or during placement of overlying layers to the satisfaction of the Engineer and at no expense to the Department.

When overlapping is necessary, the Contractor may sew the seams to reduce overlaps as specified in 985-3.

Schedule work so that covering the fabric with the specified material does not exceed the manufacturer's recommendations for exposure to ultraviolet light or five days, whichever is less. If the Engineer determines the exposure time was exceeded, the Contractor shall replace the fabric at no expense to the Department.

514-3.2 Subsurface Drainage: When indicated in the Plans, place the fabric with the long dimension parallel to the trench. Place the fabric to provide a minimum 12 inch overlap for each joint. Do not drop the filter material from heights greater than 3 feet.

514-3.3 Stabilization and Reinforcement: Overlap adjacent strips of fabric a minimum of ~~24~~36 inches.

514-3.4 Riprap Filter: Overlap adjacent strips of fabric a minimum of 24 inches, and anchor them with securing pins (as recommended by the manufacturer) inserted through both strips of fabric along a line through the midpoint of the overlap and to the extent necessary to prevent displacement of the fabric.

Place the fabric so that the upstream (upper) strip of fabric overlaps the downstream (lower) strip.

Stagger vertical laps a minimum of 5 feet. Use full rolls of fabric whenever possible in order to reduce the number of vertical laps.

Do not drop bedding stone or riprap from heights greater than 3 feet onto the fabric.

514-4 Basis of Payment.

No separate payment will be made for the work specified in this Section. The cost of furnishing, placing, and sewing or overlapping the fabric will be included in the Contract price for the items to which it is incidental.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

May 18, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **520**
Proposed Specification: **5201100 Concrete Gutter, Curb Elements, and Traffic Separator.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Sherry Valdes of the State Construction Office to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

CONCRETE GUTTER, CURB ELEMENTS, AND TRAFFIC SEPARATOR.
(REV 4-~~11~~16-18)

ARTICLE 520-11 is deleted and the following substituted:

520-11 Method of Measurement.

For curb or curb and gutter, the quantity to be paid will be the plan quantity, in feet, measured along the face of the completed and accepted curb or curb and gutter. Curb for sidewalk curb ramps or driveways will be paid at the ~~c~~Contract unit price for the adjacent curb type.

For valley gutter or shoulder gutter, the quantity to be paid will be the plan quantity, in feet, measured along the gutter line of the completed and accepted valley gutter or shoulder gutter.

For concrete traffic separator of constant width, meeting the requirements of Standard Plans, Index 520-020, the quantity to be paid will be the plan quantity, in feet, measured along the center of its width, completed and accepted, including the length of the nose.

For concrete traffic separator of nonstandard or varying width~~ requiring plan details~~, the quantity to be paid will be the plan quantity, in square yards, completed and accepted.

SUBAFRTICLE 520-12.1 is deleted and the following substituted:

520-12.1 Concrete Gutter, Curb Elements, and Traffic Separator: Price and payment will be full compensation for all work specified in this Section, including reinforcement steel, dowels, asphalt pavement and base under traffic separator, joint materials and asphalt curb pad.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

May 24, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **530**
Proposed Specification: **5300102 Revetment Systems.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Catherine Earp of the State Roadway Design Office to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

REVETMENT SYSTEMS.
(REV ~~3-13-18~~4-11-18)

SUBARTICLE 530-1.2 is deleted and the following substituted:

530-1.2 Articulating Concrete Block (ACB) Revetment Systems: Furnish and install an ACB revetment system in accordance with this Section and in conformance with the lines, grades, design, and dimensions shown in the Plans. Submit vendor drawings for review and approval by the Engineer. Submit signed and sealed calculations of the block and cable sizing design for approval. Comply with the National Concrete Masonry Association's Design Manual for Articulating Concrete Block Revetment Systems, Second Edition, or the National Highway Institute, Hydraulic Engineering Circular (HEC) No. 23, Publication No. FHWA NHI 09-110. Use a minimum Factor of Safety of 1.5 and 0.5 inch for the block projection.

Blocks must be open cell and non-tapered unless otherwise stated in the Plans. Revetment cabling must be bi-directional or, for mono-directional cabling, the block installation must include a permanent mechanism within the block matrix to prevent lateral displacement of the installed blocks. Cabling must be polyester and free to move within the block.

Use only ACB revetment systems currently listed on the Department's Approved Product List (APL). Manufacturers seeking evaluation of their product shall submit an application in accordance with Section 6, and include certified test reports from an independent test laboratory certifying the ACB revetment system meets the requirements of this Section.

If the ACB revetment system is intended for use as bridge abutment protection, include the following drawings with the APL submittal:

1. At the corner transition between the front and side slopes.
2. For anchorages, geo~~synthetic~~textile ~~materials~~~~filter~~ fabric, treatment of voids between adjacent blocks, limits on void size between adjacent blocks and other special details required to successfully install the ACB.
3. For areas adjacent to bridge abutments, detail mat placement around curves, connections, protection of mat ends, and splicing of mat.

SUBARTICLE 530-2.1.1 is deleted and the following substituted:

530-2.1.1 General: Meet the following requirements:

Portland Cement.....Section 921
Fine Aggregate.....Section 902
Grout .....Section 934
Type D-2 Geotextile~~Filter~~ Fabric*.....Section ~~514~~985
*Use products listed on the Department's APL.

SUBARTICLE 530-2.2 is deleted and the following substituted:

530-2.2 Articulating Concrete Block (ACB) Revetment Systems: Obtain all precast block, cabling, anchors, and necessary incidental materials from the same manufacturer. ACB revetment systems must meet the requirements of ASTM D6684, ASTM D7276 and

ASTM D7277. Submit to the Engineer certification from the manufacturer that the ACB revetment system meets the requirements of this Section.

ACB system components must meet the following requirements:

Concrete .....Section 347, ASTM D6684
Cables and Fittings.....ASTM D6684
Type D-2 Geotextilesynthetic MaterialFilter Fabric-*Section 514985
Granular Underlay .....Section 901
*Use products listed on the Department's APL.

Cables must maintain at least 85% of original tensile strength (ASTM D638) after 1000 hours exposure to a saturated solution of calcium hydroxide (pH greater than or equal to 11) at 73°F, plus or minus three degrees. Cables must not exceed a maximum of 0.5% moisture absorption at seven days, per ASTM D570. Cable crimps must be aluminum or stainless steel Type 304 or 316.

SUBARTICLE 530-2.3.5 is deleted and the following substituted:

530-2.3.5 Miscellaneous Components: Miscellaneous components for gabion installations must meet the following requirements:

Type D-2 GeotextileFilter Fabric*.....Section 514985
Granular Underlay .....Section 901
Anchors....Section 451 or manufacturer's recommendations
*Use products listed on the Department's APL.

SUBARTICLES 530-3.1 through 530-3.6 areis deleted and the following substituted:

530.3.1 Geotextile Fabric: Place geotextile fabric under all revetment in accordance with Section 514.

530-3.12 Sand-Cement:

530-3.12.1 Mixing Materials: Proportion sand and cement in the ratio of 5 cubic feet of sand to 94 pounds (one bag) of cement. If proportioning the materials by mass, use a density of 85 pounds per cubic foot (loose volume) for sand. The Contractor may batch sand at the moisture content occurring in the stockpile.

Mix the sand and cement until the mixture is of uniform color.

530-3.12.2 Filling Sacks: Accurately measure the mixed material into each sack, taking care to place the same amount of material in each sack; keep at least the top 6 inches of the sacks unfilled to allow for proper tying or folding and to ensure against breaking of the sack during placing.

530-3.12.3 Placing: Place the filled sacks with their tied or folded ends all in the same direction. Lay the sacks with broken joints, in a regular pattern. Ram or pack the sacks against each other so as to form a close and molded contact after the sand and cement mixture has set up. Remove and replace sacks ripped or torn in placing with sound, unbroken sacks. Then, thoroughly saturate all sacks with water.

530-3.12.4 Grouting: Immediately after watering, fill all openings between sacks with dry grout composed of one part Portland cement and five parts sand.

530-3.~~1~~2.5 Toe Walls: The Contractor may construct toe walls of riprap for fill slopes of poured in place concrete in lieu of sand cement in sacks. Meet the concrete requirements as specified in Section 347. If using sand cement in sacks for the toe walls, fill the entire trench excavated for the toe walls with sand cement in sacks.

530-3.~~2~~3 Rubble: Dump rubble in place forming a compact layer conforming to the neat lines and thickness specified in the Plans. Ensure that rubble does not segregate so that smaller pieces evenly fill the voids between the larger pieces.

530-3.~~3~~4 Bedding Stone: Place a minimum one foot thick layer of bedding stone under all rubble riprap without puncturing or tearing the geo~~synthetic~~textile ~~material~~~~filter~~ fabric. The Engineer will allow an in place thickness tolerance of plus or minus one inch.

Remove and replace geo~~synthetic~~textile ~~material~~~~filter~~ fabric damaged as a result of operations at no expense to the Department.

530-3.~~4~~5 Articulating Concrete Block (ACB) Revetment System: Install the ACB revetment system in accordance with ASTM D6884 and the manufacturer's recommendations, unless directed otherwise by the Engineer.

Prior to installation, construct the area to be stabilized to an elevation such that, upon completion of stabilizing operations, the completed stabilized subgrade will conform to the lines, grades and cross sections shown in the Plans. Bring the subgrade surface to a plane approximately parallel to the plane of the proposed finished surface, such that, upon placement of the mat, no individual block within the ACB mat will protrude more than one-half inch from any adjacent block. Uniformly compact each subgrade layer to achieve the density required in the Plans. If the Plans do not provide for stabilizing, compact the subgrade in both cuts and fills, to the density specified in ASTM D6884.

Embed anchors at least six feet into the subgrade at a 45 degree angle into the bank with a minimum pullout resistance of 875 pounds. In the presence of the Engineer, perform on-site anchor strength testing to verify the required pull out resistance is achieved. Anchor strength testing must be performed on the first two and final two installed anchors, and randomly throughout the installation operation such that 5% of all installed anchors are tested for pullout resistance. If any anchor fails to meet the pullout resistance requirement, test every subsequent installed anchor until a revised installation plan is proposed and approved by the Engineer. Anchor spacing cannot exceed four feet.

Immediately prior to placing the geo~~synthetic~~textile ~~material~~~~filter~~ fabric and ACB system, inspect the prepared subgrade to ensure it is free of loose material and the surface is smoothly compacted. Place the geo~~synthetic~~textile ~~material~~~~filter~~ fabric directly on the prepared area, in intimate contact with the subgrade and free of folds or wrinkles. Do not glue or physically bond the geo~~synthetic~~textile ~~material~~filter fabric to the ACB mat. Install a six inch thick layer of bedding stone under the geo~~synthetic~~textile ~~material~~~~filter~~ fabric, when called for in the Plans.

When installing ACB systems around curves, the mats shall be matched up to the greatest extent possible. Gaps greater than one block size shall be filled with a block and grouted the depth of the block with non-structural grout.

Do not install blocks with chips that result in any block weighing less than 95% of the manufacture specified weight.

530-3.~~5~~6 Gabions: Install double-twisted wire mesh gabions in accordance with ASTM D7014. Install welded wire fabric gabions and polymeric gabions in accordance with the manufacturer's recommendations.

Prior to installation, complete any required excavation and preparation of the foundation as shown in the Plans or as directed.

Install soil anchors as specified in the Plans.

All adjoining gabion units shall be connected along the perimeter of their contact surfaces to obtain a monolithic structure. If more than one tier, stagger the vertical joints of subsequent rows by one half cell length and adjoin the empty gabions to the top of the lower tier along the front and back edges of the contact surface.

Fill gabions in a manner that minimizes voids, protects against local deformation of the basket or mattress and prevents damage to PVC coating. At no point in the filling process may rock be mechanically placed from a height of over 36 inches from machine to fill area. Uniformly overfill gabions by 1 to 2 inches to compensate for future rock settlements.

Any damage to the basket, mattress, or coatings during assembly, placement, or filling shall be repaired promptly in accordance with the manufacturer's recommendations or replaced with undamaged gabion baskets.

SUBARTICLE 530-5.4 is deleted and the following substituted:

530-5.4 Geo~~synthetic~~textile ~~Material~~~~Filter~~ Fabric: Include the cost of materials and installation of the geo~~synthetic~~textile ~~material~~~~filter~~ fabric in the Contract unit price for riprap or ACB revetment system.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

June 22, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **544**
Proposed Specification: **5440000 Crash Cushions.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Derwood Sheppard of the State Roadway Design Office to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

CRASH CUSHIONS.
(REV 5-11-18)

SECTION 544 is deleted and the following substituted:

SECTION 544
CRASH CUSHIONS

544-1 Description.

Install redirective crash cushions as shown in the Plans. Redirective crash cushions are safety devices with capabilities to redirect the impacting vehicle along the full length of the device.

544-2 Approved Product List (APL).

Use crash cushions listed on the APL. Manufacturers seeking evaluation of crash cushions for inclusion on the APL must submit the following:

1. Product drawings, which at a minimum include:
    a. Anchorage details for the crash cushion
    b. Tables showing the relevant system information and lengths for all options
    c. Length of need location
    d. Transition details
    e. List of all components
2. Installation manuals
3. Crash testing reports demonstrating that the system meets the requirements of ~~NCHRP 350 or~~ MASH
4. All relevant FHWA Eligibility Letters

~~Any new or revised highway safety hardware review request submitted to and received by FHWA after January 1, 2011 must meet the crash test requirements of MASH~~

544-3 Installation.

Handle and install manufactured materials or articles in accordance with the manufacturer's instructions and the Standard Plans. Transition crash cushions in accordance with the Plans, Standard Plans, Index 544-001 and the APL drawings.

Delineate crash cushion ends with Type IV or better retroreflective sheeting meeting the requirements of Section 994. Install retroreflective sheeting with a minimum surface area of 360 square inches and a minimum height of 15 inches. As an alternative, a Type 1 object marker meeting the requirements of Section 705 may be used to delineate the crash cushion end. Center the object marker 3 feet in front of the crash cushion end.

Perform repairs necessary due to defective material, work, or operations without additional cost to the Department.

Restore crash cushions damaged by the traveling public after the installation is completed, accepted and serving its intended purpose on an open section of bridge or roadway within 24 hours.

544-4 Compensation.

Price and payment will be full compensation for the complete system or module in place and accepted, including ~~object marker or sheeting~~delineation and system transitions to guardrail or rigid barriers.

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

Payment will be made under:

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

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 9, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **546**
Proposed Specification: **5460000 Rumble Strips.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Mary Jane Hayden of the State Roadway Design Office to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

RUMBLE STRIPS.
(REV 5-24-18)

SECTION 546 is deleted and the following substituted:

SECTION 546
RUMBLE STRIPS

546-1 Description.

Construct rumble strips in accordance with the details shown in the Plans and Standard Plans, Index 546-001.

546-2 Materials for Raised Rumble Strips.

546-2.1 ~~General~~Permanent Raised Rumble Strips: Construct permanent raised rumble strips using one of the following:

546-2.1.1 Preformed Thermoplastic: Use only materials listed on the Department's Approved Product List (APL), meeting the following requirements:

Preformed Thermoplastic..... 971-1 and 971-6

Ensure that the material used can be restored to its original dimensions by using a self bonding overlay meeting these requirements. Submit a certified test report to the Engineer indicating that the materials meet all requirements specified.

546-2.1.2 Asphalt: Any plant-mixed hot bituminous asphalt mixture meeting the requirements of a job-mix formula issued by the Department, except open-graded friction course.

546-2.2 Short-Term Raised Rumble Strips: Construct short-term raised rumble strips meeting the requirements of 546-2.1, or by using removable polymer striping tape meeting the requirements of 990-9.

546-3 Application.

546-3.1 Permanent Raised Rumble Strips: Notify the Engineer before the placement of raised rumble strips. Apply raised rumble strips having well defined edges. Remove and replace any raised rumble strips not meeting the requirements of the Contract Documents at no additional cost to the Department.

Before applying raised rumble strips, remove any material that would adversely affect the bond of the raised rumble strips by a method approved by the Engineer.

Apply raised rumble strips only to dry surfaces, and only when the ambient air and surface temperature is at least 55ºF and rising.

Before applying thermoplastic materials on portland cement concrete surfaces, apply a primer sealer recommended by the manufacturer.

Prior to the application of any plant-mixed hot bituminous material, apply a tack coat meeting the requirements of 300-2.3.

The mixture will be accepted on the basis of visual inspection by the Engineer with no further testing required.

546-3.2 Short-Term Raised Rumble Strips: Install short-term raised rumble strips before opening to traffic, and in accordance with 546-3.1. Maintain and remove short-term raised rumble strips until permanent raised rumble strips are installed.

546-3.~~2~~3 Ground-In Rumble Strip:

546-3.~~2~~3.1 General: Grind rumble strips that have well-defined edges and smooth interiors without tearing the finished pavement.

On a daily basis, before opening the adjacent lane to traffic, ensure that all debris generated by the grinding process is removed and disposed of by vacuum or a method approved by the Engineer. Do not dispose of the debris within the right of way. Do not use the debris generated by the grinding process in recycled asphalt (RAP).

Restore any pavement to the satisfaction of the Engineer, at no additional cost to the Department, when ground-in rumble strips do not meet the requirements of the Contract Documents.

546-3.~~2~~3.2 Inspection: For limited access roadways, measure depth every one mile. For arterial and collector roadways, measure depth every 500 feet. Measure depth as distance from pavement grade to top of ground-in grooves at the transverse and longitudinal centerline of the grinding prior to the placement of longitudinal thermoplastic pavement markings. Measure, record and certify on a Department approved form and submit to the Engineer.

546-4 Method of Measurement.

The quantity of raised rumble strip sets to be paid for under this Section will be the ~~P~~plan quantity per ~~set~~each, constructed and accepted.

The quantity of ground-in rumble strips to be paid for under this Section will be the plan quantity in gross miles, constructed and accepted. No deduction will be made when the skip array is used.

546-5 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section, including all surface cleaning and preparation, all debris disposal, furnishing of all materials, application, curing and protection of all items, protection of traffic, furnishing of all tools, machines, labor, and equipment, and all incidentals necessary to complete the work. Final payment will be withheld until all deficiencies are corrected.

Payment will be made under:

Item No. 546- 71- Raised Rumble Strip Sets - ~~per set~~each.
Item No. 546- 72- Ground-In Rumble Strips - per gross mile.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 18, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **580**
Proposed Specification: **SP5800201 Landscaping.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jeff Caster to provide consistency with other landscaping specifications.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

LANDSCAPING.

(REV 5-7-18~~7-31-17) (FA 8-9-17) (7-18~~)

SUBARTICLE 580-2.1.2 is deleted and the following substituted:

580-2.1.2 Grade Standards and Conformity with Type and Species: Provide plant materials purchased from Florida commercial nursery stock that comply with all required inspection, grading standards, and plant regulations in accordance with the latest edition of the Florida Department of Agriculture's "Grades and Standards for Nursery Plants."

Florida commercial nursery stock is defined as plants propagated or grown at a Florida commercial nursery or imported to a Florida commercial nursery, made available for sale to the public, and included as inventory for fee. Nursery stock purchased from outside Florida and shipped directly to the project site is not Florida commercial nursery stock. Prior to installation, provide nursery invoices or delivery tickets that include written certification that all nursery stock meets the requirements of this Section.

Unless otherwise specified, the minimum grade for plant material is Florida No. 1. Plant materials must be the specified size and grade at the time of delivery to the site.

Use only plants that are true to type and species, free of fungal infection and disease, and ensure that the plants not specifically covered by Florida Department of Agriculture's "Grades and Standards for Nursery Plants" conform in type and species with the standards and designations in general acceptance by Florida nurseries. Submit a list of nurseries where plants are tagged, including contact information and location. The Engineer~~ and Contractor~~ may visit the nursery sites to inspect representative samples and lock tag the example plant material.

A minimum of two plants of each species on each shipment must be shipped with tags stating the botanical nomenclature and common name of the plant. Should discrepancies between botanical nomenclature and common name arise, the botanical name will take precedence.

SUBARTICLE 580-2.4 is deleted and the following substituted:

580-2.4 Mulch~~ing~~: Use of cypress mulch is prohibited.

SUBARTICLE 580-4.5 is deleted and the following substituted:

580-4.5 Installation~~Planting~~: Meet the requirements of the Contract Documents.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 5, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **580**
Proposed Specification: **SP5800204FA Landscaping.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Special Provision.

The changes are proposed by Jeff Caster to provide consistency with other landscaping specifications.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

LANDSCAPING.

(REV 5-21-18~~7-31-17) (FA 8-9-17) (7-18~~)

SUBARTICLE 580-2.4 is deleted and the following substituted:

580-2.4 Mulch~~ing~~: Use of cypress mulch is prohibited.

ARTICLE 580-4 is deleted and the following substituted:

580-4 Installation.

580-4.1 Installation Plan: At the preconstruction meeting, provide an installation plan for review and comment. Specifically describe the methods, activities, materials, and schedule to achieve installation as described in this Section~~. Include a schedule for monthly inspections and reports described in 580-4.9. Begin installation after installation plan is accepted by Engineer.~~

SUBARTICLE 580-4.5 is deleted and the following substituted:

580-4.5 Installation~~Planting~~: Meet the requirements of the Contract Documents.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 13, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **620**
Proposed Specification: **REVISED 6200401 Grounding and Lightning Protection.**

Dear Mr. Nguyen:

We are submitting a revised proposed specification, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Ed Cashman to require clamp-on ground resistance testing for roadway lighting installations. The grounding for these installations is specified in the Standard Plans.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

GROUNDING AND LIGHTNING PROTECTION
(REV 75-131-18)

SUBARTICLE 620-4.1 is deleted and the following substituted:

620-4 Ground Resistance Testing and Inspection.

620-4.1 Testing: Measure the ground resistance with an instrument designed specifically to measure and document earth/ground resistance, soil resistivity, and current flow. Conduct the test by using the fall-of-potential method as described in the Institute of Electronic and Electrical Engineers (IEEE) Standard 81. If fall-of-potential tests cannot be performed, it is acceptable to measure resistance at each accessible ground rod using a clamp-on ground resistance tester. Submit to the Engineer certified test results for each testing location. Submit the following information on the test results:

1. The formal name or ID for the location where the test was performed
2. The GPS latitude and longitude for the location where the test was performed
3. The date on which the test was performed
4. The make and model number, serial number, and last date of calibration (by an independent testing facility within the previous 12 months) for the grounding resistance testing device used
5. Contact information (including name, signature, and employer name) for each person conducting, witnessing, or certifying the test
6. Description of the local environmental and soil conditions at the time of testing
7. A rough sketch of the site grounding system; along with the corresponding measured data points
8. Page numbering showing the current page number and total page count (e.g., Page 1 of 3)

Only clamp-on ground resistance testing is required for roadway lighting installations.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

June 12, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **639**
Proposed Specification: **SP6390100CIAC Electrical Power Service Assemblies – Description (Contribution-in-Aid-of-Construction).**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Tom Bane of the State Utilities Office to modify the language to minimize the need of supplemental agreements to address certain utility connection costs encountered during construction.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

ELECTRICAL POWER SERVICE ASSEMBLIES – DESCRIPTION (CONTRIBUTION-IN-AID-OF-CONSTRUCTION).

(REV ~~3-9-18~~~~4-25-18~~6-12-18)

ARTICLE 639-1 is expanded by the following:

For this Contract, a non-bid pay item in the Lump Sum amount of $_____ has been established for Contribution-in-Aid-of-Construction.

Upon submission of a paid invoice, ~~T~~the Department will reimburse the Contractor for the actual invoice amount for Contribution-in-Aid-of-Construction imposed by the power company to provide electrical service in accordance with Rule 25-6.064 FAC.

Payment will be the actual invoice amount prorated as a percent of the Lump Sum amount. Any additional costs associated with coordination, processing the invoice transmittal and payment ~~is~~are to be included in pay item ~~639 - 1~~ for Electrical Power Service, per assembly.

Payment will be made under:

Item No. 639- 8- Contribution-in-Aid-of-Construction (CIAC) – lump sum.

PEDESTRIAN SIGNAL ASSEMBLIES.
(REV 5-14-18)

SUBARTICLE 653-2.2 is deleted and the following substituted:

653-2.2 Housing and Visor: The housing must be weatherproof, sectional and may consist of as many sections as optical units. The housing must prevent light from escaping from one unit to another. The top and bottom opening of the housing must include a circular 72-tooth serrated connection (2 inch nominal I.D.) capable of providing positive positioning and alignment in 5 degree increments. When assembled and tightened, these connections must prevent rotation or misalignment. The serrated area must start at the outside of the 2 inch hole and be at least 1/8 inch wide. The teeth must have a minimum depth of 3/64 inch between peaks and valleys, free from burrs or other imperfections, and provide positive locking with the grooves of mating sections, framework, and brackets. The serration on the top circular connection of a signal section must have a valley at the 0 degree position and the serration on the bottom circular connection must have a peak at the 0 degree position, both aligned perpendicular to the front of the section. Housings must include latch pads and manual stainless steel latching devices that are captive, or non-removable. Housings must have at least two latching points.

Reinforce all mounting points and adjacent housing material. The door enclosing the lens must be hinged and held securely to the housing. Provide a gasket meeting the requirements of ASTM D1056, Grade 2B2 between the housing and door and between the lens and door. If the fitting between the housing and door is weather-tight, the gasket may be omitted.

Provide a visor or egg-crate louver that eliminates sun phantom for each signal face. ~~Light must not escape between the door and visor. The v~~Visor must be three-sided and extend a minimum of 7 inches at the top from the face of the lens. The visor must be constructed of noncorrosive No. 18 gauge sheet metal, not less than 0.05 inch thick, ~~(No. 18 gauge in thickness)~~ or 0.1 inch thick polycarbonate.

All metal housings and visors must be powder-coat painted black in accordance with Military Standard MIL-PRF-24712A or AAMA-2603-02 with a reflectance value not exceeding 25 percent as measured by ASTM E97. For polycarbonate heads, the black color must be incorporated into the material before the molding process.

The housing must be constructed of a non-corrosive material. Cast metal parts must have a minimum tensile strength of 1 ksi (117 MPa) and sheet metal parts a minimum tensile strength of 27 ksi (186 MPa).

653-2.2.1 Die ~~c~~Castings: Meet the requirements in ASTM B85 for the physical characteristics and chemical content for alloys S12A, S12B, SC84A, SC84B, SG100A and SG100B.

653-2.2.2 Sand Castings: Meet the requirements in ASTM B26 for the physical characteristics and chemical content for alloys S5A and CS72A.

653-2.2.3 Permanent ~~m~~Mold ~~c~~Castings: Meet the requirements in ASTM B108 for the physical characteristics and chemical content for alloys S5A and CS72A.

653-2.2.4 Polycarbonate: Polycarbonate housing assemblies, doors and visors must be molded from ultraviolet stabilized polycarbonate plastic with a minimum thickness of 0.1 inches, plus or minus 0.01 inch, and provide the following physical properties:

Table 1

Test	Minimum Requirement	Method
Specific Gravity	1.17	ASTM D 792
Vicat Softening Temp.	305-325°F (152 – 163°C)	ASTM D 1525
Brittleness Temp.	Below -200°F (-129°C)	ASTM D 746
Flammability	Self-extinguishing	ASTM D 635
Tensile Strength	Yield, 8500 psi (58 MPa)	ASTM D 638
Elongation at yield	5.5 - 8.5%	ASTM D 638
Shear Strength	Yield, 5500 psi (38 MPa)	ASTM D 732
Izod impact strength	15ft-lb/in (800 J/m)	ASTM D 256
Fatigue strength	950 psi (6.5MPa) at 2.5 mm cycles	ASTM D 671

SUBARTICLE 653-2.4 is deleted and the following substituted:

653-2.4 Electrical: Wiring and terminals must ~~be color-coded No. 18 AWG or larger, stranded wires with an approved 600 V outdoor insulation rating or equivalent~~meet the size, insulation, length and color of the current ITE specification. Wires must ~~be a minimum of 3 feet long with self-insulating slide-on terminals with~~ not have bare wiring exposed where wires are secured.

The pedestrian signal must include a terminal block containing a minimum of ~~five~~three circuits, each with two noncorrosive screw-type terminals. Each terminal must accommodate three No. 18 AWG conductors and be labeled for ease of identification. The terminal block must not be obstructed and be visible when the housing is open.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
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MIKE DEW
SECRETARY

July 25, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **654**
Proposed Specification: **6540000 Midblock Crosswalk Enhancement Assemblies.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jeff Morgan of the State Traffic Engineering Research Lab (TERL) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

MIDBLOCK CROSSWALK ENHANCEMENT ASSEMBLIES.
(REV ~~5-14-18~~~~5-18-18~~7-25-18)

SECTION 654 is deleted and the following substituted:

SECTION 654
MIDBLOCK CROSSWALK ENHANCEMENT ASSEMBLIES

654-1 Description.

Furnish and install midblock crosswalk enhancement assemblies.

654-2 Materials.

Use midblock crosswalk enhancement assemblies listed on the Department's Approved Product List (APL).

Midblock crosswalk enhancement assemblies are classified as the following types: In-Roadway Light Assemblies, Rectangular Rapid Flashing Beacon Assemblies (RRFB), and Pedestrian Hybrid Beacon Assemblies.

654-2.1 In-Roadway Light Assemblies: In-roadway light assemblies must meet the physical and operational requirements of the latest edition of the MUTCD, Chapter 4N.

In-roadway light assemblies shall be normally dark, initiate operation only upon pedestrian actuation via a pedestrian pushbutton, and cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk. The duration of the predetermined period shall be programmable and capable of matching the pedestrian clearance time for pedestrian signals as determined by MUTCD procedures. The timer that controls flashing must automatically reset each time a pedestrian call is received.

~~The luminance of the i~~In-roadway light assemblies ~~shall~~must have ~~be~~ a minimum luminance of 101~~-~~ candelas ~~per square meter~~and a minimum viewing angle of 20~~-~~ degrees.

654-2.2 Rectangular Rapid Flashing Beacon Assemblies (RRFB): RRFB assemblies must include two rapidly and alternately flashed rectangular yellow indications having LED-array based pulsing light sources. Each rectangular yellow indication must be a minimum of five inches wide by two inches high. The two RRFB indications shall be aligned horizontally, with the longer dimension horizontal and with a minimum space between the two indications of approximately 7 inches measured from inside edge of one indication to inside edge of the other indication.

654-2.2.1 RRFB Sign Assembl~~ies~~y: Standard RRFB assemblies ~~assembly~~ must be ~~attached to~~used with a W11-2 (Pedestrian)~~ or~~, S1-1 (School), or W11-15 (Trail) crossing warning sign~~.~~ ~~The standard assembly~~and includes~~either a W11-2 (Pedestrian), S1-1 (School), or W11-15 (Trail) crossing warning sign,with~~ a diagonal downward arrow (W16-7p) plaque~~,~~ and a single column ground sign post~~, and~~. Use attachment hardware in accordance with Standard Plans, Index 700-010.~~ The two RRFB indications shall be aligned horizontally, with the longer dimension horizontal and with a minimum space between the two indications of approximately 7 inches measured from inside edge of one indication to inside edge of the other indication.~~

Optional mast arm and pole installation may be used if shown in the Plans. Follow the manufacturer's specifications on the number of RRFB units that are connected to the timer's output driver. Mast arm mounted RRFB assembl~~y~~ies include~~s~~ a W11-2 or S1-1 sign and

attachment hardware. Pole mounted RRFB assembl~~y~~ies include~~s~~ a W16-7p sign and attachment hardware. Use attachment hardware in accordance with Section- 659.

The outside edges of the RRFB indications, including any housings, shall not project beyond the outside edges of the W11-2 ~~or~~, S1-1, or W11-15sign.

654-2.2.2 Beacon Flashing Requirements: The light intensity of the yellow indications shall meet the minimum specifications of Society of Automotive Engineers (SAE) standard J595 for Class 1 (Directional Flashing Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles) dated January- 2005. -Ensure RRFB assemblies are capable of automatically dimming to reduce brightness of the LEDs at nighttime.

The flash rate of each individual yellow indication, as applied over the full on-off sequence of a flashing period of the indication, shall not be between 5 and 30 flashes per second. When activated, the two yellow indications in each RRFB shall have a flash ~~in one of the following patterns.~~

~~**654-2.2.2.1 "2/5" Pattern:** The flash rate shall be 70 to 80 periods of flashing per minute. Each beacon shall have alternating flash rates, but approximately equal periods of rapid pulsing light emissions and dark operation. During each of its 70 to 80 flashing periods per minute, the yellow indications on the left side of the RRFB shall emit two slow pulses of light after which the yellow indications on the right side of the RRFB shall emit four rapid pulses of light followed by a long pulse.~~

~~**654.2.2.2.2 "WW+S" Pattern:** The flash~~ rate ~~shall be~~of 75 flash cycles per minute using the following sequence: left side beacon on for 50 milliseconds (msec), both beacons off for 50 msec, right side beacon on for 50 msec, both beacons off for 50 msec, left side beacon on for 50 msec, both beacons off for 50 msec, right side beacon on for 50 msec, both beacons off for 50 msec, both beacons on for 50 msec, both beacons off for 50 msec, both beacons on for 50 msec, both beacons off for 250 msec.

654-2.2.3 RRFB Assembly Operation: RRFB assemblies ~~assembly~~ shall be normally dark, initiate operation only upon pedestrian actuation via a pedestrian pushbutton, and cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk. The duration of the predetermined period shall be programmable and capable of matching the pedestrian clearance time for pedestrian signals as determined by MUTCD procedures. The timer that controls flashing must automatically reset each time a pedestrian call is received.

All RRFBs associated with a single crosswalk (including those with an overhead or advance crossing sign, if used) shall simultaneously commence operation of their alternating rapid flashing indications and shall cease operation simultaneously.

RRFBs must include an instruction sign with the legend PUSH BUTTON TO TURN ON WARNING LIGHTS mounted adjacent to or integral with each pedestrian pushbutton.

A confirmation light directed at and visible to pedestrians in the crosswalk must be installed integral to the RRFB to give confirmation that the RRFB is in operation.

654-2.3 Pedestrian Hybrid Beacon Assemblies: Pedestrian hybrid beacon assemblies must meet the physical and operational requirements of the latest edition of the MUTCD, Chapter 4F. The cabinet, signals, controller, pedestrian detectors, and other traffic control devices used to create a pedestrian hybrid beacon assembly must be listed on the APL.

654-2.4 Cabinets, Housings, and Hardware: Cabinets used as part of the midblock crosswalk enhancement assembly must meet the applicable criteria of Section 676.

All housings other than approved cabinets must be powder coat painted dull black FED-STD-595-37038) with a reflectance value not exceeding 25 percent as measured by American Society for Testing and Material E1347. Cabinets and housings must prevent unauthorized access.

Pole-mount assemblies shall allow installation on 4-1/2 inch outer diameter posts.

Ensure all assembly hardware, including nuts, bolts, external screws, and locking washers less than 5/8 inch in diameter, are Type 304 or 316 passivated stainless steel. Stainless steel bolts, screws, and studs must meet ASTM F593. Stainless steel nuts must meet ASTM F594. All assembly hardware greater than or equal to 5/8 inch in diameter must be galvanized. Carbon steel bolts, studs, and threaded rod must meet ASTM A307. Structural bolts must meet ASTM F3125, Grade A325.

654-2.5 Electrical Specifications: Equipment must operate on solar power or a nominal voltage of 120 V alternating current (V_{AC}). If the device requires operating voltages of less than 120 V_{AC}, supply the appropriate voltage converter. Solar powered systems must be designed to operate for minimum of 100- activations per day and- provide 10 days of ~~continuous~~ operation without sunlight~~ and 100 actuations per day~~. Each activation must be 30- seconds in duration. Solar powered systems must automatically charge batteries and prevent overcharging and over-discharging. Solar powered systems must include a charge indicator and AC/DC battery charger.

654-2.6 Environmental Specifications: All electronic assemblies shall operate as specified during and after being subjected to the transients, temperature, voltage, humidity, vibration, and shock tests described in National Electrical Manufacturers Association (NEMA) TS2, 2.2.7, 2.2.8, and 2.2.9. Electronics must meet Federal Communications Commission (FCC) Title 47, Subpart B, Section 15.- The optical portion of the housing shall be sealed to provide an IP- 67 rating.

654-3 Installation Requirements.

Restore any areas impacted by the installation of the crosswalk enhancement assembly to original condition unless otherwise shown in the Plans. Install crosswalk enhancement assembly in accordance with the Americans with Disabilities Act Standards for Transportation Facilities.

654-4 Warranty.

Ensure the midblock crosswalk enhancement assembly has a manufacturer's warranty covering defects for two years from the date of final acceptance in accordance with 5-11 and Section 608. Ensure the warranty includes providing replacements within 10 calendar days of notification for defective parts and equipment during the warranty period at no cost to the Department or the maintaining agency.

654-5 Method of Measurement.

654-5.1 General: All midblock crosswalk assemblies will include all materials, equipment, and labor necessary for a complete and accepted installation.

654-5.2 In-Roadway Light Assembly: The in-roadway light assembly includes in-roadway lights, signs, sign support structures, cabinet, electronics, wiring, and pedestrian detectors for a complete crossing. Solar panels are included in the cost of the assembly, when shown in the Plans.

654-5.3 Rectangular Rapid Flashing Beacon (RRFB) Assembly:

~~The RRFB~~Post mounted assembl~~y~~ies include~~s~~ a rectangular beacon and signs for each approach, sign support structure, cabinet, electronics, wiring, and pedestrian detectors. Solar panels are included in the cost of the assembly, when shown in the Plans.

~~2~~ Pole mounted assembl~~y~~ies~~:~~ include~~s~~ a rectangular beacon and signs, pole mount bracket, cabinet, electronics, wiring, and pedestrian detector. Solar panels are included in the cost of the assembly when shown in the Plans. Poles will be paid for separately.

~~3.~~ Mast arm mounted assembl~~y~~ies~~:~~ include~~s~~ a rectangular beacon and signs, attachment hardware, and wiring for a single~~-~~ direction unit for non-standard installations. Mast arms will be paid for separately.

654-5.4 Pedestrian Hybrid Beacon Assembly: The Contract unit price for each pedestrian hybrid beacon assembly will consist of all labor and materials necessary for a complete and accepted installation. The assembly includes the 3-section signal, hardware, and backplate. Pedestrian signals, cabinet, signs, mast arms, strain poles or other support structures, and signal cable will be paid under the applicable sections for each item.

654-6 Basis of Payment.

Price and Payment will be full compensation for all work specified in this Section. Payment will be made under:

Item No. 654-1	In-Roadway Light Assembly - per assembly
Item No. 654-2	Rectangular Rapid Flashing Beacon Assembly – per assembly
Item No. 654-3	Pedestrian Hybrid Beacon Assembly - per assembly

Florida Department of Transportation

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GOVERNOR

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MIKE DEW
SECRETARY

July 30, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **671**
Proposed Specification: **6710000 Traffic Controllers. REVISED**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification. Additional revisions are highlighted.

The changes are proposed by Raj Ponnaluri to update controllers that meet the current CALTRANS, NEMA, or ACT specifications.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

TRAFFIC CONTROLLERS
(REV 5~~4~~-16~~24~~-18)

SECTION 671 is deleted and the following substituted:

671-1 Description.

Furnish and install a traffic controller unit as shown in the Plans.~~NEMA, Model 170, Model 2070, or ATC controller unit as shown in the Plans.~~ Meet the requirements of Section 603.

671-2 Materials.

Use traffic controllers listed on the Department's Approved Product List (APL). Ensure equipment is permanently marked with the manufacturer's name or trademark, part number, and serial number.

Controllers must meet the following applicable industry standards:

~~NEMA TS1 Controller ..... NEMA TS-1-1989~~
NEMA TS2 Controller ..... NEMA TS-2-2016~~03~~
~~Model 170 Controller .....CALTRANS TEES, 2009~~
Model 2070 Controller .....
.....CALTRANS TEES, 2009 ERRATA No. 2
~~ATC Controller.....AASHTO/ITE/NEMA ATC 5.2b~~
Note: All controllers must meet AASHTO/ITE/NEMA ATC 5201, v06.25.

All ~~NEMA TS2, Model 2070 and ATC~~ controllers must provide functionality that meets or exceeds operational characteristics, including NTCIP support, as described in NEMA TS-2-2016~~03~~.

If shown in the Plans, new installations must include controllers that will:

1. Deactivate the dimming circuit of LED street lighting, as shown in the Plans, during pedestrian activations. Pedestrian detector diagnostics must be activated when this feature is used.

2. Capture all mandatory event-based data elements listed in supplemental requirement SR-671-2, Supplemental Traffic Controller High Resolution Data Logging Requirements, as published on the Department's State Traffic Engineering and Operations Office website at the following URL: http://www.fdot.gov/traffic/Traf_Sys/Product-Specifications.shtm.

3. Provide and make ~~the~~ Management Information Bases (MIBs) available for Traffic Signal Controller Broadcast Messages (TSCBM) ~~used by~~to local agencies and FDOT that are compatible~~.~~

~~4. Comply~~ with Society of Automotive Engineer (SAE) J2735 201603~~, and United States Department of Transportation (USDOT) Dedicated Short Range Communications (DSRC) Roadside Unit (RSU) specifications 4.1 available from the USDOT Open Source Application Development Portal (OSADP).~~

4. Support programming of ~~The RSU~~ destination Internet Protocol (IP) addresses ~~is programmed~~ via controller front panel for interface with Dedicated Short-Range Communication (DSRC) Roadside Units (RSU), also called Vehicle to Infrastructure (V2I) Hubs. ~~The logging requirements must match the following:~~

~~a. TSCBM from controller to RSU IP address per Table 3-4 of the USDOT V21 Hub Interface Control Document (ICD) available from the USDOT-OSADP.~~

671-3 Method of Measurement.

No separate payment will be made for the controller; payment is included with the Traffic Controller Assembly.

Florida Department of Transportation

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GOVERNOR

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MIKE DEW
SECRETARY

July 24, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **676**
Proposed Specification: **6760206 Traffic Cabinets.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jeff Morgan of the State Traffic Engineering Research Lab (TERL) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

TRAFFIC CABINETS.
(REV 5-14-18)

SUBARTICLE 676-2.6 is deleted and the following substituted:

676-2.6 Generator and Auxiliary Power Connection: Traffic signal controller cabinets must include a generator and auxiliary power connection. ITS cabinets must include a generator and auxiliary power connection unless otherwise shown in the Plans.

Cabinets with generator and auxiliary power connection must include provisions for the connection of an external power source, such as a portable generator, through a weatherproof, secure interface. This feature must allow authorized personnel to access, connect, and secure an external power source to the cabinet in order to restore power within five minutes of arrival time at the cabinet. A 10 gauge, 600V UL rated cable, fabricated with an L5-30R on one end and standard 120 V duplex plug on the other, a minimum of 12 feet in length or as shown in the Plans, must be supplied with cabinet assemblies for field connection between generator and cabinet. The generator access door and cable entrance must include means to prevent access to insects when cable is not present.

Provide the cabinet with an automatic transfer switch as shown in the Plans. ~~The transfer switch must meet UL 1008 and be rated equal to or higher than the design load of the cabinet's main breaker and the generator input twist-lock connector rating. The transfer switch must provide a means of switching between normal utility power and auxiliary backup generator power. Switching time cannot exceed 250 milliseconds. Ensure that the transfer switch does not allow simultaneous active power from more than one source and does not allow generator backflow into normal utility AC circuits.~~

676-2.6.1 Automatic Transfer Switch: The transfer switch must meet UL 1008 and be rated equal to or higher than the design load of the cabinet's main breaker and the generator input twist-lock connector rating. The transfer switch must provide a means of switching between normal utility power and auxiliary backup generator power. Switching time cannot exceed 250 milliseconds. Ensure that the transfer switch does not allow simultaneous active power from more than one source and does not allow generator backflow into normal utility AC circuits.

Provide the automatic transfer switch with indicators that display the status of connected power sources and indicate which power source is actively energizing the cabinet. The utility-on indicator must be clearly visible outside the cabinet and the indicators on/off state must be obvious from a distance of 30 feet.

If a relay circuit is used to provide switching, the normally closed circuits must be connected to normal utility power. The relay must be energized solely by the generator. When energized, the relay must break the connection to normal utility power and make connection to the generator power input. Any automatic transfer switch or relay operated switch must include a bypass switch that disables automatic switching and permits manual selection of the power sources connected to the cabinet.

676-2.6.2 Generator Access Panel: Include a generator connection panel consisting of, at a minimum, the automatic transfer switch with a three-prong, 30 amp L5-30P twist-lock connector with recessed male contacts for generator hookup, unless otherwise shown in the Plans. Locate the access panel as close as possible to the main AC circuit breaker with the bottom of the access panel no less than 24 inches above the bottom of the cabinet. Do not place

the generator access panel on the main cabinet door or back door. Locate and label the transfer switch and twist lock connector on a panel easily accessible behind a weatherproof lockable exterior access door equipped with a tamper-resistant hinge. Label this access door “Generator Access Door” Provide the access door with a No. 2 lock unless otherwise specified in the Plans. The access door and cable entrance must include means to prevent access to insects when cable is not present. The generator hookup compartment must be recessed no more than six inches into the cabinet but be deep enough to allow closing and locking of the access door when the generator cable is connected. Avoid blocking access to any other equipment in the cabinet.

Florida Department of Transportation

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GOVERNOR

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MIKE DEW
SECRETARY

July 24, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **678**
Proposed Specification: **6780200 Traffic Controller Accessories.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jeff Morgan of the State Traffic Engineering Research Lab (TERL) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

TRAFFIC CONTROLLER ACCESSORIES.
(REV 5-14-18)

ARTICLE 678-2 is deleted and the following substituted:

678-2 Materials.

Use traffic controller accessories listed on the Department's Approved Product List (APL). Ensure that all traffic controller accessories are permanently marked with the manufacturer's name or trademark, model or part number, and serial number.

Traffic controllers must meet the following applicable industry standards:

NEMA TS1 Conflict Voltage Monitor ..... NEMA TS-1-1989, Section 6
NEMA TS2 Malfunction Management Unit ..... NEMA TS-2-20~~03~~16, Section 4
Power Switch ..... NEMA TS-2-2016, Section 5.3.5
Load Switch ..... NEMA TS~~-~~2~~-~~-20~~03~~16, Section 6.2
Flasher..... NEMA TS~~-~~2~~-~~-20~~03~~16, Section 6.3
Flash Transfer Relay..... NEMA TS~~-~~2~~-~~-20~~03~~16, Section 6.4
210 Conflict Monitor (Model 210) ..... CALTRANS TEES, 2009
Power Supply Module (Model 206) ..... CALTRANS TEES, 2009
Power Distribution Assembly..... CALTRANS TEES, 2009 6.4.3
Flash Transfer Relay (Model 430)..... CALTRANS TEES, 2009 6.4.5.1.5
Input File..... CALTRANS TEES, 2009 6.4.4
Current Monitor (Model 208)..... CALTRANS TEES, 2009 3.7.2

Ensure all traffic controllers perform all specified functions during and after being subjected to the environmental testing procedures described in NEMA TS-2, Sections 2.2.7, 2.2.8, and 2.2.9.

678-2.1 Time Switch: Ensure the time switch is a 24-hour timer which controls the daily switching operation of circuit contacts at preselected times.

Type 1 time switches must contain a single circuit contact and a solid state timer with at least 48 programmable on and off times.

Type 2 time switches must contain two circuit contacts and a solid state timer with at least three independently programmable on and off times per circuit.

Type 3 time switches must contain three circuit contacts and a solid state timer with at least three independently programmable on and off times per circuit.

678-2.1.1 Timing: Solid state timing must be accomplished by digital circuits utilizing the power line 60 Hz frequency as the normal timing reference or GPS Time Sync. Time-of-day must be settable and displayed in maximum increments of one minute.

678-2.1.2 Programming: Programming for selection of contact openings or closures must be provided in maximum increments of one minute for Types 1 through 3 time switches.

A day omit device or circuit must be provided with Types 1 through 3 time switches to omit the programmed switching operation for any combination of up to three days of the week. A positive means of indicating the day of the week must be provided with Types 1 through 3 time switches.

678-2.1.3 Reserve Power: Type 1, Type 2, and Type 3 solid state time switches must be provided with a battery backup circuit which maintains time during a power failure of up to 10 hours. The timing accuracy of battery backup circuits during a power failure must be plus or minus 0.5 seconds.

678-2.1.4 Output Circuit Contacts: Each output circuit contact must be rated for a 3A, 115 V_{AC} load. The output circuit contact must have 115 V_{AC} present when the timer turns the circuit on.

678-2.1.5 Construction Requirements: Time switches must be enclosed in durable sheet aluminum or approved alternate housing. A terminal strip or screws must be provided with the time switch for AC power and all output circuit contacts.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

April 24, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **700**
Proposed Specification: **7000102 Highway Signing.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Dana Knox of the State Traffic Engineering and Operations Office (TEO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

HIGHWAY SIGNING.
(REV ~~3-8-18~~4-24-18)

SUBARTICLE 700-1.2.4 is deleted and the following substituted:

700-1.2.4 Retroreflective Sign Sheeting: Use signs that meet the material and process requirements of Section 994.

Use Type XI sheeting for all regulatory, warning and overhead signs unless otherwise ~~required by this Sub-article~~specified. The R1-1, R1-2, R5-1 and R5-1a signs must use a sheeting system that includes a colorless film overlay.

Type XI sheeting shall also be used for all limited access advance exit and exit guide signs.

Use Type IV yellow-green fluorescent sheeting for the following signs:

1. school: S1-1, S3-1, ~~S4-3~~S3-2, S4-5, S4-5a~~;~~, S5-1 (SCHOOL portion)
2. bicycle: W11-1~~;~~,
3. pedestrian: R1-6, R1-6a, R1-6b, R1-6c, R1-9, R1-9a, R10-15, W11-2~~;~~,
4. shared use path (trail): W11-15, W11-15a, ~~and~~
5. supplemental panels used with ~~S1-1~~ signs in (1) through (4) above.

Do not mix signs having fluorescent yellow-green sheeting with signs having yellow retroreflective sheeting.

Roll-up signs shall meet the requirements of Type VI sheeting.

Use Type IV sheeting for all other signs.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
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MIKE DEW
SECRETARY

July 5, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **700**
Proposed Specification: **7000102-2 Highway Signing.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Ed Cashman to remove panel requirement, not all cases require a panel to be installed with all retroreflective strips.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

HIGHWAY SIGNING
(REV 6~~4~~-21~~0~~-18)

SUBARTICLE 700-1.2.4 is expanded by the following:

700-1.2.4 Retroreflective Sign Sheeting: Use signs that meet the material and process requirements of Section 994.

Use Type XI sheeting for all regulatory, warning and overhead signs. The R1-1, R1-2, R5-1 and R5-1a signs must use a sheeting system that includes a colorless film overlay.

Type XI sheeting shall also be used for all limited access advance exit and exit guide signs.

Use Type IV yellow-green fluorescent sheeting for school S1-1, S3-1, S4-3, S4-5 and supplemental panels used with S1-1 signs. Do not mix signs having fluorescent yellow-green sheeting with signs having yellow retroreflective sheeting.

Roll-up signs shall meet the requirements of Type VI sheeting.

Use Type IV sheeting for all other signs.

Use Type IV or Type XI sheeting for retroreflective strips on signs.

SUBARTICLE 700-2.1.6 is deleted and the following substituted:

700-2.1.6 Retroreflective Strips for Signs: Use only on signs where the retroreflective sign strip is called for in the Plans. Install retroreflective strips in accordance with the manufacturer's instructions. If panel is required to install the retroreflective sheeting, ~~U~~use 0.040 minimum aluminum panels or another material approved by the sheeting manufacturer. ~~for application of retroreflective sheeting, Type IV or Type XI retroreflective sign sheeting meeting the requirements of Section 994 for the fabrication of the retroreflective sign strips and~~Use stainless steel attachment hardware for the installation. The retroreflective sign strips must be fastened in a manner that does not require drilling of holes in the column. Retroreflective sign strips must be 2 inches in width and a height of 5 feet for all signs except for when signs are mounted at 4 feet, then retroreflective sign strip will be 2 feet in height. If a panel is required for installation, t~~T~~he panel for the retroreflective sheeting must be the same dimensions as the retroreflective sheeting. For the back of Rail Road Crossbuck signs, the retroreflective sign strip will be 2 inches wide for the full length of the blade. Match the color of the retroreflective sheeting to the background color of the sign except for YIELD signs and DO NOT ENTER signs, where the color must be red.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 24, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **700**
Proposed Specification: **7000302 Highway Signing.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jeff Morgan of the State Traffic Engineering Research Lab (TERL) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

HIGHWAY SIGNING.
(REV 5-14-18)

SUBARTICLE 700-3.2.1.2 is deleted and the following substituted:

700-3.2.1.2 Housing: Ensure that the sign housing is constructed of continuous 5052 or 6063-T5 aluminum. All housing, corners, and door seams must be continuously welded. All exterior surfaces of the assembly must be powder-coat painted in accordance with Military Standard MIL-PRF-24712A or AAMA-2603-02. Finish must meet the requirements of ASTM D3359, ASTM D3363, and ASTM D522. Sign housings with any interior airspace must consist of a box type enclosure and separate hinged door assembly. The sign housing must include provisions to prevent water from entering the sign housing. Drain holes in the sign larger than 0.125 inch must be covered by a screen.

Signs must have removable sign faces. The sign assembly must have one face unless specified otherwise in the Plans. The sign face must be secured by a method that holds the sign face securely in place. Slide-in grooves are allowed to secure the sign face if the sign is edge lit.

The sign face must be a translucent lens constructed of 0.125 inch thick high impact strength polycarbonate or acrylic meeting UL48. Letters must be as detailed in the Contract Documents. Background must be translucent retroreflective sheeting coated with a transparent, pressure-sensitive adhesive film. Color must meet the criteria as detailed in Sections 994. Retroreflective sheeting must meet the requirements of Section 994, and be listed on the APL.

If a door opens upward, it shall have a bracket on each side to secure the door in the open position during maintenance. Doors shall be permanently and continuously sealed with a foam gasket listed to UL157 to prevent the entry of water into the sign housing. Each door must be secured from opening by ~~a minimum of two~~ stainless steel rotary action draw latches as follows~~.~~: ~~Signs constructed in lengths of 5 feet and less must have a minimum of latches for each door.~~

Signs ~~constructed in lengths between~~of 5- feet ~~and~~up to 7 feet in length must have a minimum of three latches ~~per~~for each sign door.

Signs ~~constructed between~~over 7- feet ~~and~~up to 9- feet in length must have a minimum of four latches ~~per~~for each door.

Ensure the rotary action draw latch is captive and does not become detached or allow the door to open when the sign housing is torqued or twisted.

The sign assembly must be designed and constructed to withstand 150 mph wind loads meeting the requirements of the Department's Structures Manual.

SUBARTICLE 700-3.2.6 is deleted and the following substituted:

700-3.2.6 Environmental Requirements: Ensure that the illuminated sign assembly operates properly during and after being subjected to the environmental testing procedures described in NEMA TS ~~2~~4-2016, Section~~s~~ 2~~.2.7, 2.2.8, and 2.2.9~~.

SUBARTICLE 700-5.2.12 is deleted and the following substituted:

700-5.2.12 Environmental Requirements: The EDS assembly must operate properly during and after being subjected to the environmental testing procedures described in NEMA TS ~~2~~4-2016, Section~~s~~ 2~~.2.7, 2.2.8, and 2.2.9~~. Fog, frost, or condensation must not form within the dynamic portion of the sign. Electronics must meet FCC Title 47, Subpart B Section 15.

SUBARTICLE 700-6.2.5 is deleted and the following substituted:

700-6.2.5 Environmental Specifications: All electronic assemblies must operate as specified during and after being subjected to the transients, temperature, voltage, humidity, vibration, and shock tests described in NEMA TS ~~2~~4-2016, Section~~s~~ 2~~.2.7, 2.2.8, and 2.2.9~~. All electronic equipment must comply with FCC Title 47 Subpart B Section 15.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 5, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **701**
Proposed Specification: **7010500 Profiled Thermoplastic Pavement Markings.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Daniel Strickland to specify packaging labels will be accepted in lieu of a certification.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

PROFILED THERMOPLASTIC PAVEMENT MARKINGS
(REV 5-174-18)

ARTICLE 701-5 is deleted and the following replaced:

701-5 Contractor's Responsibility for Notification.

Notify the Engineer prior to the placement of the materials. At the time of notification, submit a certification to the Engineer with the APL number and the batch or Lot numbers of the thermoplastic materials and retroreflective elements or glass spheres to be used. Packaging labels that contain the information required by 971-1.1 will be accepted in lieu of a certification.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 5, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **709**
Proposed Specification: **7090500 Two Reactive Components Pavement Markings.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Daniel Strickland to specify packaging labels will be accepted in lieu of a certification.
Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

TWO REACTIVE COMPONENTS PAVEMENT MARKINGS
(REV 5-174-18)

ARTICLE 709-5 is deleted and the following substituted:

709-5 Contractor's Responsibility for Notification.

Notify the Engineer prior to the placement of the materials. At the time of notification, submit a certification to the Engineer with the APL number and the batch or Lot numbers of the materials and retroreflective elements or glass spheres to be used. Packaging labels that contain the information required by 971-1.1 will be accepted in lieu of a certification.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 9, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **711**
Proposed Specification: **7110401 Thermoplastic Pavement Markings.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Mary Jane Hayden of the State Roadway Design Office to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

THERMOPLASTIC PAVEMENT MARKINGS.
(REV 5-24-18)

SUBARTICLE 711-4.1 is deleted and the following substituted:

711-4.1 General: Remove existing pavement markings such that scars or traces of removed markings will not conflict with new pavement markings by a method approved by the Engineer. Cost for removing conflicting pavement markings during maintenance of traffic operations to be included in Maintenance of Traffic, Lump Sum.

Before applying pavement markings, remove any material that would adversely affect the bond of the pavement markings by a method approved by the Engineer.

Before applying pavement markings to any portland cement concrete surface, apply a primer, sealer, or surface preparation adhesive of the type recommended by the manufacturer. Offset longitudinal lines at least 2 inches from any longitudinal joints of portland cement concrete pavement.

Apply pavement markings to dry surfaces only, and when the ambient air and surface temperature is at least 50ºF and rising for asphalt surfaces and 60°F and rising for concrete surfaces.

Apply pavement markings to the same tolerances in dimensions and in alignment specified in 710-5. When applying pavement markings over existing markings, ensure that no more than 2 inches on either end and not more than 1 inch on either side of the existing line is visible.

Apply thermoplastic material to the pavement by extrusion or other means approved by the Engineer.

Conduct field tests in accordance with FM 5-541.Take test readings representative of the pavement marking performance. Remove and replace pavement markings not meeting the requirements of this Section at no additional cost to the Department.

With the exception of short-term raised rumble strips, ~~W~~wait at least 14 days after constructing the final asphalt surface course to place thermoplastic pavement markings. Installation of thermoplastic on concrete requires a clean, dry surface. Follow the manufacturer's recommendations for surface preparation for thermoplastic on concrete. Provide temporary pavement markings during the interim period prior to opening the road to traffic.

711-4.1.1 Preformed Thermoplastic: Apply markings to dry surfaces only and when ambient air temperature is at least 32°F. Prior to installation, follow the manufacturer's recommendations for pre-heating.

711-4.1.2 High Friction Thermoplastic: High friction thermoplastic may be used as an alternative to preformed thermoplastic for special emphasis crosswalk markings. Apply markings only by gravity or air pressure thermoplastic hand liners set-up with double drop bead attachments. Install markings in accordance with the manufacturer's recommendations.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 6, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **711**
Proposed Specification: **7110500 Thermoplastic Pavement Markings.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Daniel Strickland to specify packaging labels will be accepted in lieu of a certification.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

THERMOPLASTIC PAVEMENT MARKINGS
(REV 5-174-18)

ARTICLE 711-5 is deleted and the following substituted:

711-5 Contractor's Responsibility for Notification.

Notify the Engineer prior to the placement of the materials. At the time of notification, submit a certification to the Engineer with the APL number and the batch or Lot numbers of the thermoplastic and glass spheres to be used. Packaging labels that contain the information required by 971-1.1 will be accepted in lieu of a certification.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 9, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **916**
Proposed Specification: **9160000 Bituminous Materials. REVISED**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification. Additional revision made to last item in table (highlighted).

The changes are proposed by Wayne Rilko of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

BITUMINOUS MATERIALS.
(REV ~~5-1-18~~5-10-18~~7-2~~9-18)

~~ARTICLE~~ SECTION 916~~-1~~ is deleted and the following substituted:

SECTION 916
BITUMINOUS MATERIALS

916-1 General.

All products supplied under this Specification shall be one of the products included on the Approved Product List (APL). Producers seeking evaluation of a product for inclusion on the APL shall submit an application in accordance with Section 6.

~~For liquid anti-strip agents, in addition to the above, producers shall include a report of test results from an independent laboratory confirming the material meets the requirements of this section. In lieu of submitting test results from an independent laboratory, the Department will evaluate the material. For each liquid anti-strip agent, the producer will submit one pint of a representative sample of liquid anti-strip agent to the State Materials Office when submitting the APL application to the Department's Product Evaluation Section.~~

Any marked variation from the original test values for a material below the established limits or evidence of inadequate quality control or field performance of a material will be considered sufficient evidence that the properties of the material have changed, and the material will be removed from the APL.

916-2 Superpave PG Asphalt Binder:

916-2.1 Requirements: Superpave Performance Graded (PG) asphalt binders, identified as PG 52-28, PG 58-22, PG 67-22, polymer modified asphalt (PMA) binders, PG 76-22 (PMA) and High Polymer, and asphalt rubber binders (ARB), PG 76-22 (ARB), shall meet the requirements of 916-2 and AASHTO M332-14. When the Contract Documents specify either a PG 76-22 (PMA), PG 76-22 (ARB), or PG 76-22 binder, either binder can be used interchangeably at no additional cost to the Department. All PG asphalt binders shall meet the following additional requirements:

1. The intermediate test temperature at 10 rad/sec. for the Dynamic Shear Rheometer (DSR) test (AASHTO T315-12 (2016)) shall be 26.5ºC for PG grades PG 67 and higher.

2. An additional high temperature grade of PG 67 is added for which the high test temperature at 10 rad/sec for the DSR test (AASHTO T315-12 (2016)) shall be 67ºC.

3. All PG asphalt binders having a high temperature designation of PG 67 or lower shall be prepared without modification.

4. All PMA binders having a high temperature designation higher than PG 67 shall only be produced with a styrene-butadiene-styrene (SBS) or styrene-butadiene (SB) elastomeric polymer modifier and the resultant binder shall meet all requirements of this Section.

5. Polyphosphoric acid may be used as a modifier not exceeding 0.75% by weight of asphalt binder for PG 76-22 (PMA) and PG 76-22 (ARB) binders. Polyphosphoric acid may not be used in High Polymer binder.

6. PG 76-22 (ARB) shall meet the additional requirements of 916-2.1.1.

7. All PG asphalt binders having a high temperature designation of PG 67 or lower shall not have a high temperature true grade more than 5.9°C higher than the specified PG grade, (for example, if a PG 58-22 is specified, do not supply a PG 64-22 or higher).

8. The use of waste oil is prohibited in the modification of any PG binder grade. Waste oil shall be defined as recycled oil products that have not been processed through a vacuum tower and have an initial boiling point of 385°C (725°F) or lower when tested in accordance with ASTM D6352-15.

9. Re-refined ~~E~~engine ~~O~~oil ~~B~~bottoms (REOB)/~~V~~vacuum ~~T~~tower ~~A~~asphalt ~~E~~extenders (VTAE) may be used as a modifier not exceeding ~~10~~8.0% by weight of asphalt binder. REOB/VTAE are materials as defined in Asphalt Institute document IS-235.

For all PG binder used in all hot mix asphalt, silicone may be added to the PG binder at the rate of 25 cubic centimeters of silicone mixed to each 5,000 gallons of PG binder. If a disbursing fluid is used in conjunction with the silicone, the resultant mixture containing the full 25 cubic centimeters of silicone shall be added in accordance with the manufacturer's recommendation. The blending of the silicone with the PG binder shall be done by the supplier prior to the shipment. When the asphalt binder will be used with a foaming warm mix technology, refer to the technology supplier's guidance on the addition of silicone.

Where an anti-strip additive is required, the anti-strip additive shall meet the requirements of 916-4. The anti-strip additive shall be introduced into the PG binder by the supplier during loading.

916-2.1.1 Additional Requirements for PG 76-22 (ARB): The following additional requirements apply only to PG 76-22 (ARB):

1. The asphalt binder shall contain a minimum of 7.0% ground tire rubber (GTR) by weight of asphalt binder.
2. The GTR shall meet the requirements of Section 919.
3. Polymer modification is optional for PG 76-22 (ARB).

916-2.2 Compliance with Materials Manual: Producers of Superpave PG binders shall meet the requirements of Section 3.5, Volume II of the Department's Material Manual, which may be viewed at the following URL:
~~http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section35V2.shtm.~~
http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Files/Section3.5-051018.pdf

916-2.3 Reporting: Specification compliance testing results shall be reported for the tests in the table below, unless noted otherwise. Quality control (QC) testing results shall be reported for original binder DSR (G/sin δ and phase angle, as applicable).

SUPERPAVE PG ASPHALT BINDER		
Test and Method	Conditions	Specification Minimum/Maximum Value
Superpave PG Asphalt Binder Grade		Report
APL Number		Report

Modifier (name and type)	Polymer, Ground Tire Rubber with Approved Product List (APL) number, Sulfur, PPA, REOB, and any Rejuvenating Agents	Report
Original Binder		
Solubility, AASHTO T44-14	in Trichloroethylene	Minimum 99.0% (Not applicable for PG 76-22 (ARB))
Flash Point, AASHTO T48-~~06 (2015)~~17	Cleveland Open Cup	Minimum 450ºF
Rotational Viscosity, AASHTO T316-13 (2017)	275ºF	Maximum 3 Pa·s[a]
Dynamic Shear Rheometer [b], AASHTO T315-12 (2016)	$G^*/\sin\delta$	Minimum 1.00 kPa
	Phase Angle, δ[c] PG 76-22 (PMA) and PG 76-22 (ARB)[d]	Maximum 75 degrees
Separation Test, ASTM D7173-14 and Softening Point, AASHTO T53-09 (2013)	163±5°C 48 hours	Maximum 15°F (PG 76-22 (ARB) only)
Rolling Thin Film Oven Test Residue (AASHTO T240-~~09~~13 (2017))		
Rolling Thin Film Oven, AASHTO T240-13 (2017)	Mass Change %	Maximum 1.00
Multiple Stress Creep Recovery, $J_{nr,\,3.2}$ AASHTO M332-14	Grade Temperature (Unmodified binders only)	"S" = 4.50 kPa^{-1} max
Multiple Stress Creep Recovery, $J_{nr,\,3.2}$[d, e, f] AASHTO M332-14	67°C (Modified binders only) 76°C (High Polymer binder only)	"V" = 1.00 kPa^{-1} max Maximum $J_{nr,diff}$ = 75% 0.10 kPa^{-1} max
Multiple Stress Creep Recovery, %Recovery[d, e] AASHTO M332-14	67°C (Modified binders only) 76°C (High Polymer binder only)	$\%R_{3.2} \geq 29.37\,(J_{nr,\,3.2})^{-0.2633}$ $\%R_{3.2} \geq 90.0$
Pressure Aging Vessel Residue (AASHTO R28-12)		
Dynamic Shear Rheometer, AASHTO T315-12 (2016)	$G^*\sin\delta$, 10 rad/sec.	Maximum 5000 kPa[f, g]
Creep Stiffness, AASHTO T313-12 (2016)	S (Stiffness), @ 60 sec. m-value, @ 60 sec.	Maximum 300 MPa Minimum 0.300

ΔTc, ASTM D7643-16	~~4~~20 hours PAV aging S (Stiffness), @ 60 sec. m-value, @ 60 sec.	~~Maximum~~ ΔTc ≥ -5.0°C
(a) Binders with values higher than 3 Pa·s should be used with caution and only after consulting with the supplier as to any special handling procedures, including pumping capabilities. (b) Dynamic Shear Rheometer (AASHTO T315-12 (2016)) shall be performed on original binders for the purposes of QC testing only. (c) The original binder phase angle (AASHTO T315-12 (2016)) shall be performed at grade temperature. (d) AASHTO T315-12 (2016) and AASHTO T350-14 will be performed at a 2-mm gap for PG 76-22 (ARB). (e) All binders with a high temperature designation >67 will be tested at 67°C. PG 76-22 (PMA) and PG 76-22 (ARB) shall pass a "V" grade per AASHTO M332-14. (f) A maximum Jnr diff = 75% does not apply for any Jnr value ≤ 0.50 kPa-1. (g) For all PG grades of a PG 67 or higher, perform the PAV residue testing at 26.5°C with a maximum of 5000 kPa.		

916-3 Asphalt Emulsions.

916-3.1 Compliance with Materials Manual: Producers of asphalt emulsions shall meet the requirements of Section 3.4, Volume II of the Department's Material Manual, which may be viewed at the following URL:
~~http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section34V2.shtm.~~
http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Files/Section3.4-051018.pdf

916-3.2 Requirements: Use a prime coat meeting the requirements of AASHTO M140-13 for anionic emulsions, AASHTO M208-~~01 (2013)~~16 or AASHTO M316-16~~3~~ for cationic emulsions, or as specified in the Producer's QC Plan. For anionic emulsions, the cement mixing test will be waived. For tack products, the minimum testing requirements shall include percent residue, naphtha content (as needed), one-day storage stability, sieve test, Saybolt Furol viscosity, original DSR, and solubility (on an annual basis). Residue testing shall be performed on residue obtained from distillation (AASHTO T59-16~~5~~) or low- temperature evaporation (AASHTO ~~PP72-11(2013~~R78-16) ~~Method B~~

916-4 Liquid Anti-strip Agents.

916-4.1 Requirements: Liquid anti-strip agents shall be tested by the Department in accordance with FM 1-T 283. A minimum tensile strength ratio of 0.80 must be obtained when testing the liquid anti-strip with various aggregate sources and two nominal maximum aggregate size mixtures for approval to be placed on the APL.

916-4.2 Mix Design Verification: Particular aggregate sources may require moisture susceptibility testing per FM 1-T283 for each mix design. Results from this testing may meet the Department's requirement of minimum tensile strength ratio of 0.80 or may indicate the need for a larger dosage rate of anti-strip agent (up to 0.75% maximum) or may require a different anti-strip agent to meet the specification requirements.

BITUMINOUS MATERIALS.
(REV ~~5-1-18~~~~5-10-18~~~~7-2~~9-18)

~~ARTICLE~~ SECTION 916~~-1~~ is deleted and the following substituted:

SECTION 916
BITUMINOUS MATERIALS

916-1 General.

All products supplied under this Specification shall be one of the products included on the Approved Product List (APL). Producers seeking evaluation of a product for inclusion on the APL shall submit an application in accordance with Section 6.

~~For liquid anti-strip agents, in addition to the above, producers shall include a report of test results from an independent laboratory confirming the material meets the requirements of this section. In lieu of submitting test results from an independent laboratory, the Department will evaluate the material. For each liquid anti-strip agent, the producer will submit one pint of a representative sample of liquid anti-strip agent to the State Materials Office when submitting the APL application to the Department's Product Evaluation Section.~~

Any marked variation from the original test values for a material below the established limits or evidence of inadequate quality control or field performance of a material will be considered sufficient evidence that the properties of the material have changed, and the material will be removed from the APL.

916-2 Superpave PG Asphalt Binder:

916-2.1 Requirements: Superpave Performance Graded (PG) asphalt binders, identified as PG 52-28, PG 58-22, PG 67-22, polymer modified asphalt (PMA) binders, PG 76-22 (PMA) and High Polymer, and asphalt rubber binders (ARB), PG 76-22 (ARB), shall meet the requirements of 916-2 and AASHTO M332-14. When the Contract Documents specify either a PG 76-22 (PMA), PG 76-22 (ARB), or PG 76-22 binder, either binder can be used interchangeably at no additional cost to the Department. All PG asphalt binders shall meet the following additional requirements:

1. The intermediate test temperature at 10 rad/sec. for the Dynamic Shear Rheometer (DSR) test (AASHTO T315-12 (2016)) shall be 26.5ºC for PG grades PG 67 and higher.

2. An additional high temperature grade of PG 67 is added for which the high test temperature at 10 rad/sec for the DSR test (AASHTO T315-12 (2016)) shall be 67ºC.

3. All PG asphalt binders having a high temperature designation of PG 67 or lower shall be prepared without modification.

4. All PMA binders having a high temperature designation higher than PG 67 shall only be produced with a styrene-butadiene-styrene (SBS) or styrene-butadiene (SB) elastomeric polymer modifier and the resultant binder shall meet all requirements of this Section.

5. Polyphosphoric acid may be used as a modifier not exceeding 0.75% by weight of asphalt binder for PG 76-22 (PMA) and PG 76-22 (ARB) binders. Polyphosphoric acid may not be used in High Polymer binder.

6. PG 76-22 (ARB) shall meet the additional requirements of 916-2.1.1.

7. All PG asphalt binders having a high temperature designation of PG 67 or lower shall not have a high temperature true grade more than 5.9°C higher than the specified PG grade, (for example, if a PG 58-22 is specified, do not supply a PG 64-22 or higher).

8. The use of waste oil is prohibited in the modification of any PG binder grade. Waste oil shall be defined as recycled oil products that have not been processed through a vacuum tower and have an initial boiling point of 385°C (725°F) or lower when tested in accordance with ASTM D6352-15.

9. Re-refined ~~E~~engine ~~O~~oil ~~B~~bottoms (REOB)/~~V~~vacuum ~~T~~tower ~~A~~asphalt ~~E~~extenders (VTAE) may be used as a modifier not exceeding ~~10~~8.0% by weight of asphalt binder. REOB/VTAE are materials as defined in Asphalt Institute document IS-235.

For all PG binder used in all hot mix asphalt, silicone may be added to the PG binder at the rate of 25 cubic centimeters of silicone mixed to each 5,000 gallons of PG binder. If a disbursing fluid is used in conjunction with the silicone, the resultant mixture containing the full 25 cubic centimeters of silicone shall be added in accordance with the manufacturer's recommendation. The blending of the silicone with the PG binder shall be done by the supplier prior to the shipment. When the asphalt binder will be used with a foaming warm mix technology, refer to the technology supplier's guidance on the addition of silicone.

Where an anti-strip additive is required, the anti-strip additive shall meet the requirements of 916-4. The anti-strip additive shall be introduced into the PG binder by the supplier during loading.

916-2.1.1 Additional Requirements for PG 76-22 (ARB): The following additional requirements apply only to PG 76-22 (ARB):

1. The asphalt binder shall contain a minimum of 7.0% ground tire rubber (GTR) by weight of asphalt binder.
2. The GTR shall meet the requirements of Section 919.
3. Polymer modification is optional for PG 76-22 (ARB).

916-2.2 Compliance with Materials Manual: Producers of Superpave PG binders shall meet the requirements of Section 3.5, Volume II of the Department's Material Manual, which may be viewed at the following URL:
~~http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section35V2.shtm.~~
http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Files/Section3.5-051018.pdf

916-2.3 Reporting: Specification compliance testing results shall be reported for the tests in the table below, unless noted otherwise. Quality control (QC) testing results shall be reported for original binder DSR (G/sin δ and phase angle, as applicable).

SUPERPAVE PG ASPHALT BINDER		
Test and Method	Conditions	Specification Minimum/Maximum Value
Superpave PG Asphalt Binder Grade		Report
APL Number		Report

Modifier (name and type)	Polymer, Ground Tire Rubber with Approved Product List (APL) number, Sulfur, PPA, REOB, and any Rejuvenating Agents	Report
Original Binder		
Solubility, AASHTO T44-14	in Trichloroethylene	Minimum 99.0% (Not applicable for PG 76-22 (ARB))
Flash Point, AASHTO T48-~~06 (2015)~~17	Cleveland Open Cup	Minimum 450ºF
Rotational Viscosity, AASHTO T316-13 (2017)	275ºF	Maximum 3 Pa·s[a]
Dynamic Shear Rheometer [b], AASHTO T315-12 (2016)	$G^*/\sin\delta$	Minimum 1.00 kPa
	Phase Angle, δ[c] PG 76-22 (PMA) and PG 76-22 (ARB)[d]	Maximum 75 degrees
Separation Test, ASTM D7173-14 and Softening Point, AASHTO T53-09 (2013)	163±5°C 48 hours	Maximum 15°F (PG 76-22 (ARB) only)
Rolling Thin Film Oven Test Residue (AASHTO T240-~~09~~13 (2017))		
Rolling Thin Film Oven, AASHTO T240-13 (2017)	Mass Change %	Maximum 1.00
Multiple Stress Creep Recovery, $J_{nr,\,3.2}$ AASHTO M332-14	Grade Temperature (Unmodified binders only)	"S" = 4.50 kPa^{-1} max
Multiple Stress Creep Recovery, $J_{nr,\,3.2}$[d, e, f] AASHTO M332-14	67°C (Modified binders only) 76°C (High Polymer binder only)	"V" = 1.00 kPa^{-1} max Maximum $J_{nr,diff}$ = 75% 0.10 kPa^{-1} max
Multiple Stress Creep Recovery, %Recovery[d, e] AASHTO M332-14	67°C (Modified binders only) 76°C (High Polymer binder only)	$\%R_{3.2} \geq 29.37\,(J_{nr,\,3.2})^{-0.2633}$ $\%R_{3.2} \geq 90.0$
Pressure Aging Vessel Residue (AASHTO R28-12)		
Dynamic Shear Rheometer, AASHTO T315-12 (2016)	$G^*\sin\delta$, 10 rad/sec.	Maximum 5000 kPa[f, g]
Creep Stiffness, AASHTO T313-12 (2016)	S (Stiffness), @ 60 sec. m-value, @ 60 sec.	Maximum 300 MPa Minimum 0.300

ΔTc, ASTM D7643-16	~~4~~20 hours PAV aging S (Stiffness), @ 60 sec. m-value, @ 60 sec.	~~Maximum~~ ΔTc ≥ -5.0°C
(a) Binders with values higher than 3 Pa·s should be used with caution and only after consulting with the supplier as to any special handling procedures, including pumping capabilities. (b) Dynamic Shear Rheometer (AASHTO T315-12 (2016)) shall be performed on original binders for the purposes of QC testing only. (c) The original binder phase angle (AASHTO T315-12 (2016)) shall be performed at grade temperature. (d) AASHTO T315-12 (2016) and AASHTO T350-14 will be performed at a 2-mm gap for PG 76-22 (ARB). (e) All binders with a high temperature designation >67 will be tested at 67°C. PG 76-22 (PMA) and PG 76-22 (ARB) shall pass a "V" grade per AASHTO M332-14. (f) A maximum Jnr diff = 75% does not apply for any Jnr value ≤ 0.50 kPa-1. (g) For all PG grades of a PG 67 or higher, perform the PAV residue testing at 26.5°C with a maximum of 5000 kPa.		

916-3 Asphalt Emulsions.

916-3.1 Compliance with Materials Manual: Producers of asphalt emulsions shall meet the requirements of Section 3.4, Volume II of the Department's Material Manual, which may be viewed at the following URL:
~~http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section34V2.shtm.~~
http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Files/Section3.4-051018.pdf

916-3.2 Requirements: Use a prime coat meeting the requirements of AASHTO M140-13 for anionic emulsions, AASHTO M208-~~01 (2013)~~16 or AASHTO M316-16~~3~~ for cationic emulsions, or as specified in the Producer's QC Plan. For anionic emulsions, the cement mixing test will be waived. For tack products, the minimum testing requirements shall include percent residue, naphtha content (as needed), one-day storage stability, sieve test, Saybolt Furol viscosity, original DSR, and solubility (on an annual basis). Residue testing shall be performed on residue obtained from distillation (AASHTO T59-16~~5~~) or low- temperature evaporation (AASHTO ~~PP72-11(2013~~R78-16) ~~Method B~~

916-4 Liquid Anti-strip Agents.

916-4.1 Requirements: Liquid anti-strip agents shall be tested by the Department in accordance with FM 1-T 283. A minimum tensile strength ratio of 0.80 must be obtained when testing the liquid anti-strip with various aggregate sources and two nominal maximum aggregate size mixtures for approval to be placed on the APL.

916-4.2 Mix Design Verification: Particular aggregate sources may require moisture susceptibility testing per FM 1-T283 for each mix design. Results from this testing may meet the Department's requirement of minimum tensile strength ratio of 0.80 or may indicate the need for a larger dosage rate of anti-strip agent (up to 0.75% maximum) or may require a different anti-strip agent to meet the specification requirements.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

April 20, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **916**
Proposed Specification: **9160203 Bituminous Material.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Wayne Rilko of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

BITUMINOUS MATERIALS.
(REV 3-7-18)

SUBARTICLE 916-2.3 is deleted and the following substituted:

916-2.3 Reporting: Specification compliance testing results shall be reported for the tests in the table below, unless noted otherwise. Quality control (QC) testing results shall be reported for original binder DSR (G/sin δ and phase angle, as applicable).

SUPERPAVE PG ASPHALT BINDER		
Test and Method	Conditions	Specification Minimum/Maximum Value
Superpave PG Asphalt Binder Grade		Report
APL Number		Report
Modifier (name and type)	Polymer, Ground Tire Rubber with Approved Product List (APL) number, Sulfur, PPA, REOB, and any Rejuvenating Agents	Report
Original Binder		
Solubility, AASHTO T44-14	in Trichloroethylene	Minimum 99.0% (Not applicable for PG 76-22 (ARB))
Flash Point, AASHTO T48-06 (2015)	Cleveland Open Cup	Minimum 450ºF
Rotational Viscosity, AASHTO T316-13	275ºF	Maximum 3 Pa·s[a]
Dynamic Shear Rheometer [b], AASHTO T315-12	$G^*/\sin\delta$	Minimum 1.00 kPa
	Phase Angle, δ[c] PG 76-22 (PMA) and PG 76-22 (ARB)[d]	Maximum 75 degrees
Separation Test, ASTM D 7173-14 and Softening Point, AASHTO T53-09 (2013)	163±5°C 48 hours	Maximum 15°F (PG 76-22 (ARB) only)
Rolling Thin Film Oven Test Residue (AASHTO T240-09)		
Rolling Thin Film Oven, AASHTO T 240-13	Mass Change %	Maximum 1.00
Multiple Stress Creep Recovery, $J_{nr,\,3.2}$ AASHTO ~~M~~T~~332~~350-14	Grade Temperature (Unmodified binders only)	"S" = 4.50 kPa^{-1} max

Multiple Stress Creep Recovery, $J_{nr,\ 3.2}$[d, e, f] AASHTO ~~M~~T~~332~~350-14	67°C (Modified binders only) 76°C (High Polymer binder only)	"V" = 1.00 kPa^{-1} max Maximum $J_{nr,diff}$ = 75% 0.10 kPa^{-1} max
Multiple Stress Creep Recovery, %Recovery[d, e] AASHTO ~~M~~T~~332~~350-14	67°C (Modified binders only) 76°C (High Polymer binder only)	$\%R_{3.2} \geq 29.37\ (J_{nr,\ 3.2})^{-0.2633}$ $\%R_{3.2} \geq 90.0$
Pressure Aging Vessel Residue (AASHTO R28-12)		
Dynamic Shear Rheometer, AASHTO T315-12	$G^{*}\sin\delta$, 10 rad/sec.	Maximum 5000 kPa[f, g]
Creep Stiffness, AASHTO T313-12	S (Stiffness), @ 60 sec. m-value, @ 60 sec.	Maximum 300 MPa Minimum 0.300

(a) Binders with values higher than 3 Pa·s should be used with caution and only after consulting with the supplier as to any special handling procedures, including pumping capabilities.
(b) Dynamic Shear Rheometer (AASHTO T315) shall be performed on original binders for the purposes of QC testing only.
(c) The original binder phase angle (AASHTO T315-12) shall be performed at grade temperature.
(d) AASHTO T315-12 and AASHTO T350-14 will be performed at a 2 mm gap for PG 76-22 (ARB)
(e) All binders with a high temperature designation >67 will be tested at 67°C. PG 76-22 (PMA) and PG 76-22 (ARB) shall pass a "V" grade per AASHTO M332-14.
(f) A maximum Jnr diff = 75% does not apply for any Jnr value ≤ 0.50 kPa-1.
(g) For all PG grades of a PG 67 or higher, perform the PAV residue testing at 26.5°C with a maximum of 5000 kPa.

SUBARTICLE 916-3.2 is deleted and the following substituted:

916-3.2 Requirements: Use a prime coat meeting the requirements of AASHTO M140-1~~3~~6 for anionic emulsions, AASHTO M208-01 (2013) or AASHTO M316-13 for cationic emulsions, or as specified in the Producer's QC Plan. For anionic emulsions, the cement mixing test will be waived. For tack products the minimum testing requirements shall include percent residue, naphtha content (as needed), one-day storage stability, sieve test, Saybolt Furol viscosity, original DSR, and solubility (on an annual basis). Residue testing shall be performed on residue obtained from distillation (AASHTO T59-15) or low- temperature evaporation (AASHTO PP72-11(2013) Method B).

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

August 9, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **948**
Proposed Specification: **9480107 Optional Drainage Products and Liner Repair Systems.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Chase Knight of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

OPTIONAL DRAINAGE PRODUCTS AND LINER REPAIR SYSTEMS.
(REV ~~6-6-18~~8-9-18)

SUBARTICLE 948-1.7 is deleted and the following substituted:

948-1.7 PVC Pipe (12 Inches to 48 Inches): PVC pipe for side drain, cross drain, storm drain and other specified applications shall conform to AASHTO M278 for smooth wall PVC pipe or ASTM F949 and AASHTO M304 for PVC ribbed pipe with plant certification from the National Transportation Product Evaluation Program (NTPEP). Resin shall contain a minimum of 1.5% by weight of titanium dioxide for UV protection. Post-consumer and post-industrial recycled resins are not allowed. Mitered end sections are not to be constructed of PVC.

PVC pipe shall be installed within two years from the date of manufacture.

Obtain pipe from a production facility that is listed on the Department's Production Facility Listing. Producers seeking inclusion shall meet the requirements of Section 105.

948-1.7.1 Material Acceptance: Prior to use, submit to the Engineer a material certification from the manufacturer confirming that the requirements of this Section are met. The certification shall conform to the requirements of Section 6.

Project sampling shall be performed in accordance with 430-9.

SUBARTICLE 948-2.3.1 is deleted and the following substituted:

948-2.3.1 General: Class I (50-year design service life) corrugated HDPE pipe used for side drain, storm and cross drain or french drain shall meet the requirements of AASHTO M294(V) ~~and~~with plant certification from the ~~National Transportation Product Evaluation Program (~~NTPEP~~)~~. Corrugations shall be annular. Pipe resin shall conform to ASTM D3350 with a minimum cell classification 435400C and between 2% to 4% carbon black. Post-consumer and post-industrial recycled resins are not allowed. Mitered end sections are not to be constructed of polyethylene.

Obtain pipe from a production facility that is listed on the Department's Production Facility Listing. Producers seeking inclusion shall meet the requirements of Section 105.

SUBARTICLE 948-2.4.1 is deleted and the following substituted:

948-2.4.1 General: Steel reinforced polyethylene ribbed pipe used for side drain, storm and cross drain, or french drain shall meet the requirements of AASHTO M~~P20-1~~335 ~~or ASTM F-2562~~with plant certification from the NTPEP and the testing requirements for stress crack and oxidation resistance in Table 948-1. Pipe resin shall conform to ASTM D3350 with a minimum cell classification 435400C and between 2% to 4% carbon black. Post-consumer and post-industrial recycled resins are not allowed. Mitered end sections are not to be constructed of steel reinforced polyethylene ribbed pipe.

Obtain pipe from a production facility that is listed on the Department's Production Facility Listing. Producers seeking inclusion shall meet the requirements of Section 105.

SUBARTICLE 948-7.1 is deleted and the following substituted:

948-7.1 Class I PP: Class I (50-year design service life) PP pipe used for side drain, cross drain, storm drain, and french drain shall meet the requirements of AASHTO M330 ~~and~~with plant certification from the NTPEP. Corrugations shall be annular. Polypropylene compound shall conform to the requirements of ASTM F2881. Post-consumer and post-industrial recycled resins are not allowed. Mitered end sections are not to be constructed of polypropylene.

Obtain pipe from a production facility that is listed on the Department's Production Facility Listing. Producers seeking inclusion shall meet the requirements of Section 105.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 24, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **960**
Proposed Specification: **9600000 Post – Tensioning Components.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jacqueline Petrozzino-Roche to reflect additional criteria necessary for flexible filler/unbonded systems. Modifications to approval criteria for accredited laboratories was expanded to include ISO 17025 certified and AASHTO R18 certified facilities.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

POST-TENSIONING COMPONENTS
(REV 75-1921-18)

SECTION 960 is deleted and the following substituted:

960-1 Description.

This Section covers all post-tensioning (PT) components remaining in a completed structure, including temporary erection PT left in-place and permanent PT for design capacity.

Manufacturers seeking approval of PT systems for inclusion on the Structures Design Office (SDO) list of Approved Post-Tensioning Systems must use materials and components meeting requirements of this Section and Section 462. Submit a complete PT System Application Package including component drawings, system drawings, and test reports from a certified laboratory (or laboratories), as defined in 960-3.1, to the SDO for review, acceptance and inclusion on the list of Approved Post-Tensioning Systems.

Any marked variations from original test values or any evidence of inadequate field performance of a PT system, will result in the PT System being removed from the list of Approved Post-Tensioning Systems.

960-1.1 Material References: Meet the requirements of this Section and the following:

Epoxy Compounds*.....Section 926
Bar (post-tensioning) .....Section 933
Duct Filler for Post Tensioned Structures*.....Section 938
Reinforcing Steel (mild) .....Section 415
Parallel Wire (post-tensioning).....Section 933
Strand (post-tensioning).....Section 933
*Use products listed on the Department's Approved Product List (APL).

960-2 Component Standards.

All PT system components must be materials compatible with the filler material and installation process used to encapsulate the tendons. The component materials must not chemically degrade during the design life of the structure.

Substitution, modification, or deletion of components of PT systems as shown on the SDO website for Approved Post-Tensioning Systems, excluding local zone reinforcement, is not permitted. Inclusion of all possible subcomponents is required for PT system and component testing; however, subcomponents of approved systems may be eliminated from final installations based on project specific requirements, provided all component-to-component interface hardware are included as necessary to maintain connections and PT system integrity.

Provide only PT systems utilizing tendons completely encapsulated in grout or flexible filler filled anchorages and ducts. Do not use systems transferring prestress force by bonding prestress steel strand directly to concrete. Embedded anchorages for bars are permitted. Strand or strand-tendon couplers are not permitted.

Stamp all components of a PT system with the suppliers name, trademark, model number, and size corresponding to catalog designation.

All miscellaneous hardware components, including but not limited to splices, joints, duct couplers, connections, inlets, outlets, drains, ports, valves, and plugs, are part of approved PT systems.

960-2.1 Anchorage Assembly:

1. Construct anchorages from ferrous metal.

2. Anchorages shall develop at least 96% of PT steel actual ultimate strength when tested in an unbonded state, without exceeding anticipated anchor set.

3. Average concrete bearing stress shall be in compliance with AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Bridge Construction Specifications.

4. Test anchorages with typical local zone reinforcement shown in system drawings.

5. Test anchorages in accordance with AASHTO LRFD Bridge Construction Specifications, or the Guideline for European Technical Approval of Post-Tensioning Kits for Prestressing of Structures (ETAG-013, June 2002 edition) with the exception that the design concrete strength used in the testing will be 6,500 psi. For anchorages that will be used for tendons with flexible filler, test anchorages in accordance with ETAG-013 Section 6.1.2-I.

6. Anchorages with grout or flexible filler outlets shall be suitable for inspection from either top or front of anchorage. Anchorages may be fabricated to facilitate both inspection locations or may be two separate anchorages of the same type, each providing singular inspection entry locations.

7. Geometry of grout and flexible filler outlets must facilitate access for borescope inspection directly behind wedge plate using a straight 3/8 inch diameter drill bit.

8. Ferrous metal components of an anchorage that are to be embedded in concrete shall be galvanized in accordance with Section 962. Other anchorage assembly components, including wedges, wedge plates, and local zone reinforcement need not be galvanized.

9. All anchorages shall have a permanent vented anchorage cap bolted to the anchorage.

960-2.1.1 Trumpets:

1. Trumpets associated with anchorages shall be constructed from ferrous metal galvanized per ASTM A123, high-density polyethylene or polypropylene ~~plastic, or polyolefin~~.

2. For connections between the t~~T~~rumpet and corrugated ~~thickness at transition location shall be the thickness of the~~ duct, the trumpet thickness at transition location shall be the thickness of the corrugated duct or greater.

3. For connections between the trumpet and smooth plastic duct, the trumpet thickness at the transition location shall be the minimum thickness provided in Table 2.1.1-1 or greater.

Table 2.1.1-1: Trumpet Thickness at the Transition Location

System Size	Minimum Trumpet Thickness at the Transition Location
4-Strand	0.08 inch
7-Strand	0.08 inch
12-Strand	0.10 inch
19-Strand	0.12 inch
27-Strand	0.14 inch
31-Strand	0.16 inch

960-2.1.2 Wedges and Wedge Plates:

1. Wedge plate shall be ferrous metal.

2. Wedge plates must have centering lugs or shoulders to facilitate alignment with bearing plate.

3. For longitudinal tendons greater than four strands, design system with separate wedge plate and anchorage plate.

960-2.2 Filler Containment Assembly:

960-2.2.1 Duct and Pipe:

1. Use plastic duct, steel pipe, or a combination of plastic duct and steel pipe in accordance with this Section.

2. Ducts shall be manufactured by a seamless fabrication method. Fabricate all duct splices to prevent kinks during all phases of construction.

3. Do not alter the natural duct color that results from UV protected polymer.

4. Corrugated ferrous metal ducts are prohibited.

960-2.2.1.1 Corrugated Plastic Duct:

1. PT systems with duct injected with grout shall use corrugated polypropylene ~~plastic~~ material except where steel pipe is required.

2. Furnish ducts with minimum wall thickness as follows:

Table 2.2.1.1-1: Corrugated Plastic Duct Minimum Wall Thicknesses

Duct Shape	Duct Diameter*	Duct Minimum Wall Thickness
Flat	Any Size	0.08 inch
Round	0.9 inch	0.08 inch
Round	2.375 inch	0.08 inch
Round	3.0 inch	0.10 inch
Round	3.35 inch	0.10 inch
Round	4.0 inch	0.12 inch
Round	4.5 inch	0.14 inch
Round	5.125 inch	0.16 inch
Round	5.71 inch	0.16 inch

*The diameter is the nominal inner diameter of the duct.

960-2.2.1.2 Smooth Plastic Duct:

1. PT systems with duct injected with flexible filler shall use smooth high-density polyethylene~~lastic~~ duct.

~~2. Duct shall be polyethylene resin material.~~

2~~3~~. Duct shall have a maximum dimension ratio (DR) of 17 as established by either ASTM D3035 or ASTM F714, as appropriate for manufacturing process used.

3~~4~~. Duct shall have a minimum pressure rating of 125 psi.

960-2.2.1.3 Steel Pipe: Steel pipes shall be ASTM A53, Type E, Grade B, Schedule 40 and galvanized in accordance with Section 962.

960-2.2.1.4 Minimum Internal Diameter:

1. For prestressing bars, duct shall have a minimum internal diameter of 1/2 inches larger than bar outside diameter, measured across deformations.

2. For prestressing bars with couplers, duct shall have a minimum internal diameter of 1/2 inches larger than largest dimension of the largest enclosed element.

3. For multi-strand tendons, ducts must have a minimum cross-sectional area 2-1/2 times PT steel cross-sectional area.

960-2.2.1.5 Connections, Fittings, and Tolerance:

1. Devices or methods for all duct connections (e.g., splices, joints, couplers, connection to anchorages), shall produce smooth interior alignment with no lips or kinks.

2. Use of tape is not permitted to join or repair duct, to make connections, or for any other purpose.

3. Use a reducer when adjacent sections of duct are directly connected to each other and the outside diameters vary more than plus or minus 0.08 inch.

4. Provide all connections that are external to the concrete with a minimum pressure rating of 150 psi.

5. Use heat shrink sleeves and circular sleeve couplers made from high-density polyethylene~~olefin~~ or polypropylene material, or duct couplers made from high-density polyethylene~~olefin~~ or polypropylene material with O-rings or seals to make connections between sections of corrugated plastic duct or between corrugated plastic duct and trumpets.

6. Use heat shrink sleeves and circular sleeve couplers made from high-density polyethylene~~olefin~~ or polypropylene material to make connections between corrugated plastic duct and steel pipe.

7. Use heat shrink sleeves with or without circular sleeve couplers made from high-density polyethylene~~olefin~~ or polypropylene material to make connections between corrugated plastic duct and anchorages with integral trumpets.

8. Use heat welding techniques, electrofusion duct couplers, or elastomer sleeves and stainless steel band clamps to make connections between sections of smooth plastic duct.

9. Use elastomer sleeves and stainless steel band clamps to make connections between smooth plastic duct and steel pipe.

10. Use welding or elastomer sleeves and stainless steel band clamps to make connections between sections of steel pipe that are external to the concrete.

11. Use welding, elastomer sleeves and stainless steel band clamps or heat shrink sleeves and circular sleeve couplers made from high-density polyethylene~~olefin~~ or polypropylene material to make connections between steel pipe and trumpets that are internal to the concrete.

12. Use elastomer sleeves with a minimum wall thickness of 3/8 inches and reinforced with a minimum of four ply polyester reinforcement. Use a 3/8 inch wide stainless steel power seated band and clamps on each end of the elastomer sleeves to secure the sleeves to plastic ducts or steel pipes. Seat the bands with a 120 pound force prior to clamping them in place.

960-2.2.1.6 Segmental Duct Couplers:

1. Include segmental duct couplers for permanent internal PT systems at joints between match cast precast segments.

2. Use “O”- rings or compression seals between adjoining sections of segmental duct couplers.

3. Plastic duct couplers shall be high-density polyethylene~~olefin~~ or polypropylene material.

4. Metallic components shall be stainless steel per 960-2.4.3.

5. Segmental duct couplers shall mount perpendicular to the bulkhead at segment joints and provide for duct alignment.

6. Segmental duct couplers shall be able to receive duct at an angle of 6 degree deviation from perpendicular.

7. Segmental duct couplers must be able to accommodate angular deviation of duct without tendon strands touching duct or coupler on either side of segment joint.

8. Ducts for prestressing, used exclusively for temporary erection PT that is to be removed from structure, are not required to be coupled across segment joints.

960-2.2.1.7 "O"-Rings:

1. "O"-rings with cross section diameters less than or equal to 0.25 inches and compression seals with thicknesses less than or equal to 0.25 inches for use with segmental duct couplers, anchorage caps and other similar components shall conform to the requirements of Table 2.2.1.7-1.

Table 2.2.1.7-1 "O"-Ring and Compression Seal Material Properties (cross section diameter or thickness ≤ 0.25 in)	
Mechanical Properties	
Shore hardness, ASTM D2240	50-75
Ultimate elongation %, ASTM D412	250% min.
Tensile strength, ASTM D412	1400 psi min.
Accelerated Testing	
Thermal Deterioration 70 hours @ 257° F, ASTM D573	
Change in tensile strength	± 30%
Change of elongation	-50%
Change of hardness	± 15 points
Compression Set Method B 22 hours @ 257° F, ASTM D395	50%
Volume change due to absorption of H_2O, Method D, for 70 hours @ 212°F, ASTM D 471	+ 10%
Environmental Resistance	
Ozone Resistance Exposure Method B, ASTM D1171 or Method B- Procedure B4, ASTM D1149	Pass
Low Temp. Non-brittle after 3 Min. @ -40°F, ASTM D2137	Pass

2. "O"-rings with cross section diameters greater than 0.25 inches and compression seals with thicknesses greater than 0.25 inches for use with segmental duct couplers, anchorage caps and other similar components, shall conform to the requirements in Table 2.2.1.7-1 with the additions and modifications in Table 2.2.1.7-2.

Table 2.2.1.7-2 "O"-Rings and Compression Seal Material Properties (cross section diameter or thickness > 0.25 in)	
Mechanical Properties	
Shore hardness, ASTM D2240	30-60
Tensile strength, ASTM D412	600 psi min.
Compression Set Method B 22 hours @ 257° F, ASTM D395	60%

3. **Compression Force** - Maximum force to compress an "O"-ring or compression seal to its final compressed position shall not be greater than 25 psi times the area encircled by "O"-ring or seal.

4. **Voided Area** - Compression seals must accommodate material flow within its own cross sectional area by using a hollow or voided design.

960-2.2.1.8 Heat Shrink Sleeves:

1. Heat shrink sleeves shall have unidirectional circumferential recovery and be sized specifically for the duct size being coupled.

2. Use sleeves with a crosslinked typically polyolefin backing for grouted applications and sleeves with a~~irradiated and cross linked~~ high~~-~~-density polyolefin~~ethylene~~ or polypropylene backing for flexible filler~~external~~ applications ~~and linear-density polyethylene for internal applications~~.

3. Use adhesive with the same bond value to steel and high-density polyethylene or polypropylene~~olefin plastic~~ materials.

4. Heat shrink sleeves shall have an adhesive layer that meets the requirements of the following table:

Table 2.2.1.8-1 Heat Shrink Sleeve Adhesive Layer Minimum Requirements			
Property	Test Method	Minimum Requirements	
		Grouted~~Internal~~ Applications	Flexible Filler (Internal and External Applications)
Softening Point ~~Minimum Fully Recovered Thickness~~	ASTM E28	162ºF ~~92 to 126 mils~~	256ºF ~~111 mils~~
Lap Shear at 73ºF ~~Peel Strength~~	ISO 21809-3~~ASTM D 1000~~	87 psi ~~29 pli~~	44 psi ~~46 pli~~
Tensile Strength ~~Softening Point~~	ASTM D~~E~~ 63~~2~~8	2,900 psi ~~162ºF~~	3,190 psi ~~216ºF~~
Hardness ~~Lap Shear~~	ASTM D2240~~DIN 30 672M~~	46 Shore D ~~87 psi~~	55 Shore D ~~58 psi~~
Elongation~~Tensile Strength~~	ASTM D 638	600%~~2,900 to 3,480 psi~~	600%~~3,480 psi~~
Volume Resistivity ~~Hardness~~	ASTM D 257~~240~~	3.9 x 10^16 ohm-inch ~~46 to 48 Shore D~~	3.9 x 10^16 ohm-inch ~~52 Shore D~~
Adhesion Strength at 73ºF ~~Water Absorption~~	ISO 21809-3~~ASTM D 570~~	5-20 lbf/inch~~Less than 0.05%~~	28 lbf/inch~~Less than 0.05%~~

Impact Resistance ~~Color~~	ISO 21809-3	Pass~~Yellow or Black~~	15 J~~Black~~
Indentation Resistance~~Minimum Recovery~~	ISO 21809-3~~Heat Recovery Test~~	Pass~~33% to 58%~~	0.026 inch~~23%~~
Cathodic Disbondment @ 73ºF, 28 days ~~Operating Temperature~~	ISO 21809-3	0.5 inch*radian~~125°F~~	< 0.4 inch~~150°F~~
Backing Thickness	-	0.025 inch	0.035 inch
Adhesive Thickness	-	0.035 inch	0.055 inch
Operating Temperature	-	122°F	212°F

5. Install heat shrink sleeves using procedures and methods specified in the manufacturer's instructions.

6. Do not use heat shrink sleeves with properties meeting the requirements for grouted applications for applications using flexible filler.

7. Do not use heat shrink sleeves with properties meeting the requirements for flexible filler applications for applications using grout.

960-2.2.2 Attachments:

960-2.2.2.1 Anchorage Caps:

1. Provide permanent anchorage caps made of stainless steel, nylon, polyester, or Acrylonitrile Butadiene Styrene (ABS).

2. Seal Anchorage cap with "O"-ring seals or precision fitted flat gaskets placed against the bearing plate.

3. Place a vent hole of 3/8 inch minimum diameter suitable for filler venting and inspection of the content inside the anchorage cap from the top or front of the anchorage cap as appropriate (e.g. anchorage caps not accessible after filler injection must have a vent at the top of the cap). Anchorage caps may be fabricated to facilitate both inspection locations.

4. Anchorage caps shall have a minimum pressure rating of 150 psi.

5. Stainless steel bolts shall be used to attach cap to anchorage.

6. Certified test reports documenting steel chemical analysis shall be submitted when stainless steel anchorage caps are used.

960-2.2.2.2 Inlets, Outlets, Drains, Ports, Valves, and Plugs:

1. Provide permanent inlets, outlets, drains, ports, valves, and threaded plugs made of nylon, high-density polyethylene or polypropylene~~olefin~~ materials, or stainless steel.

2. All inlets, outlets, drains and ports shall have pressure rated mechanical shut-off valves or plugs. Mechanical shut-off valves must be 1/4 turn ball valves.

3. Inlets, outlets, drains, ports, valves, and plugs shall have a minimum pressure rating of 150 psi.

4. Inlets, outlets and ports shall have a minimum inside diameter of 3/4 inches for strand and 3/8 inches for single bar tendons and four-strand ducts.

5. Drains shall have a minimum inside diameter of 3/8 inches. Locate drains, and inlets and outlets serving as drains, at the bottom of the duct cross section.

6. Dual in-line mechanical shutoff valves are required for vertical PT systems.

7. Specifically designate temporary items, not part of the permanent structure, on PT system drawings.

960-2.3 Steel Reinforcing:

960-2.3.1 Mild:

1. Reinforcing steel shall conform to Section 415 and Section 462.
2. Test typical local zone reinforcement for compliance with AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Bridge Construction Specifications, as applicable. Include reinforcement details in system drawings submitted for system approval.

960-2.3.2 Prestressing:

960-2.3.2.1 Strand: Prestressing strands shall be in accordance with Section 933.

960-2.3.2.2 Bar:

1. Prestressing bars shall be in accordance with Section 933.
2. Bar couplers shall be in compliance with AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Bridge Construction Specifications.
3. Test bar couplers in accordance with AASHTO LRFD Bridge Construction Specifications or the Guideline for European Technical Approval of Post-Tensioning Kits for Prestressing of Structures (ETAG-013, June 2002 edition). For bar couplers that will be used for tendons with flexible filler, test bar couplers in accordance with ETAG-013 Section 6.1.2-I.
4. Use only spherical nuts to anchor bars at bearing plates.

960-2.4 PT System Materials:

1. Use material specifications in this Section for all PT system components and subcomponents.
2. Use only virgin material for all non-ferrous components.
3. Test only samples taken from finished product as applicable.

960-2.4.1 Nylon: Use one of the following cell classes according to ASTM D5989:

1. S-PA0141 – weather resistant.
2. S-PA0231 – heat stabilized.
3. S-PA0401 – ultimate strength not less than 10,000 psi with UV stabilizer added.

~~**960-2.4.2 Polyolefin:** Conform to both of the following:~~

~~1. Contains antioxidants with a minimum Oxidation Induction Time (OIT) according to ASTM D3895 of not less than 20 minutes.~~

~~2. Remolded finished material has a minimum failure time of three hours when tested for stress crack resistance using ASTM F2136 at an applied stress of 348 psi.~~

960-2.4.2~~3~~ Stainless Steel: Conform to the following:

1. ASTM A240 Type 316 - for metallic components other than bolts.
2. ASTM F593 Type 316 - for bolts.

960-2.4.3~~4~~ Polypropylene: Conform to all of the following:

1. Non-colored, unfilled polypropylene according to ASTM D4101 with a cell class range of PP0340B44541 to PP0340B67884.

2. Contains antioxidants with a minimum Oxidative~~on~~ Induction Time (OIT) according to ASTM D3895 of not less than 20 minutes.

3. Contains a non-yellowing light stabilizer.

4. Remolded finished material has a minimum failure time of three hours when tested for stress crack resistance using ASTM F2136 at an applied stress of 348 psi.

960-2.4.4~~5~~ High-density Polyethylene ~~Resin~~: Conform to all of the following:

1. Meets requirements of ASTM D3350 with a minimum cell class of 445574C.

2. Contains antioxidants with a minimum Oxidative~~on~~ Induction Time (OIT) according to ASTM D3895 of 40 minutes.

3. Remolded finished material has a minimum failure time of three hours when tested for stress crack resistance using ASTM F2136 at an applied stress of 348 psi.

960-2.4.5~~6~~ Elastomer Sleeves: Conform to all of the following:

1. Meet requirements of ASTM D1171 using Ozone Chamber Exposure Method B (no cracks permitted under 2X magnification) or ASTM D1149 Method B- Procedure B4 (no cracks permitted under 2X magnification). Do not include polyester reinforcement in the test specimen.

2. Manufactured using an elastomeric polymeric material that is compatible with concrete, the PT system components to which the sleeves will be attached, and the filler material and filler material installation process. Identify the applicable ASTM specifications that the sleeve material complies with.

960-3 System Pre-Approval Requirements.

960-3.1 Independent Testing: Use independent laboratories meeting the credentials described in this Section to perform all testing and to submit certified test reports for materials and components. Certification may be performed by a qualified independent laboratory outside of the United States, only if the facility is pre-approved by the State Materials Office.

Conform all testing procedures used for materials or components to applicable American Society of Testing and Materials (ASTM) and International Federation of Structural Concrete (fib) Specifications or as modified in this Section.

960-3.1.1 Material Laboratory: Test plastic components in a certified independent laboratory accredited through the laboratory accreditation program of the Geosynthetic Accreditation Institute (GAI), ~~or~~ the American Association for Laboratory Accreditation (A2LA) or qualified by an ISO 17025 accreditation agency using personnel with documented experience running the required test methods.

960-3.1.2 Component and System Laboratory: Test individual components and the PT system as a whole witnessed by and/or in a certified independent laboratory audited by the AASHTO Materials Reference Laboratory (AMRL), or with an AASHTO R18 Accreditation as set forth by the AASHTO Highway Subcommittee on Materials or qualified by an ISO 17025 accreditation agency using personnel with documented experience running the required test methods.

960-3.2 Testing Requirements:

960-3.2.1 Component and System Tests: Corrugated duct, smooth duct and all associated components that are used for both internal and external PT systems, e.g. couplers, anchorages, inlets, outlets, drains, ports, valves, plugs, etc., shall meet the requirements of fib Technical Report Bulletin 75 titled, Polymer-Duct Systems for Internal Bonded Post-Tensioning, Performance Level 2 (PL2), with modifications as shown in Table 3.2.1-1.

Table 3.2.1-1 Required Component and System Tests					
Reference to fib Bulletin 75			Required Tests for each PT System Type[1]		
Procedures	Appendix	Test Description	Internal PT System with Grout	Internal PT System with Flexible Filler	External PT System with Flexible Filler
Component Assessment	A.1	Dimensional requirement	Yes	No	No
	A.2	Stiffness of duct	Yes[2]	No	No
	A.3	Longitudinal load resistance	Yes	Yes	Yes
	A.4	Lateral load resistance	Yes	No	No
	A.5	Flexibility of duct system	Yes	Yes	No
	A.6	Leak tightness of duct system	Yes	Yes	No
	A.7	Concrete pressure on duct	Yes[3]	No	No
	A.8	Wear resistance of duct	Yes	No	No
	A.9	Wear resistance of duct under sustained load	Yes	No	No
	A.10	Bond behavior of duct	Yes	No	No
	A.11	Precast segmental duct coupler system	Yes[4]	Yes[4]	No
	A.12	Fracture resistance of duct	No	No	No
System Assessment	B.1	Leak tightness of anchorage-duct assembly	Yes[5]	Yes[5]	Yes[5]
	B.2	EIT performance of duct system	No	No	No
	B.3	EIT performance of anchorage-duct assembly	No	No	No
	B.4	Full scale duct system assembly	Yes[5][6]	Yes[5][6]	Yes[5][6]
	B.5	Leak tightness of assembled duct system	Yes[5][6]	Yes[5][6]	No

1. Yes = Test is required; No = Test is not required.
2. Do not preload strand into duct prior to testing.
3. Identify duct as meeting Performance Class I or II criteria.
4. Use an epoxy compound meeting the requirements of Section 926, Type AB.
5. Perform tests on the largest assembly and the smallest assembly for each family of PT systems. A family of PT systems is defined a group of PT strand/bar assemblies of various sizes using common anchorage devices and design.
6. For each test, use a PT system assembly consisting of at least one of each component and connection type required to install a tendon from anchorage cap to anchorage cap. For bar tendon systems, use between 15 and 50 feet of duct with a straight profile.

960-3.2.2 Filler Containment Assembly Pressure Test: In addition to the other testing specified in this Section, test all filler containment assemblies, i.e., anchorages, anchorage caps, inlets, outlets, drains, ports, valves, plugs, etc., as follows:

1. Assemble the anchorage and anchorage cap with all required filler injection attachments.
2. Seal the opening in the anchorage where the duct/trumpet connects.
3. Condition the assembly by maintaining a pressure of 150 psi in the system for three hours.

4. After conditioning, lock off the air supply to the assembly.

5. After lock off, the assembly must sustain 150 psi internal pressure for five minutes with no more than 15 psi, or 10%, reduction in pressure.

This test may be combined with the External Duct Systems Pressure Test for external PT systems.

960-3.2.3 External PT Systems Pressure Test: In addition to the other testing specified in this Section, test all external PT systems as follows:

1. Prepare a system assembly consisting of at least one of each component and connection type required to install a tendon from anchorage cap to anchorage cap using between 15 and 50 feet of duct with a straight profile.

2. Condition the assembly by maintaining a pressure of 100 psi in the system for three hours.

3. After conditioning, lock off the air supply to the assembly.

4. After lock off, the assembly must sustain 100 psi internal pressure for five minutes with no more than 10 psi reduction in pressure.

960-3.2.4 Vacuum Test for Internal and External PT Systems with Flexible Filler: In addition to the other testing specified in this Section, test internal PT systems with flexible filler and all external PT as follows:

1. Prepare a system assembly consisting of at least one of each component and connection type required to install a tendon from anchorage cap to anchorage cap using between 15 and 50 feet of duct.

2. Condition the assembly by maintaining a 90% vacuum in it for 1 hour.

3. After conditioning, lock off the air supply to the assembly.

4. After lock off, the assembly must sustain a 90% vacuum for 5 minutes with no more than a 10% loss of vacuum.

960-3.3 Standard Tendon Sizes: Develop and test PT systems for both internal and external applications that can accommodate the following Department standard tendon sizes that are used for designing and detailing:

1. Standard strand tendon sizes: 4, 7, 12, 15, 19, 27, and 31 strand tendons, each using 0.6 inch diameter strand. Systems using alternate anchorage sizes or 1/2 inch diameter strand that provide equivalent force to these standard sizes may be submitted for approval.

2. Standard bar tendon diameters: 1, 1-1/4, 1-3/8, 1-3/4, 2-1/2 and 3 inch diameter bars.

960-3.4 System Modifications: Contact the SDO for direction before attempting to change pre-approved PT system materials or components. Repeat all appropriate material, component, and entire system tests if any component of a pre-approved PT system is modified or replaced, excluding local zone reinforcement. Submit an updated application to the SDO containing test reports and revised system drawings for proposed modified systems.

960-3.5 Component Samples: Furnish all required material samples to laboratories for testing and to the Department as requested, at no cost to the Department.

960-3.6 Calculations, Drawings, and Certification: Show fully detailed drawings of all component configurations, connections, anchorages, inlets, outlets, drains, high point inspection port details, anchorage inspection details, permanent anchorage caps, application limits of the PT system, and installation procedures of components for approval and posting on the SDO's website for Approved Post-Tensioning Systems. Submit details of typical local zone

reinforcement in system drawings signed and sealed by a Specialty Engineer. Indicate that all PT system components are stamped with the following:

1. Manufacturer's name
2. Trademark model number
3. Size corresponding to catalog description on PT system drawings.

Submit an application package cover letter signed by an officer of the PT system vendor certifying that the submitted PT system, as a whole and all of its individual components, meet or exceed all material and component/system requirements of this Section, as demonstrated by the submittal. Indicate in this certification that all testing required by this Section was performed by a certified independent laboratory (or laboratories), as defined in 960-3.1, and that all tests were performed to applicable ASTM and fib Specifications. Submit proof of current laboratory accreditation specifically indicating applicable accreditation categories related to PT systems. Submit all material and component certifications required throughout this Section.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

April 26, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **962**
Proposed Specification: **9620401 Structural Steel and Miscellaneous Metal Items (Other than Aluminum).**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Steve Duke of the State Materials Office (SMO) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

STRUCTURAL STEEL AND MISCELLANEOUS METAL ITEMS (OTHER THAN ALUMINUM).
(REV 3-8-18)

SUBARTICLE 962-4.1 is deleted and the following substituted:

962-4.1 Gray Iron Castings: Provide gray iron castings that conform to the requirements of ~~ASTM A48~~AASHTO M105. ~~and f~~For frames, grates, rings, and covers for inlets, manholes, and other structures ~~for civil engineering use where items may be~~ placed in areas of vehicular traffic ~~service and load bearing is a consideration use~~, conform to the requirements of AASHTO- M-306. Unless otherwise specified in the Contract Documents, provide gratings, manhole covers and frames to Class 35B and machinery parts to Class 30. ~~For manholes constructed within the area of vehicular traffic, the frames and gratings shall be machine ground so the irregularity of contact will be minimized and the grates will be rattle-proof.~~

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 9, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **985**
Proposed Specification: **9850202 Geosynthetic Materials.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Larry Jones of the State Structures Design Office to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

GEOSYNTHETIC MATERIALS.
(REV ~~5-15-18~~7-9-18)

SUBARTICLE 985-2.2 is deleted and the following substituted:

985-2.2 Physical Requirements: Each geosynthetic material shall be tested by an independent third party in accordance with the following methods as they apply to the specific application type. All testing and reported values, except apparent opening size (AOS), are to be minimum average roll values in the weakest principal direction unless indicated otherwise in this Section. Values for AOS are maximum average roll values.

Geotextile Selection	
In-situ Soil Type or Drainage Application	Class for Type D1, D2, D3 Materials (see Table 1.1)
< 15% passing a No. 200 Sieve*	a
15% to 50% passing a No. 200 Sieve*	b
> 50% passing a No. 200 Sieve*	c
> 50% passing a No. 200 Sieve* with Plastic Index >7	d
MSE Joint Cover for Sand or Limerock Backfill	e
MSE Joint Cover for Coarse Aggregate ~~or Limerock~~ Backfill	f
*as per AASHTO T88.	

Table 1.1 Drainage Geotextiles Test Methods and Requirements for Types D-1, D-2 and D-3			
Property/Test Method	D-1	D-2	D-3
Minimum Permittivity (Sec - 1) per ASTM D4491	D-1a = 0.7 D-1b = 0.2 D-1c = 0.1 D-1d = 0.1 D-1e = 0.~~7~~25 D-1f = 1.5	D-2a = 0.7 D-2b = 0.2 D-2c = 0.1 D-2d = 0.1 D-2e = 0.~~7~~25 D-2f = 1.5	D-3a = 0.5 D-3b = 0.2 D-3c = 0.1 D-3d = 0.1 D-3e = 0.7
Maximum AOS (mm, US Sieve No.*) per ASTM D4751	D-1a = 0.425 (40) D-1b = 0.250 (60) D-1c = 0.212 (70) D-1d = 0.300 (50) D-1e = 0.212 (70) D-1f = 0.600 (30)	D-2a = 0.425 (40) D-2b = 0.250 (60) D-2c = 0.212 (70) D-2d = 0.300 (50) D-2e = 0.212 (70) D-2f = 0.600 (30)	D-3a = 0.425 (40) D-3b = 0.250 (60) D-3c = 0.212 (70) D-3d = 0.300 (50) D-3e = 0.212 (70)
Minimum Grab Tensile Strength (lbs)	315	Woven Monofilament = 248 Other Woven Geotextiles:	Elongation <50% = 248 Elongation ≥50% = 158

Table 1.1 Drainage Geotextiles Test Methods and Requirements for Types D-1, D-2 and D-3			
Property/Test Method	D-1	D-2	D-3
per ASTM D4632		~~Elongation <50%~~ = 315 ~~Elongation >50% = 203~~	
Mass per Unit Area (oz/sy) per ASTM D5261	Provide Test Result	Provide Test Result	Provide Test Result
Minimum Puncture Strength (lbs) per ASTM D6241	618	Woven Monofilament = 495 Other Woven Geotextiles~~:~~ ~~Elongation <50%~~ = 618 ~~Elongation ≥50% = 433~~	Elongation <50% = 495 Elongation ≥50% = 309
Minimum Trapezoidal Tear (lbs) per ASTM D4533	113	Woven Monofilament = 57 Other Woven Geotextiles~~:~~ ~~Elongation <50%~~ = 113 ~~Elongation ≥50% = 79~~	Woven Monofilament = 57 Other Geotextiles: Elongation <50% = 90 Elongation ≥50% = 57
Minimum UV Resistance per ASTM D4355 (% Retained Strength)	50% @500 hours	50% @500 hours	50% @500 hours
Limitations	Woven Monofilament Geotextiles only	Woven Geotextiles only. No Slit Film Geotextiles allowed.	No Slit Film Geotextiles allowed.
~~* Equivalent opening sizes in millimeters per ASTM E11 are as follows: No. 30 sieve = 0.600, No. 40 sieve = 0.425, No. 50 sieve = 0.300, No. 60 sieve = 0.250, No. 70 sieve = 0.212~~			

Table 1.2 Test Methods and Requirements for Drainage Geotextiles Types D-4 and D-5		
Property/Test Method	D-4	D-5
Minimum Permittivity (Sec^{-1}) per ASTM D4491	0.5	0.5
Maximum AOS (mm, US Sieve No.) per ASTM D4751	0.425 (40)	0.212 (70)
Minimum Grab Tensile Strength (lbs) per ASTM D4632	180	90
Mass per Unit Area (oz/sy) per ASTM D5261	Provide Test Result	Provide Test Result
Minimum Puncture Strength (lbs) per ASTM D6241	223	223
Minimum Trapezoidal Tear (lbs) per ASTM D4533	~~35~~70	40
Minimum UV Resistance per ASTM D4355 (% Retained Strength)	50% @500 hours	50%@500 hours

Table 2 Test Methods and Requirements for Erosion Control Materials					
Property/Test Method	E-1	E-2	E-3	E-4	E-5
Permittivity (Sec $^{-1}$) per ASTM D4491	0.05	0.05			
Grab Tensile Strength (lbs) per ASTM D4632	90	90			
Minimum UV Resistance per ASTM D4355 (% Retained Strength)	80% @500 hours	80% @150 hours	80% @500 hours		
Tensile Strength **(lbs/ft) per ASTM D6818 or D5035			135x70	275x135	550x275
Filtration Efficiency (%) per ASTM D5141	75% and min. flow rate of 0.3 gal/sf/min				
Design Shear***			≥2.1 psf	≥3.6 psf	≥5.0 psf

** ~~Wide Width~~ Tensile Strength is expressed in units of measure of lbs/~~in~~ft, in machine direction and cross direction as MD x CD.
*** Design Shear limits for Erosion mats must be determined by 30 minutes sustained flow in an unvegetated state as determined by tests performed by Utah State University, Texas Transportation Institute or an independent testing laboratory approved by the State Drainage Engineer.

Table 3 Test Methods and Requirements for Structural Geosynthetics			
Property/Test Method	Structural Application Type	Test Methods for Woven Geotextiles	Test Methods for Woven or Extruded Geogrids
Permittivity (sec^{-1})	R - 1, 2, 3, 4, 5	ASTM D4491	
UV Stability (Min Retained Strength @500 hr)	R - 3	ASTM D4355	ASTM D4355
Puncture Strength (lbs)	R - 5	ASTM D6241	
Grab Strength (lbs)	R - 5	ASTM D4632	
Opening Size	R - 1, 2, 3, 4, 5	AOS (US Sieve No.) ASTM D4751	Aperture Size (in x in)
Tensile Strength (lbs/ft)		ASTM D4595	ASTM D6637
Machine Direction Ultimate, (T_{ult})			
2% Strain	R - 1, 3		
5% Strain	R - 2, 3, 4, 5		
10% Strain	R - 1, 2, 3, 4, 5		
Cross Direction Ultimate			
2% Strain	R - 1, 3,		

Table 3 Test Methods and Requirements for Structural Geosynthetics			
Property/Test Method	Structural Application Type	Test Methods for Woven Geotextiles	Test Methods for Woven or Extruded Geogrids
5% Strain	R - 2, 3, 4, 5		
10% Strain	R - 1, 2, 3, 4, 5		
Strain @ Ultimate Tensile Strength	R - 1, 2, 3, 4, 5		
Tear Strength (lbs)		ASTM D4533	
Machine Direction	R - 5		
Cross Direction	R - 5		
Soil-Geosynthetic Friction	R - 1, 2, 3	ASTM D~~6706~~5321	ASTM D5321/D6706
Pullout Resistance	R - 3	ASTM D6706	ASTM D6706
Creep Resistance-T_{creep} (lbs/ft)	R - 2, 3	ASTM D5262	ASTM D5262
Creep Reduction Factor (T_{ult}/T_{creep})	R - 2, 3		
Installation Damage (RF_{ID})		AASHTO R69	AASHTO R69
Sand	R - 2, 3, 4		
Limestone	R - 2, 3, 4		
Durability (RF_D)			
Chemical	R - 2, 3, 4	AASHTO R69	AASHTO R69
Biological	R - 2, 3, 4	AASHTO R69	AASHTO R69
Joint Strength (RF_j)			
Mechanical	R - 2, 3	GRI: GT7	GRI: GG4(a) & GG4(b)
Sewn	R - 2, 3	ASTM D4884	

SUBARTICLE 985-3.1 is deleted and the following substituted:

985-3.1 Product Acceptance: All geosynthetic materials shall be one of the products listed on the Department's Approved Product List (APL).

Manufacturers seeking evaluation of structural and drainage products must submit an application in accordance with Section 6 and include ~~independently certified~~ test reports from the National Testing Product Evaluation Program (NTPEP) that document the material meets the ~~physical~~ requirements of this Section. Acceptance for structural geosynthetic materials requires the manufacturer's facility to be on NTPEP's list of compliant producers. These requests must also include the current NTPEP audit report.

Manufacturers seeking evaluation of erosion control products must submit an application in accordance with Section 6 and include independently certified test reports that the material meets the requirements of this Section.

Products will be listed on the APL according to geosynthetic application type. For products with limited APL approvals, installations and design alternatives must not rely on the limitation. Structural geosynthetics are listed with property values.

SUBARTICLE 985-4.1.1 is deleted and the following substituted:

985-4.1.1 Drainage: Select geotextile materials that meet the required permeability and AOS based on test results on the soil or fill adjacent to the geotextile for gradation. Materials for drainage applications must be tested in accordance with and meet the physical requirements in 985-2.2, Table 1.1.

Drainage Applications		
Geotextile Type	Description	Standard Plans Index
D-1	Revetment (Special)	
	Rock, Rubble without bedding stone	
	Ditch Pavement (Rubble Riprap) without bedding stone	524-001
D-2	Revetment (Standard)	
	Articulating Block	
	Gabions	524-001
	Rock, Rubble, and Broken Concrete with bedding stone	
	Ditch Pavement (Rubble Riprap) with bedding stone	524-001
	Joint Cover for Mechanically Stabilized Retaining Wall with Coarse Aggregate Backfill	
	Joint Cover for Mechanically Stabilized Retaining Wall Supporting Spread Footing Foundations	
D-3	Underdrain	440-001
	French Drain	443-001
	Sheet Piling Filter	
	Filter Fabric Jacket (Culvert)	430-001
	Concrete Pavement Subdrainage	446-001
	Joint Cover for Mechanically Stabilized Retaining Wall with Sand or Limerock Backfill	
D-4	Slope Pavement	
	Ditch Pavement (Sand-Cement Riprap or Concrete)	524-001
D-5	Separation Geotextile	
	Cast-In-Place Retaining Wall	

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

July 3, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **990**
Proposed Specification: **9900201 Temporary Traffic Control Device Materials.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Daniel Strickland to clarify that the section refers to vehicular longitudinal channelizing devices. The new article was created to add additional information and requirements for manufacturers seeking to submit their TMA devices to the APL.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

TEMPORARY TRAFFIC CONTROL DEVICE MATERIALS.
(REV 5-4-18)

SUBARTICLE 990-2.1.1 is deleted and the following substituted:

990-2.1.1 Sign Panels, Bands for Tubular Markers, Vertical Panels, Barricades, Vehicular Longitudinal Channelizing Devices, and other Devices: Sign panels, bands for tubular markers, vertical panels, barricades, vehicular longitudinal channelizing devices, and other devices shall meet the requirements of ASTM D4956 for Type III or higher retroreflective sheeting materials identified in Section 994 except for mesh signs shall meet the color, daytime luminance and nonreflective property requirements of Section 994, Type VI.

SECTION 990 is expanded by the following new Article:

990-13 Truck Mounted Attenuators and Trailer Mounted Attenuators:

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

Install either alternating black with yellow or white with orange sheeting on the rear of trailer mounted attenuators and truck mounted attenuators in both the operating and raised position. Use Type III (work zone) or Type IV sheeting consisting of 4 or 6 inch wide stripes installed to form chevrons that point upward. All sheeting except black must be retroreflective.

Manufacturers seeking evaluation of truck mounted attenuators or trailer mounted attenuators for inclusion on the APL must meet the NCHRP Report 350 TL-2 or TL-3 criteria, or MASH TL-2 or TL-3 criteria and submit the following:

1. Minimum and maximum support vehicle weights (MASH Only)
2. User manuals
3. Crash testing reports
4. All relevant FHWA Eligibility Letters

Florida Department of Transportation

RICK SCOTT
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605 Suwannee Street
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MIKE DEW
SECRETARY

July 24, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **990**
Proposed Specification: **9900301 Temporary Traffic Control Device Materials.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Jeff Morgan of the State Traffic Engineering Research Lab (TERL) to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

TEMPORARY TRAFFIC CONTROL DEVICE MATERIALS.
(REV 5-14-18)

SUBARTICLE 990-3.1 is deleted and the following substituted:

990-3.1 General: All portable devices shall meet the physical display and operational requirements of the Manual on Uniform Traffic Control Devices (MUTCD) and be listed on the Department's Approved Product List (APL). Manufacturers seeking evaluation of their product shall submit an application in accordance with Section 6 and include certification showing that the product meets the requirements of this Section.

1. Ensure that all assembly hardware less than 5/8 inch in diameter, including nuts, bolts, external screws and locking washers are Type 304 or 316 passivated stainless steel. Stainless steel bolts, screws and studs shall meet ASTM F593. Nuts shall meet ASTM F594. All assembly hardware greater than or equal to 5/8 inch in diameter shall be galvanized. Bolts, studs, and threaded rod shall meet ASTM A307. Structural bolts shall meet ASTM F3125, Grade A325.

2. The controllers and associated on-board circuitry shall meet the requirements of the Federal Communications Commission (FCC) Title 47, Subpart B, Section 15 regulations concerning the emission of electronic noise by Class A digital devices. All electronic assemblies ~~must~~shall operate as specified during and after being subjected to the ~~E~~environmental tests described in NEMA TS~~-~~-4-2016.

3. The controller and associated on-board circuitry shall not be affected by mobile radio, or any other radio transmissions.

4. An operator's manual shall be furnished with each unit.

5. All portable devices shall be permanently marked with the APL number, manufacturer's name or trademark, model/part number, and date of manufacture or serial number.

~~6. Portable devices and trailers shall be delineated on a permanent basis by affixing retroreflective material, known as conspicuity material, in a continuous line on the face of the trailer as seen by oncoming road users.~~

SUBARTICLE 990-3.1.2 is deleted and the following substituted:

990-3.1.2 Display Panel and Housing:

1. The display housing assembly shall be weather-tight.

2. The display assembly shall be equipped with an automatic dimming operational mode capable of a minimum of 50% dimming and a separate manual dimmer switch

3. The display panel background and frame for the display assembly shall be painted flat black and shall meet Federal Specification TT-E-489.

4. The display panel for arrow boards and changeable message signs, when raised in the upright position, shall have a minimum height of 7 feet from the bottom of the panel to the ground, in accordance with the MUTCD. The display panel for radar speed display units, when raised in the upright position, will have a minimum height of 5 feet from the bottom of the panel to the ground.

5. The regulatory speed sign panel for regulatory signs and radar speed display units, when raised in the upright position, shall have a minimum height of 7 feet from the bottom of the regulatory sign panel to the ground.

6. The unit shall have an accessible mechanism to easily raise and lower the display assembly. A locking device shall also be provided to ensure the display panel will remain in the raised or lowered position.

7. The display panel for changeable message signs shall have a safety system to protect against the panel falling from the trailer to the roadway should the panel separate from the lift system.

SUBARTICLE 990-7.1 is deleted and the following substituted:

990-7.1 General: Temporary traffic control signals shall meet the physical display and operational requirements of conventional traffic signal described in the MUTCD for portable traffic signals and be listed on the APL. The standard includes but is not limited to the following:

1. Use signal heads having three 12 inch vehicular signal indications (Red, Yellow and Green). Ensure there are two signal heads for each direction of traffic.

2. The traffic signal heads on this device will be approved by the Department.

3. Department approved lighting sources will be installed in each section in accordance with the manufacturer's permanent directional markings, that is, an "Up Arrow", the word "UP" or "TOP," for correct indexing and orientation within a signal housing.

4. The masts supporting the traffic signal heads will be manufactured with the lowest point of the vehicular signal head as follows:

a. Eight feet above finished grade at the point of their installation for "pedestal" type application or

b. Seventeen to 19 feet above pavement grade at the center of roadway for "overhead" type application.

5. The yellow clearance interval will be programmed 3 seconds or more. Under no condition can the yellow clearance interval be manually controlled. It must be timed internally by the controller as per Department specifications.

6. The green interval must display a minimum of 5 seconds before being advanced to the yellow clearance interval.

7. The controller will allow for a variable all red clearance interval from 0 seconds to 999 seconds.

8. Portable traffic control signals will be either manually controlled or traffic actuated. Indicator lights for monitoring the signal operation of each approach will be supplied and visible from within the work zone area.

9. When the portable traffic control signals are radio actuated the following will apply:

a. The transmitter will be FCC Type accepted and not exceed 1 watt output per FCC, Part 90.17. The manufacturer must comply with all "Specific limitations" noted in FCC Part 90.17.

b. The Controller will force the traffic signal to display red toward the traffic approach in case of radio failure or interference.

10. The trailer and supports will be painted construction/maintenance orange enamel in accordance with the MUTCD color.

11. Ensure the certification number is engraved or labeled permanently on equipment.

12. Ensure the device has an external, visible, water resistant label with the following information: “Certification of this device by the Florida Department of Transportation allows for its use in Construction Zones Only”.

13. All electronic assemblies ~~must~~shall operate as specified during and after being subjected to the ~~O~~operating ~~P~~performance ~~C~~conditions tests described in NEMA TS-~~-~~5-2017.

SUBARTICLE 990-10.1 is deleted and the following substituted:

990-10.1 General: AFAD’s shall meet the physical display and operational requirements in the MUTCD and be listed on the APL. Manufacturers seeking evaluation of their product for the APL must include detailed vendor drawings showing typical application of the device in accordance with Standard Plans, Index 102-603. All electronic assemblies ~~must~~shall operate as specified during and after being subjected to the ~~O~~operating ~~P~~performance ~~C~~conditions tests described in NEMA TS-~~-~~5-2017.

990-10.1.1 Stop/Slow Automated Flagger Assistance Devices: Provide a Stop/Slow AFAD including a Stop/Slow sign that alternately displays the stop face and the slow face of a Stop/Slow paddle without the need for a flagger in the immediate vicinity of the AFAD or on the roadway.

When a gate arm is used, ensure that the gate arm descends to a down position across the approach lane of traffic when the stop face is displayed and then ascends to an upright position when the slow face is displayed.

Ensure the gate arm is fully retroreflectorized on both sides, with vertical alternating red and white stripes at 16 inch intervals measured horizontally in accordance with the MUTCD. When the arm is in the down position blocking the approach lane:

1. The minimum vertical aspect of the arm and sheeting shall be 2 inches; and,

2. The end of the arm shall reach at least to the center of the lane being controlled.

990-10.1.2 Red/Yellow Lens Automated Flagger Assistance Devices: Provide a Red/Yellow Lens AFAD that alternately displays a steadily illuminated circular red lens and a flashing circular yellow lens to control traffic without the need for a flagger in the immediate vicinity of the AFAD or on the roadway.

Ensure that the Red/Yellow Lens AFAD includes a gate arm that descends to a down position across the approach lane of traffic when the steady circular red lens is illuminated and then ascends to an upright position when the flashing circular yellow lens is illuminated.

Ensure that the gate arm is fully retroreflectorized on both sides, with vertical alternating red and white stripes at 16 inch intervals measured horizontally in accordance with the MUTCD. When the arm is in the down position blocking the approach lane:

1. The minimum vertical aspect of the arm and sheeting shall be 2 inches; and,

2. The end of the arm shall reach at least to the center of the lane being controlled.

Do not provide a change interval between the display of the steady circular red indication and the display of the flashing circular yellow indication. Provide a steady illuminated circular yellow indication, with at least a 5 second duration, between the transition from flashing circular yellow indication and the display of the steady circular red indication. The Engineer may approve a different duration, provided it falls within the range recommended by the MUTCD.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
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MIKE DEW
SECRETARY

April 20, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **992**
Proposed Specification: **9920400 Highway Lighting Materials.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Ed Cashman of the State Roadway Design Office to modify the language.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

HIGHWAY LIGHTING MATERIALS.
(REV 3-8-18)

ARTICLE 992-4 is deleted and the following substituted:

992-4 Sign Lighting.

992-4.1 Luminaires: The luminaires shall meet the following requirements.

a. A maximum correlated color temperature (CCT) of 5000°K meeting ANSI C78.377A (~~3985~~5028°K, plus or minus 2~~75~~83°K).

b. The optical portion of the housing shall be sealed to provide an IP 66 rating.

The luminaire mounting assembly for a sign luminaire shall be a slipfitter type designed to accommodate a 1-1/2 inch, Schedule 40 steel pipe arm connection.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

June 11, 2018

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **992**
Proposed Specification: **9920700 Highway Lighting Materials.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Ed Cashman to provide luminaire retrofit kits as an option.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to dan.hurtado@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Dan Hurtado, P.E.
State Specifications Engineer

DH/rf
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

HIGHWAY LIGHTING MATERIALS
(REV 6-11~~4-19~~-18)

SECTION 992 is expanded by the following new Article:

992-7 Luminaire Retrofit Kits for Conventional Lighting.

Luminaire retrofit kits shall meet the following requirements:

a. The light source for luminaire retrofit kits shall be light emitting diodes (LEDs) meeting ANSI C78.377A with a maximum correlated color temperature of 4000ºK (3985ºK ± 275ºK).

b. The luminaire retrofit kit shall be UL 1598C listed by an OSHA "Nationally Recognized Testing Laboratory" (NRTL).

c. The optics shall have an IP 66 rating. Submit testing report.

d. LEDs shall be capable of maintaining 94.1% intensity at 10,000 hours with an ambient temperature of 25°C (IES LM-80). Submit testing report.

e. Luminaire retrofit kits shall have a IESNA light distribution curve (IES LM-79) designated by an EPA-recognized laboratory. Submit testing report.

f. Luminaire retrofit kits shall meet a minimum pole spacing of 240 feet using the AGi32 lighting optimization tool in accordance with the settings shown in Sub-article 992-2.4. Submit IES file.

g. Luminaire retrofit kits shall have a driver rated for 100,000 hours with a power factor greater than or equal to 90% at full load and a total harmonic distortion less than or equal to 20% at full load. Submit driver information that documents these requirements, including the operational temperature of the driver at 25ºC.

h. Luminaire retrofit kits shall accommodate a circuit voltage of 480V.

i. Luminaire retrofit kits shall be provided with a minimum 10kV/10kA internal surge protection device (SPD) meeting UL 1449 and ANSI C62.41.2 Category C High. Submit SPD information that documents these requirements.

j. The manufacturer shall submit a five-year non-prorated full warranty on all components of the luminaire retrofit kit to the Department. The warranty shall begin on the project acceptance date and include all components of the luminaire retrofit kit.