REVISED STANDARD SPECIFICATIONS DATED 11-19-20

ORGANIZATION

Revised standard specifications are under headings that correspond with the main-section headings of the Standard Specifications. A main-section heading is a heading shown in the table of contents of the Standard Specifications. A date under a main-section heading is the date of the latest revision to the section.

Each revision to the Standard Specifications begins with a revision clause that describes or introduces a revision to the Standard Specifications. For a revision clause that describes a revision, the date on the right above the clause is the publication date of the revision. For a revision clause that introduces a revision, the date on the right above a revised term, phrase, clause, paragraph, or section is the publication date of the revised term, phrase, clause, paragraph, or section. For a multiple-paragraph or multiple-section revision, the date on the right above a paragraph or section is the publication date of the paragraphs or sections that follow.

Any paragraph added or deleted by a revision clause does not change the paragraph numbering of the Standard Specifications for any other reference to a paragraph of the Standard Specifications.

DIVISION I GENERAL PROVISIONS

1 GENERAL

Add between the 1st and 2nd paragraphs of section 1-1.01:

Global revisions are changes to contract documents not specific to a section of the Standard Specifications. In each contract document at each occurrence, interpret the following terms as shown:

<table>
<thead>
<tr>
<th>Term</th>
<th>Interpretation</th>
<th>Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fed-Std-595</td>
<td>AMS Std 595</td>
<td>--</td>
</tr>
<tr>
<td>Grade SS1</td>
<td>Grade SS-1</td>
<td>--</td>
</tr>
<tr>
<td>Grade SS1h</td>
<td>Grade SS-1h</td>
<td>--</td>
</tr>
<tr>
<td>Grade CSS1</td>
<td>Grade CSS-1</td>
<td>--</td>
</tr>
<tr>
<td>Grade CSS1h</td>
<td>Grade CSS-1h</td>
<td>--</td>
</tr>
<tr>
<td>Grade QS1h</td>
<td>Grade QS-1h</td>
<td>--</td>
</tr>
<tr>
<td>Grade CQS1h</td>
<td>Grade CQS-1h</td>
<td>--</td>
</tr>
</tbody>
</table>

Add to the table in the 1st paragraph of section 1-1.06:

<table>
<thead>
<tr>
<th>Term</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CSC</td>
<td>conductor signal cable</td>
</tr>
<tr>
<td>NDS</td>
<td>National Design Specification for Wood Construction</td>
</tr>
<tr>
<td>BWC</td>
<td>Bonded wearing course</td>
</tr>
</tbody>
</table>

04-17-20 10-19-18 04-19-19
Replace the row for 12 in the table in the 1st paragraph of section 1-1.08 with:

<table>
<thead>
<tr>
<th></th>
<th>Orange (Ora)</th>
<th>1750 E 4TH ST STE 100 SANTA ANA CA</th>
<th>1750 E 4TH ST STE 100 SANTA ANA CA 92705-3909</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Orange (Ora)</td>
<td>1750 E 4TH ST STE 100 SANTA ANA CA</td>
<td>1750 E 4TH ST STE 100 SANTA ANA CA 92705-3909</td>
</tr>
</tbody>
</table>

Replace the 9th row in the table of section 1-1.11 with:

<table>
<thead>
<tr>
<th>Department of Conservation, Division of Mine Reclamation</th>
<th><a href="http://www.conservation.ca.gov/dmr">http://www.conservation.ca.gov/dmr</a></th>
<th>--</th>
<th>--</th>
</tr>
</thead>
</table>

Replace the 5th paragraph of section 2-1.12B(1) with:

You are responsible to verify at bid opening the DBE firm is certified as a DBE by the California Unified Certification Program and possesses the most specific available NAICS codes or work codes applicable to the type of work the firm will perform on the Contract.

Replace section 2-1.12B(2) with:

2-1.12B(2) DBE Commitment Submittal
Submit DBE information under section 2-1.33.
Submit a copy of the quote from each DBE shown on the DBE Commitment form that describes the type and dollar amount of work shown on the form no later than 4 p.m. on the 5th day after bid opening. If the last day for submitting the quote falls on a Saturday or holiday, it may be submitted on the next business day with the same effect as if it had been submitted on the 5th day.
Submit a DBE Confirmation form for each DBE shown on the DBE Commitment form to establish that it will be participating in the Contract in the type and dollar amount of work shown on the form. If a DBE is participating as a joint venture partner, submit a copy of the joint venture agreement.

Failure to submit a completed DBE Confirmation form and a copy of the quote from each DBE will result in disallowance of the DBE’s participation.

Add between the 4th and 5th paragraphs of section 2-1.15B:

Submit a copy of the quote from each DVBE listed on the Certified DVBE Summary form that describes the type and dollar amount of work shown on the form no later than 4 p.m. on the 4th business day after bid opening.

Add between the 3rd and 4th paragraphs of section 2-1.15C(1):

Submit a copy of the quote from each DVBE listed on the Certified DVBE Summary form that describes the type and dollar amount of work shown on the form no later than 4 p.m. on the 4th business day after bid opening.

Add between the 1st and 2nd paragraphs of section 2-1.18C:

Failure to submit a completed Certified Small Business Listing for the Non–Small Business Preference form by 4 p.m. on the 2nd business day after bid opening will result in a nonresponsive bid.

Replace section 2-1.33B with:

2-1.33B Bid Form Submittal Schedules
2-1.33B(1) General
The Bid book includes forms specific to the Contract. The deadlines for the submittal of the forms vary depending on the requirements of each Contract. Determine the requirements of the Contract and submit the forms based on the applicable schedule specified in section 2-1.33B.

Bid forms and information on the form that are due after the time of bid may be submitted at the time of bid.

2-1.33B(2) Federal-Aid Contracts
2-1.33B(2)(a) General
Section 2-1.33B(2) applies to a federal-aid contract.

2-1.33B(2)(b) Contracts with a DBE Goal
2-1.33B(2)(b)(i) General
Section 2-1.33B(2)(b) applies if a DBE goal is shown on the Notice to Bidders.

2-1.33B(2)(b)(ii) Bid Form Submittal
Submit the bid forms according to the schedule shown in the following table:
**Bid Form Submittal Schedule for a Federal-Aid Contract with a DBE Goal**

<table>
<thead>
<tr>
<th>Form</th>
<th>Submittal deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bid to the Department of Transportation</td>
<td>Time of bid except for the public works contractor registration number</td>
</tr>
<tr>
<td>Copy of the Bid to the Department of Transportation as submitted at</td>
<td>10 days after bid opening</td>
</tr>
<tr>
<td>the time of bid with the public works contractor registration number</td>
<td></td>
</tr>
<tr>
<td>Subcontractor List</td>
<td>Time of bid except for the public works contractor registration number</td>
</tr>
<tr>
<td>Copy of the Subcontractor List as submitted at the time of bid with</td>
<td>10 days after bid opening</td>
</tr>
<tr>
<td>the public works contractor registration number</td>
<td></td>
</tr>
<tr>
<td>Small Business Status</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Opt Out of Payment Adjustments for Price Index Fluctuations(^a)</td>
<td>Time of bid</td>
</tr>
<tr>
<td>DBE Commitment</td>
<td>No later than 4 p.m. on the 5th day after bid opening(^b)</td>
</tr>
<tr>
<td>DBE Confirmation</td>
<td>No later than 4 p.m. on the 5th day after bid opening(^b)</td>
</tr>
<tr>
<td>DBE Good Faith Efforts Documentation</td>
<td>No later than 4 p.m. on the 5th day after bid opening(^b)</td>
</tr>
</tbody>
</table>

\(^a\)Submit only if you choose the option.

\(^b\)If the last day for submitting the bid form falls on a Saturday or holiday, it may be submitted on the next business day with the same effect as if it had been submitted on the day specified.

2-1.33B(2)(b)(iii) Reserved

2-1.33B(2)(c) Contracts without a DBE Goal

2-1.33B(2)(c)(i) General

Section 2-1.33B(2)(c) applies if a DBE goal is not shown on the Notice to Bidders.

2-1.33B(2)(c)(ii) Bid Form Schedule

Submit the bid forms according to the schedule shown in the following table:

**Bid Form Submittal Schedule for a Federal-Aid Contract without a DBE Goal**

<table>
<thead>
<tr>
<th>Form</th>
<th>Submittal deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bid to the Department of Transportation</td>
<td>Time of bid except for the public works contractor registration number</td>
</tr>
<tr>
<td>Copy of the Bid to the Department of Transportation as submitted at</td>
<td>10 days after bid opening</td>
</tr>
<tr>
<td>the time of bid with the public works contractor registration number</td>
<td></td>
</tr>
<tr>
<td>Subcontractor List</td>
<td>Time of bid except for the public works contractor registration number</td>
</tr>
<tr>
<td>Copy of the Subcontractor List as submitted at the time of bid with</td>
<td>10 days after bid opening</td>
</tr>
<tr>
<td>the public works contractor registration numbers</td>
<td></td>
</tr>
<tr>
<td>Small Business Status</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Opt Out of Payment Adjustments for Price Index Fluctuations(^a)</td>
<td>Time of bid</td>
</tr>
</tbody>
</table>

\(^a\)Submit only if you choose the option.
2-1.33B(2)(c)(iii) Reserved
2-1.33B(2)(d)–2-1.33B(2)(h) Reserved
2-1.33B(3) Non-Federal-Aid Contracts
2-1.33B(3)(a) General
Section 2-1.33B(3) applies to non-federal-aid contracts.

2-1.33B(3)(b) Contracts with a DVBE Goal
2-1.33B(3)(b)(i) General
Section 2-1.33B(3)(b) applies if a DVBE goal is shown on the Notice to Bidders.

2-1.33B(3)(b)(ii) Bid Form Submittal
Submit the bid forms according to the schedule shown in the following table:

<table>
<thead>
<tr>
<th>Form</th>
<th>Submittal deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bid to the Department of Transportation</td>
<td>Time of bid except for the public works contractor registration number</td>
</tr>
<tr>
<td>For a joint-venture contract, copy of the Bid to the Department of</td>
<td>10 days after bid opening</td>
</tr>
<tr>
<td>Transportation as submitted at the time of bid with the public</td>
<td></td>
</tr>
<tr>
<td>works contractor registration number</td>
<td></td>
</tr>
<tr>
<td>Subcontractor List</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Opt Out of Payment Adjustments for Price Index Fluctuations</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Certified DVBE Summary</td>
<td>No later than 4 p.m. on the 4th business day after bid opening</td>
</tr>
<tr>
<td>California Company Preference</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Request for Small Business Preference or Non-Small Business Preference</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Certified Small Business Listing for the Non-Small Business Preference</td>
<td>No later than 4 p.m. on the 2nd business day after bid opening</td>
</tr>
</tbody>
</table>

*Submit only if you choose the option or preference.

2-1.33B(3)(b)(iii) Reserved
2-1.33B(3)(c) Contracts without a DVBE Goal
2-1.33B(3)(c)(i) General
Section 2-1.33B(3)(c) applies if a DVBE goal is not shown on the Notice to Bidders.

2-1.33B(3)(c)(ii) Bid Form Submittal
Submit the bid forms according to the schedule shown in the following table:
Bid Form Submittal Schedule for a Non-Federal-Aid Contract without a DVBE Goal

<table>
<thead>
<tr>
<th>Form</th>
<th>Submittal deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bid to the Department of Transportation</td>
<td>Time of bid except for the public works contractor registration number for a joint-venture contract</td>
</tr>
<tr>
<td>For a joint-venture contract, copy of the Bid to the Department of Transportation as submitted at the time of bid with the public works contractor registration number</td>
<td>10 days after bid opening</td>
</tr>
<tr>
<td>Subcontractor List</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Opt Out of Payment Adjustments for Price Index Fluctuations²</td>
<td>Time of bid</td>
</tr>
<tr>
<td>California Company Preference</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Certified DVBE Summary³</td>
<td>No later than 4 p.m. on the 4th business day after bid opening</td>
</tr>
<tr>
<td>Request for Small Business Preference or Non-Small Business Preference²</td>
<td>Time of bid</td>
</tr>
<tr>
<td>Certified Small Business Listing for the Non-Small Business Preference²</td>
<td>No later than 4 p.m. on the 2nd business day after bid opening</td>
</tr>
</tbody>
</table>

²Submit only if you choose the option or preference.
³Submit only if you obtain DVBE participation or you are the apparent low bidder, 2nd low bidder, or 3rd low bidder and you choose to receive the specified incentive.

2-1.33B(3)(c)(iii) Reserved
2-1.33B(3)(d)–2-1.33B(3)(h) Reserved
2-1.33B(4)–2-1.33B(9) Reserved

3 CONTRACT AWARD AND EXECUTION

04-17-20

Replace the 1st paragraph of Section 3-1.04 with:

Submit any bid protest to the Office Engineer before contract award.

4 SCOPE OF WORK

10-18-19

Replace the 7th and 8th paragraphs of section 4-1.07B with:

The Department decides whether to accept a VECP and the estimated net construction-cost savings from adopting the VECP or parts of it. The Department may require you to accept a share of the investigation cost as a condition of reviewing a VECP. In determining the estimated net construction-cost savings, the Department excludes your VECP preparation cost and the Department’s VECP investigation costs, including parts paid by you. After written acceptance, the Department considers the VECP and deducts the agreed cost of the investigation.
Replace item 4 in the list in the 9th paragraph of section 4-1.07B with:

4. Adjusts the payment so that the Change Order results in a credit to the Department of 50 percent of the estimated net construction-cost savings, except if the VECP provides a reduction in traffic congestion or avoids traffic congestion

Replace the 10th paragraph of section 4-1.07B with:

If a VECP providing for a reduction in traffic congestion or avoiding traffic congestion is accepted by the Department, the Department adjusts the payment that results in a credit to the Department of 40 percent of the estimated net construction-cost savings attributable to the VECP. Submit detailed traffic handling comparisons between the existing Contract and the proposed change, including estimates of the traffic volumes and congestion.

Delete the 12th paragraph of section 4-1.07B

5 CONTROL OF WORK

Replace section 5-1.09B with:

5-1.09B Partnering Meetings
5-1.09B(1) General
Reserved
5-1.09B(2) Partnering Facilitator, Workshops, and Meetings
The Engineer sends you a written invitation to enter into a partnering relationship after Contract approval. Respond within 15 days to accept the invitation and request the initial partnering workshop. After the Engineer receives the request, you and the Engineer cooperatively:

1. Select a partnering facilitator that offers the service of a monthly partnering-evaluation survey with a 5-point rating and agrees to follow the Department’s Partnering Facilitator Standards and Expectations available at the Department’s Division of Construction website.
2. Determine the initial workshop date, duration, and site location.
3. Discuss when, where, and how the project close-out partnering workshop will be held.
4. Agree to other workshop administrative details.

During the initial partnering workshop, determine the schedule for follow-up partnering team meetings. Monthly follow-up partnering team meetings are encouraged through Contract acceptance. Quarterly follow-up partnering team meetings are required if monthly team meetings are not held. Additional partnering workshops may be held outside the scheduled partnering team meetings as determined by you and the Engineer.

5-1.09B(3) Facilitated Dispute Resolution
The Department encourages the project team to exhaust the use of partnering meetings in dispute resolution before engaging an objective third party.

For certain disputes a facilitated dispute resolution session may be appropriate and effective in clarifying issues and resolving all or part of a dispute before referring the dispute to a DRA or DRB.

For projects with a DRB, an additional 20 days can be added before referring the dispute to a DRB traditional dispute meeting in accordance with section 5-1.43E(3)(d). This additional time affords the project team time to plan and hold the facilitated dispute resolution session. To allow this additional referral time, the project team must document its agreement and intention in the partnering charter as part of the dispute resolution plan.
Replace the 6th paragraph of section 5-1.13B(2) with:

If the Department authorizes the termination or substitution of a listed DBE, make good faith efforts to find another DBE. The substitute DBE must (1) perform at least the same dollar amount of work as the original DBE under the Contract to the extent needed to meet the DBE goal and (2) be certified as a DBE with the most specific available NAICS or work code applicable to the type of work the DBE will perform on the Contract at the time of your request for substitution. Submit your documentation of good faith efforts within 7 days of your request for authorization of the substitution. The Department may authorize a 7-day extension of this submittal period at your request. Refer to 49 CFR 26 app A for guidance regarding evaluation of good faith efforts to meet the DBE goal.

Replace the 2nd sentence in the 2nd paragraph of section 5-1.13C with:

The substitute must be another DVBE, unless DVBEs are not available. The substitute must perform the work originally stated.

Replace the 6th paragraph of section 5-1.13C with:

If a DVBE substitute is not available, requests for substitutions of a listed DVBE must include:

1. Contact with the DVBE advocate from the Department and the Department of Veteran Affairs
2. Search results from the Department of General Services' website of available DVBEs
3. Communication with a DVBE community organization nearest the job site, if applicable
4. Documented communication with DVBEs describing the work to be performed, the percentage of the total bid, the corresponding dollar amount, and the responses to the communication

Add to the list in the 1st paragraph of section 5-1.16:

5. Coordinate and manage project safety work

Replace section 5-1.24 with:

5-1.24 CONSTRUCTION SURVEYS
5-1.24A General
The Department places stakes and marks under chapter 12, "Construction Surveys," of the Department's Surveys Manual.

Submit your request for Department-furnished stakes:

1. Once staking area is ready for stakes
2. On a Request for Construction Staking form

After your submittal, the Department starts staking within 2 business days.

Preserve stakes and marks placed by the Department. If the stakes or marks are destroyed, the Department replaces them at the Department's earliest convenience and deducts the cost.
Replace section 5-1.26 with:

5-1.26 RESERVED

Replace section 5-1.28 with:

5-1.28 PROJECT SAFETY REVIEWS
Your assigned project safety representative must:
1. Participate in a project safety meeting before starting work
2. Perform and document joint safety reviews every other week with the Engineer
3. Participate in a post-project safety meeting

Replace the 2nd and 3rd paragraphs of section 5-1.43A with:

Submit potential claim records using the Department’s Internet potential claim system. For information on submittal of potential claim records using the Internet potential claim system, go to the Department’s Division of Construction website.

A potential claim record that you submit using the Internet potential claim system is the same as the originator of the claim and you signing the potential claim record.

For the Internet potential claim system, potential claim records are:
1. Initial Potential Claim Record form
2. Supplemental Potential Claim Record form
3. Full and Final Potential Claim Record form
4. Closed Potential Claim Record form

Submit a Closed Potential Claim Record form if you choose not to pursue an Initial Potential Claim Record that has been submitted.

Replace item 3.3.4 in the list in the 2nd paragraph of section 5-1.43D with:

3.3.4. Equipment rates at the rental rates listed in Labor Surcharge and Equipment Rental Rates in effect when the affected work related to the potential claim was performed

Add between the 2nd and 3rd paragraphs of section 5-1.43D:

If the total potential claim cost exceeds $500,000, include an independent CPA cost audit report. Submit the audit report within 70 days of the completion of the potentially claimed work. The CPA's cost audit must be performed as an examination-level engagement under the attestation engagements in the Government Auditing Standards published by the Comptroller General of the United States. The attest documentation prepared by the CPA in connection with the audit must be submitted for review with the audit report. Within 20 days of the Engineer's request, make your financial records available for an audit by the State for verifying the actual cost described in your audit. The Department does not participate in costs for the report where no entitlement is determined. If entitlement is determined, the Department pays for 1/2 the cost of the report; the Contractor pays for the other 1/2. The cost is determined under section 9-1.05 except no markup is allowed.
Replace section 5-1.43E(1)(i) with:

5-1.43E(1)(i) Payment

Pay the DRA or each DRB member $2,000 per day for the DRA’s or DRB member’s participation at each on-site meeting.

On-site meetings include:
1. Initial project meeting
2. Progress meetings
3. Dispute meetings

The payment includes full compensation for on-site time, travel expenses, transportation, lodging, travel time, and incidentals for each day or portion thereof.

Before a DRA or DRB member spends any time reviewing the plans or specifications, evaluating positions, preparing recommendations, completing forms, or performing any other off-site DRA- or DRB-related tasks, the parties must agree to pay for the tasks. Pay the DRA or DRB member $200 per hour for these off-site tasks. This payment includes full compensation for incidentals such as expenses for telephone, fax, and computer services.

The Department does not pay for (1) any DRA- or DRB-related work performed after Contract acceptance or (2) your cost of preparing for or attending ADR resolution meetings.

The Department pays:
1. $2,000 for each DRA on-site meeting
2. $6,000 for each DRB on-site meeting
3. $200 per hour for agreed off-site DRA- or DRB-related tasks

The Department does not adjust the unit price for an increase or decrease in the quantity of:
1. DRA on-site meeting
2. DRB on-site meeting
3. Hourly off-site DRA- or DRB-related tasks

Within 60 days of receipt of Department payment, submit copies of associated invoices and supporting documents in the form of a canceled check or bank statement for DRA- or DRB- payment verification.

Replace section 5-1.43E(2)(a) with:

5-1.43E(2)(a) General

Section 5-1.43E(2) applies to a contract with an estimated cost from $3 million to $10 million.

Replace item 1.2 in the list in the 1st paragraph of section 5-1.43E(2)(b) with:

1.2. Have completed training by the Department

Replace section 5-1.43E(3)(a) with:

5-1.43E(3)(a) General

Section 5-1.43E(3) applies to a contract with an estimated cost of over $10 million.
Replace item 1.2 in the list in the 1st paragraph of section 5-1.43E(3)(b) with:

1.2. Have completed training by the Department

6 CONTROL OF MATERIALS
10-16-20
Replace section 6-1.03 with:

6-1.03 LOCAL MATERIALS
6-1.03A General
Local material must be rock, sand, gravel, earth, or mineral material other than local borrow, or selected material obtained or produced from a source in the work vicinity, specifically for use on the project. Local borrow must not be a material from an established commercial source.

Upon your request, the Department tests material for quality characteristics from an untested local source. If satisfactory material from that source is used in the work, the Department does not charge you for the tests; otherwise, the Department deducts the test costs.

Add to section 6-1:

6-1.06 RESERVED
6-1.07 PROHIBITIONS ON MATERIALS, EQUIPMENT, AND SERVICES
6-1.07A General
Reserved
6-1.07B Telecommunications and Video Surveillance Equipment or Services
Do not enter into, extend, or renew a contract to procure or obtain telecommunications and video surveillance equipment or services as described in 2 CFR 200.216 and 2 CFR 200.471.

Furnish telecommunications and video surveillance equipment with a certificate of compliance. The certificate must state telecommunications and video surveillance equipment was not procured or obtained from manufacturers identified in section 889 of the National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232).

6-1.07C–6-1.07G Reserved

7 LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC
10-16-20
Replace item 1.3 in the list in the 2nd paragraph of section 7-1.02K(3) with:

1.3. Last four digits of social security number pursuant to Labor Code § 226(a)

Delete the 4th paragraph of section 7-1.02K(3).
Replace the 6th through 10th paragraphs of section 7-1.02K(3) with:

Submit certified payroll records electronically using the Department’s contracted certified payroll internet system LCPtracker Pro. For information on submittal of certified payroll records using LCPtracker Pro, go to the LCPtracker website:

https://www.lcptracker.com/solutions/lcptracker

Request user account for your designated representative by submitting LCPtracker Vendor Access Request form.

Replace the 12th paragraph of section 7-1.02K(3) with:

Make all payroll records, including employee’s complete social security number, available for inspection and copying or furnish a copy upon request of a representative of the:

1. Department
2. Division of Labor Standards Enforcement of the Department of Industrial Relations
3. Division of Apprenticeship Standards of the Department of Industrial Relations

Replace the 1st sentence in the 5th paragraph of section 7-1.02K(6)(a) with:

Submit copies of your Injury and Illness Prevention Program, Code of Safe Practices, and permits required by Cal/OSHA as informational submittals.

Replace section 7-1.02K(6)(j)(iii) with:

7-1.02K(6)(j)(iii) Unregulated Earth Material Containing Lead
Reserved

Replace Reserved in section 7-1.02M(2) with:

Submit the names and emergency telephone numbers of the nearest fire suppression agencies before the start of job site activities as an informational submittal. Post the names and phone numbers at a prominent place at the job site.

Submit a copy of your fire prevention plan required by Cal/OSHA as an informational submittal before the start of job site activities.

Cooperate with fire prevention authorities in performance of the work.

Immediately report fires occurring within and near the project limits by dialing 911 and to the nearest fire suppression agency by using the emergency phone numbers retained at the job site.

Prevent project personnel from setting open fires that are not part of the work.

Prevent the escape of and extinguish fires caused directly or indirectly by job site activities.
Replace the 2nd paragraph of section 7-1.02M(3) with:

For the list of permitted sites, go to the Department of Conservation, Division of Mine Reclamation website.

Replace the 13th paragraph of section 7-1.03 with:

For a taper on a bridge deck or approach slab, construct the taper with rapid setting concrete under section 60-3.02B(2) or polyester concrete under section 60-3.04B(2). Prepare the surface to receive the taper under section 60-3.02C(7). For tapers with aggregate fillers, rake conform edges to ensure smooth transitions. Cure the taper for at least 3 hours or the minimum time recommended by the manufacturer before opening to traffic.

Replace the 4th sentence in the 16th paragraph of section 7-1.03 with:

When not described and if ordered, providing flaggers is change order work.

Replace the 3rd sentence in the 7th paragraph of section 7-1.04 with:

When not described and if ordered, providing flaggers is change order work.

Replace the 13th paragraph of section 7-1.04 with:

Equipment must enter and leave the highway via existing ramps and crossovers and must move in the direction of traffic. All movements of workers and construction equipment on or across lanes open to traffic must be performed in a manner that do not endanger the public. Your vehicles or other mobile equipment leaving an open traffic lane to enter the construction area must slow down gradually in advance of the location of the turnoff to give the traffic following an opportunity to slow down. When leaving a work area and entering a roadway carrying traffic, your vehicles and equipment must yield to traffic. Compensation for flaggers, used for all movement of workers and construction vehicles and equipment on or across lanes open to traffic, is included in the bid items of work involved.

Replace section 7-1.09 with:

7-1.09 UNSHELTERED INDIVIDUALS ENCAMPMENTS
Notify the Engineer at least 10 days prior to needing access to areas in the right of way with encampments that affect performance of the work. The Department will remove encampments including encampment debris.
Replace the row for Safety in the table in the 2nd paragraph of section 8-1.03 with:

| Safety | Injury and Illness Prevention Program, Code of Safe Practices, and job site posters |

Replace the 2nd paragraph of section 8-1.07C with:

Losses for idle equipment, idle workers, and moving or transporting equipment are eligible for delay-related payment adjustments.

Replace item 3 in the list in the 3rd paragraph of section 8-1.07C with:

3. Delay days exclude Saturdays and holidays.

Add to section 8-1.07C:

If you claim additional costs due to impacts from an excusable delay, you must comply with section 5-1.42. Support your claim for additional costs based on the difference between the cost to perform the work as planned and the cost to perform the work as changed as determined under section 9-1.04. The Department adjusts payment for the work portion that was impacted.

Replace section 8-1.14E with:

8-1.14E Payment Adjustment for Termination

If the Department issues a termination notice, the Engineer determines the payment for termination during the performance period, from contract approval date to contract acceptance date, based on the following:

1. Direct cost for the work performed:
   1.1. Including:
      1.1.1. Mobilization
      1.1.2. Demobilization
      1.1.3. Securing the job site for termination
      1.1.4. Losses from the sale of materials
   1.2. Not including:
      1.2.1. Cost of materials you keep
      1.2.2. Profit realized from the sale of materials
      1.2.3. Cost of material damaged by:
         1.2.3.1. Act of God
         1.2.3.2. Act of a public enemy
         1.2.3.3. Fire
         1.2.3.4. Flood.
         1.2.3.5. Governor-declared state of emergency
         1.2.3.6. Landslide
         1.2.3.7. Tsunami
      1.2.4. Other credits
   2. Cost of remedial work, as estimated by the Engineer, is not reimbursed.
3. Allowance for profit not to exceed 4 percent of the cost of the work performed where a likelihood of having made a profit had the Contract not been terminated is shown.
4. Material handling costs for material returned to the vendor or disposed of as ordered.
5. Costs in determining the payment adjustment due to the termination, excluding attorney fees and litigation costs.
6. Overhead costs.

Termination of the Contract does not relieve the surety of its obligation for any just claims arising out of the work performed.

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9 PAYMENT

Add between the 1st and 2nd paragraphs of section 9-1.04A:

The Tentative Daily Extra Work Agreement form is used to identify the labor, materials, and equipment used on change order work paid at force account. Signatures on this form do not constitute final agreement regarding payment.

Replace the 2nd paragraph of section 9-1.06B with:

If the payment for the number of units of a bid item in excess of 125 percent of the Bid Item List is less than $15,000 at the unit price, the Engineer may not adjust the unit price unless you request it.

Replace section 9-1.07B(5) with:

9-1.07B(5) Hot Mix Asphalt Containing Reclaimed Asphalt Pavement
The Engineer calculates the quantity of asphalt in HMA containing RAP using the following formula:

\[ Q_{rap} = H\text{MARTT} \times X_{aa} \]

where:
\[ X_{aa} = X_{ta} - \left[ \frac{(X_{rap} \times X_{ra} \times (X_{ta}-100))}{100 \times (X_{ra} - 100)} \right] \]

and:
\[ Q_{rap} = \text{quantity in tons of asphalt used in HMA containing RAP} \]
\[ H\text{MARTT} = \text{HMA containing RAP, total tons placed} \]
\[ X_{aa} = \text{asphalt content of HMA containing RAP adjusted to exclude the asphalt content in RAP, expressed as a percentage of the total weight of HMA containing RAP} \]
\[ X_{ta} = \text{total theoretical asphalt content in HMA containing RAP from the job mix formula, expressed as a percentage of the total weight of HMA containing RAP} \]
\[ X_{rap} = \text{RAP percentage in HMA containing RAP from the job mix formula, expressed as a percentage of the total dry weight of aggregate in HMA containing RAP} \]
\[ X_{ra} = \text{average asphalt content of RAP from the job mix formula, expressed as percentage of total weight of RAP} \]

Replace the 2nd sentence in the 7th paragraph of section 9-1.11E with:

The cost is determined under section 9-1.05 except no markup is allowed.
Replace section 9-1.16C with:

9-1.16C  Materials On Hand
A material on hand but not incorporated into the work is eligible for a progress payment if:

1. Compliant with other Contract parts
2. Material cost exceeds either of the following:
   2.1. $50,000
   2.2. $25,000 if the requestor is certified as one or more of the following:
       2.2.1. DVBE
       2.2.2. DBE
       2.2.3. Small business as certified by Department of General Services, Office of Small Business and Disabled Veteran Business Enterprise Services
3. Purchased
4. Invoice is submitted
5. Stored within the State and you submit evidence that the stored material is subject to the Department's control
6. Protected from weather and contamination
7. Water pollution control measures are established and maintained
8. Requested on the Department-furnished form

Replace the 1st paragraph of section 9-1.16E(3) with:

During each estimate period you fail to comply with a Contract part, including the submittal of a document as specified, such as QC plans, schedules, traffic control plans and water pollution control submittals, the Department withholds a part of the progress payment except as specified below for the failure to submit a document during the last estimate period.

Replace the 3rd paragraph of section 9-1.17C with:

If you claim that the total for work completed, excluding deductions, in the proposed final estimate is less than 90 percent of your total bid, the Department adjusts the final payment to cover your overhead. The adjustment in the final estimate is 10 percent of the difference between 90 percent of your total bid and the total for work completed, excluding deductions. The Department does not make this adjustment on a terminated contract.

Replace section 9-1.17D(2)(b) with:

9-1.17D(2)(b)  Overhead Claims
9-1.17D(2)(b)(i)  General
Section 9-1.17D(2)(b) includes specifications for overhead claims.

The Department deducts an amount for field and home office overhead paid on added work from any claim for overhead. The home office overhead deduction equals 5 percent of the added work. The field office overhead deduction equals 5-1/2 percent of the added work.

9-1.17D(2)(b)(ii)  Definitions
actual daily overhead rates: The home office overhead and field office overhead rates expressed per business day for the contract performance period. The home office overhead rate is calculated using the Eichleay Formula and is based on overhead cost pools and all allocation bases from Contract and company revenues.
added work: Equals the value of the work completed minus the total bid.

contract performance period: The period from Contract approval to Contract acceptance.

9-1.17D(2)(b)(iii) Submittals
Submit the following for an overhead claim:

1. Final amount of additional payment requested.
2. Specific identification of each claim and dates associated with each claim for which you seek reimbursement for specific overhead costs.
3. Audit report prepared by an independent CPA for the contract performance period identifying the actual daily overhead rates, supporting calculations and documentation for both field and home office overhead excluding a profit markup.

Field office overhead costs from which the actual daily overhead rate is calculated must be:

1. Allowable under 48 CFR 31
2. Supported by reliable records
3. Related solely to the project
4. Incurred during the contract performance period
5. Comprised of only time-related field office overhead costs
6. Not a direct cost

Home-office overhead costs from which the actual daily overhead rate is calculated must be:

1. Allowable under 48 CFR 31
2. Supported by reliable records
3. Incurred during the contract performance period
4. Comprised of only fixed home-office overhead costs
5. Not a direct cost

Failure to submit the audit report for an overhead claim with the claim statement is a waiver of the overhead claim and operates as a bar to arbitration on the claim (Pub Cont Code § 10240.2).

The CPA’s audit must be performed as an examination-level engagement under the attestation engagements in the Government Auditing Standards published by the Comptroller General of the United States. The CPA’s audit report must express an opinion of whether or not your calculations of your actual field and home office overhead daily rates comply with section 9-1.17D(2)(b). The attest documentation prepared by the CPA in connection with the audit must be submitted for review with the audit report.

Within 20 days of the Engineer’s request, make your financial records available for an audit by the State for verifying the actual daily overhead rates in your audit report. The actual rate of time-related overhead is subject to authorization by the Engineer.

The Department pays for 1/2 the cost of the report unless otherwise specified. The cost is determined under section 9-1.05 except no markup is allowed.

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DIVISION II  GENERAL CONSTRUCTION
10  GENERAL
04-19-19

Replace the 1st sentence in the 4th paragraph of section 10-6 with:

The sources and discharge of recycled water must comply with the water-recycling criteria of the CDPH, SWRCB Order No. WQ 2016-0068-DDW, and the requirements of the appropriate RWQCB.
11 WELDING

Replace the table in the 3rd paragraph of section 11-1.01 with:

<table>
<thead>
<tr>
<th>AWS code</th>
<th>Year of adoption</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1.1</td>
<td>2020</td>
</tr>
<tr>
<td>D1.3</td>
<td>2018</td>
</tr>
<tr>
<td>D1.4</td>
<td>2018</td>
</tr>
<tr>
<td>D1.5</td>
<td>2015</td>
</tr>
<tr>
<td>D1.6</td>
<td>2017</td>
</tr>
<tr>
<td>D1.8</td>
<td>2016</td>
</tr>
</tbody>
</table>

Replace the introductory clause in the 1st paragraph of section 11-1.03 with:

Replace clause 8.1.3 of AWS D1.1, the 1st paragraph of clause 9.1.2 of AWS D1.4, and clause 6.1.2 of AWS D1.5 with:

Replace the introductory clause of the 2nd paragraph of section 11-1.04 with:

Replace clause 8.14.6.1 of AWS D1.1, clause 9.8.1 of AWS D1.4, and clause 6.1.3.4 of AWS D1.5 with:

Add before the 1st paragraph of section 11-1.05:

Replace the first sentence of clause 7.21.1.1 of AWS D1.1 with the following:

7.21.1.1. The separation between surfaces of plug and slot welds, and of joints landing on a backing, shall not exceed 1/16 in [2 mm].

Replace clause 3.3.1.1 of AWS D1.5 with the following:

3.3.1.1. The separation between surfaces of plug and slot welds, and of joints landing on a backing, shall not exceed 2 mm [1/16 in].

Replace the 1st paragraph of section 11-1.05 with:

If weld joint details proposed for use in the work are not prequalified under clause 5 of AWS D1.1 or figure 2.4 or 2.5 of AWS D1.5, submit the proposed WPS and the intended weld joint locations.

Replace item 2 in the list in the 2nd paragraph of section 11-1.05 with:

2. Be mechanically and radiographically tested. Mechanical and radiographic testing and acceptance criteria must comply with the applicable AWS codes. The type of mechanical testing must be authorized.
Replace the 3rd paragraph of section 11-1.05 with:
If a nonprequalified weld joint configuration is proposed using a combination of WPSs for work welded under AWS D1.1, you may conduct a single test combining the WPSs to be used in production, if the essential variables, including weld bead placement, of each process are limited to those established in table 6.5 of AWS D1.

Replace the 1st paragraph of 11-1.06 with:
Replace item 3 of clause 6.26.3.2 of AWS D1.5 with:
3. If indications that exhibit these planar characteristics are present at scanning sensitivity, or other evidence exists to suggest the presence of transverse cracks, a more detailed evaluation of the discontinuity by other means must be performed (e.g., alternate UT techniques, RT, grinding, or gouging for visual inspection or MT of the excavated areas.)

Replace the scanning angle in clause 6.24.2.2 of AWS D1.5 with:
Up to 45 degrees

Replace the 2nd paragraph of section 11-1.06 with:
Clause 8.6.5 of AWS D1.1, clause 9.6.5 of AWS D1.4, and clause 6.6.5 of AWS D1.5 do not apply.

Replace the introductory clause of the 1st paragraph of section 11-2.04 with:
Clauses 8.1.4.2 and 8.1.4.4 of AWS D1.1, the 2nd paragraph of clause 9.1.2 of AWS D1.4, clauses 6.1.3.1 through 6.1.3.3 of AWS D1.5, and clause 7.2.3 of AWS D1.8 are replaced with:

Replace item 2 in the list in the 2nd paragraph of section 11-2.04 with:
2. Structural steel for building construction work is performed at a permanent fabrication or manufacturing plant that is certified under the AISC Quality Certification Program, Category BU, Standard for Steel Building Structures.

Replace section 11-2.06 with:

11-2.06 WELDING PROCEDURES QUALIFICATION
Welding procedures qualification for work welded under AWS D1.5 must comply with clause 5.12 or 5.12.4 of AWS D1.5 and the following:

1. Macroetch tests are required for all WPS qualification tests, and acceptance must comply with clause 5.19.3 of AWS D1.5.
2. If a nonstandard weld joint is to be made using a combination of WPSs, you may conduct a test under figure 5.3, combining the qualified or prequalified WPSs to be used in production, if the essential variables, including weld bead placement, of each process are limited to those established in table 5.4 of AWS D1.5.
3. Before preparing mechanical test specimens, inspect the PQR welds by visual and radiographic tests. The backing bar must be 3 inches in width and must remain in place during NDT. Results of the
visual and radiographic tests must comply with clause 6.26.2 of AWS D1.5 excluding clause 6.26.2.2. All other requirements for clause 5.17 are applicable.

When electric resistance welding is used for work welded under AWS D1.1, the welding procedure must be qualified under Clause 6 of AWS D1.1. Welding procedures must be qualified for the thickness and the pole diameter tested. Test samples for tapered poles must be obtained from three locations, each end and the middle of the tapered pole, to qualify for the diameter range tested.

Replace the 3rd paragraph of section 11-3.02 with:

The AISC Certification category for pole structures is Bridge and Highway Metal Component (CPT) or Standard for Steel Building Structures (BU).

Replace section 12 with:

12 TEMPORARY TRAFFIC CONTROL

10-16-20

12-1 GENERAL

Section 12-1 includes general specifications for providing temporary traffic control.

Temporary traffic control, including flagging, apparel, temporary traffic control devices, and equipment for flaggers, must comply with the California MUTCD, Part 6, "Temporary Traffic Control."

12-1.02 MATERIALS

Not Used

12-1.03 CONSTRUCTION

Assign flaggers to:

1. Control traffic
2. Warn the public of any dangerous conditions resulting from the work activities
3. Provide for the passage of traffic through the work as specified for the passage of traffic for public convenience and public safety

Maintain flagging apparel, traffic control devices, and equipment for flaggers in good repair.

12-1.04 PAYMENT

Not Used

12-2 RESERVED

12-3 TEMPORARY TRAFFIC CONTROL DEVICES

12-3.01 GENERAL

12-3.01A General

12-3.01A(1) Summary

Section 12-3.01 includes general specifications for providing temporary traffic control devices.

Providing temporary traffic control devices includes installing, placing, maintaining, repairing, replacing, and removing temporary traffic control devices.
Do not use different types of channelizing devices on the same alignment. The types include plastic drums, portable delineators, channelizers, tubular markers, traffic cones, and Type I and Type II barricades.

12-3.01A(2) Definitions

**Category 1 temporary traffic control devices:** Small devices weighing less than 100 lb certified as crashworthy by crash testing or crash testing of similar devices. Category 1 temporary traffic control devices include traffic cones, plastic traffic drums, portable delineators, and channelizers.

**Category 2 temporary traffic control devices:** Small devices weighing less than 100 lb that are not expected to produce significant changes in vehicular velocity but could cause harm to impacting vehicles. Category 2 temporary traffic control devices include barricades and portable sign supports.

**Category 3 temporary traffic control devices:** Devices weighing 100 lb or more that are expected to produce significant changes in the vehicular velocity of impacting vehicles. Category 3 temporary traffic control devices include crash cushions, impact attenuator vehicles, temporary railing, temporary barrier, and end treatments for temporary railings and barriers.

**orange:** Orange, red-orange, fluorescent orange, or fluorescent red-orange.

**useable shoulder area:** Any longitudinal paved or unpaved contiguous surface adjacent to the traveled way with:

1. Enough weight-bearing capacity to support temporary traffic control devices, such as flashing arrow signs, PCMSs, and impact attenuator vehicles
2. Slope not greater than 6:1 (horizontal:vertical)

12-3.01A(3) Submittals

At least 5 business days before starting any work using the devices or within 2 business days after the request if the devices are already in use, submit as informational submittals:

1. Self-certification for crashworthiness of Category 1 temporary traffic control devices. Either you or the manufacturer must perform the self-certification. Include:
   1.1. Date
   1.2. Federal aid number for a federal-aid contract
   1.3. Contract number, district, county, route, and post miles of the project limits
   1.4. Company name, street address, city, state, and zip code of the certifying vendor
   1.5. Printed name, signature, and title of the certifying person
   1.6. Types of Category 1 temporary traffic control devices
2. List of proposed Category 2 temporary traffic control devices

Obtain a standard form for self-certification from the Engineer.

Submit a sample of the type of portable delineator that you will be using before placing the delineators on the job site.

12-3.01A(4) Quality Assurance

Reserved

12-3.01B Materials

The condition of temporary traffic control devices must comply with the most current edition of the American Traffic Safety Services Association publication *Quality Guidelines for Temporary Traffic Control Devices and Features*.

Category 2 temporary traffic control devices must be on FHWA's list of acceptable crashworthy Category 2 hardware for work zones. For this list, go to FHWA's Safety Program website.

Category 2 temporary traffic control devices must be labeled with the FHWA acceptance letter code and the name of the manufacturer. The label must be legible and permanently affixed to the temporary traffic control device by the manufacturer.
Category 3 temporary traffic control devices must be on the Authorized Material List for highway safety features.

Retroreflectivity for the following materials must comply with Table 2A-3, "Minimum Maintained Retroreflectivity Levels," of the *California MUTCD* and be on the Authorized Material List for signing and delineation materials:

1. Retroreflective sheeting for barricades
2. Retroreflective bands for portable delineators
3. Retroreflective sheeting for construction area signs
4. Retroreflective sheeting for channelizers
5. Reflectors for Type K temporary railing
6. Retroreflective cone sleeves
7. White and orange retroreflective stripes for plastic traffic drums

The following temporary traffic control devices must be visible from 1,000 feet during the hours of darkness under an illumination of legal high-beam headlights by persons with 20/20 vision or vision corrected to 20/20:

1. Retroreflective bands on portable delineators
2. Retroreflective sheeting on channelizers
3. Retroreflective cone sleeves on traffic cones

**12-3.01C Construction**
Perform all layout work necessary to place channelizing devices:

1. On the proper alignment
2. Uniformly at the location and spacing described
3. Straight on a tangent alignment
4. On a true arc in a curved alignment

If temporary traffic control devices are damaged, displaced, or stop operating or functioning as described from any cause during the progress of the work, immediately repair, repaint, or replace the components and restore them to their original locations and positions.

If ordered, furnish and place additional temporary traffic control devices. This work is change order work unless the temporary traffic control devices are being furnished and placed for public safety or public convenience.

Level and plumb a portable system.

Delineate the location of a trailer mounted system with a taper consisting of 9 traffic cones placed 25 feet apart, except where the system is placed within a lane closure or behind a barrier or guardrail.

When a portable system is not in use, remove it from the job site, place it behind a barrier or guardrail, or move it to an area at least 15 feet from the edge of the traveled way.

**12-3.01D Payment**
Not Used

**12-3.02 TRAFFIC CONES**

**12-3.02A General**
Section 12-3.02 includes specifications for placing traffic cones.

**12-3.02B Materials**
A traffic cone must be flexible, orange, and manufactured from commercial-quality material designed for the intended purpose.

The outer section of the portion above the base of the traffic cone must be translucent and fabricated of a highly pigmented, orange, PV compound. The overall height of a traffic cone must be at least 28 inches and the bottom inside diameter of the traffic cone must be at least 10.5 inches.
During the hours of darkness, a traffic cone must have a retroreflective cone sleeve.

Retroreflective cone sleeves must be permanently affixed, double-band, sleeves consisting of 2 white retroreflective bands. The top band must be 6 inches wide and placed a maximum of 4 inches from the top of the cone. The lower band must be 4 inches wide and placed 2 inches below the bottom of the top band. You may use traffic cones with double-band retroreflective cone sleeves during daylight hours.

12-3.02C Construction
Use the same type of retroreflective cone sleeve for all cones used on the project.

Anchor the base of a traffic cone if it does not have enough size and weight to keep the cone in an upright position.

12-3.02D Payment
Not Used

12-3.03 PLASTIC TRAFFIC DRUMS
12-3.03A General
12-3.03A(1) Summary
Section 12-3.03 includes specifications for placing plastic traffic drums.

12-3.03A(2) Definitions
Reserved

12-3.03A(3) Submittals
Submit a certificate of compliance for plastic traffic drums.

12-3.03A(4) Quality Assurance
Reserved

12-3.03B Materials
A plastic traffic drum must comply with the manufacturer’s instructions for weight and ballast.

A plastic traffic drum must:
1. Be orange LDPE
2. Be flexible and collapsible upon vehicle impact
3. Have a weighted base to maintain an upright position and prevent displacement by passing traffic
4. Have a height such that the top of the drum is at least 36 inches above the traveled way

The weighted base must:
1. Be detachable
2. Be shaped to prevent rolling upon impact
3. Have a 38-inch maximum outside diameter
4. Have a 4-inch maximum height above the ground surface

12-3.03C Construction
Use 1 type of plastic traffic drum on the project.

Use the same type and brand of retroreflective sheeting for all plastic traffic drums used on the project.

Do not use sandbags or comparable ballast.

Moving plastic traffic drums from location to location if ordered after initial placement is change order work.

12-3.03D Payment
Not Used
12-3.04 PORTABLE DELINEATORS

12-3.04A General
Section 12-3.04 includes specifications for placing portable delineators.

12-3.04B Materials
A portable delineator, including its base, must be made of a material that has enough rigidity to remain upright when unattended and must be flexible or collapsible upon impact by a vehicle. The base must be (1) shaped to prevent rolling after impact and (2) anchored or weigh enough to keep the delineator in an upright position. Ballast for a portable delineator must comply with the manufacturer's instructions.

A portable delineator must be a minimum of 36 inches in height. The vertical portion of a portable delineator must be predominantly orange. The post must be not less than 3 inches in width or diameter. Retroreflectorization of a portable delineator that has a height of less than 42 inches must be provided by two 3-inch-wide white bands placed a maximum of 2 inches from the top with a maximum of 6 inches between the bands. Retroreflectorization of a portable delineator that has a height of 42 inches or more must be provided by four 4- to 6-inch-wide alternating orange and white stripes with the top stripe being orange.

12-3.04C Construction
Use only 1 type of portable delineator on the project.

12-3.04D Payment
Not Used

12-3.05 CHANNELIZERS

12-3.05A General
Section 12-3.05 includes specifications for placing channelizers.

12-3.05B Materials
A channelizer must be on the Authorized Material List for signing and delineation materials.

Its post must be orange.

A channelizer must be affixed with 3-by-12-inch, retroreflective, white sheeting.

12-3.05C Construction
Install channelizers on clean, dry surfaces.

Cement the channelizer bases to the pavement as specified for cementing pavement markers to the pavement in section 81-3.

When no longer required for the work, remove the channelizers and the underlying adhesive used to cement the channelizer bases to the pavement.

Do not remove channelizers that are shown to be left in place at the time of work completion.

12-3.05D Payment
Not Used

12-3.06–12-3.09 RESERVED

12-3.10 BARRICADES

12-3.10A General
Section 12-3.10 includes specifications for placing barricades.

12-3.10B Materials
Markings for barricade rails must be alternating orange and white retroreflective stripes.

Orange retroreflective sheeting must match color PR no. 6, Highway Orange, of the FHWA Color Tolerance Chart.
The interface between the rail surface and the retroreflective sheeting must be free of air bubbles or voids.

The predominant color of barricade components other than the rails must be white or unpainted galvanized metal or aluminum.

You may use a Type III barricade as a sign support if the barricade has been successfully crash tested under NCHRP Report 350 criteria or the Manual for Assessing Safety Hardware (MASH) crash testing guidelines as a single unit with an attached sign panel of the size and type to be used.

A sign panel for a construction area sign or marker panel to be mounted on a barricade must comply with section 12-3.11B(2).

Do not imprint an owner identification on the retroreflective face of any rail.

12-3.10C Construction
Place each barricade such that the stripes slope downward in the direction road users are to pass.

Place each sand-filled bag near the ground level on the lower parts of the frame or stays to serve as ballast for the barricades. Do not place ballast on top of barricades or over any retroreflective barricade rail face that is facing traffic.

Do not remove barricades that are shown to be left in place at the time of work completion.

Moving a barricade from location to location is change order work if ordered after initial placement of the barricade.

12-3.10D Payment
Not Used

12-3.11 CONSTRUCTION AREA SIGNS
12-3.11A General
12-3.11A(1) Summary
Section 12-3.11 includes specifications for placing construction area signs.

Construction area signs include general information signs and all temporary signs and object markers required for the direction of traffic within the project limits.

12-3.11A(2) Definitions
background: Dominant sign color.

legend: Letters, numerals, tildes, bars, arrows, route shields, symbols, logos, borders, artwork, and miscellaneous characters that are intended to convey specific meanings on traffic signs.

12-3.11A(3) Submittals
Reserved

12-3.11A(4) Quality Assurance
Reserved

12-3.11B Materials
12-3.11B(1) General

Construction area sign must be the product of a commercial sign manufacturer.

The style, font, size, and spacing of the legend must comply with the Standard Alphabets published in the FHWA’s Standard Highway Signs Book.
The sign must be visible from 500 feet and legible from 300 feet at noon on a cloudless day and during the hours of darkness under an illumination of legal low-beam headlights by persons with 20/20 vision or vision corrected to 20/20. A fabric sign panel on a portable sign is not subject to the visibility and legibility requirements for headlight illumination during the hours of darkness.

Construction area sign must have a black legend on a retroreflective, fluorescent orange background. W10-1 advance warning sign for highway-rail grade crossings must have a black legend on a retroreflective fluorescent yellow background.

12-3.11B(2)  Stationary-Mounted Signs

Stationary-mounted sign must comply with section 82-2 and must have Type XI retroreflective sheeting.

A temporary sign support of any type placed within 15 feet from the edge of the traveled way must comply with the specifications for a Category 2 temporary traffic control device.

The sign post must be good, sound wood posts with the breakaway feature as shown for a roadside sign. Fastening hardware and back braces must be commercial-quality materials.

12-3.11B(3)  Portable Signs

Each portable sign must consist of a base, standard or framework, and a sign panel. Units delivered to the job site must be capable of being placed into immediate operation.

A sign panel for a portable sign must comply with the specifications for a stationary-mounted sign panel or be fabricated from one of the following materials:

1. Type VI, retroreflective, elastomeric roll-up fabric
2. Nonretroreflective, cotton, drill fabric
3. Nonretroreflective, flexible, industrial, nylon fabric
4. Another type of fabric if authorized

Do not use nonretroreflective portable signs during the hours of darkness.

The bottom of the portable sign panel must be at least 1 foot above the edge of the traveled way.

12-3.11B(4)  Temporary Object Markers

A temporary object marker must be mounted on a stationary wood or metal post and must comply with section 82.

A marker panel for a Type N (CA), Type P (CA), or Type R (CA) object marker must comply with the specifications for a marker panel for a stationary sign panel in section 12-3.11B(2).

A target plate, post, and the hardware for a Type K (CA) and Type L (CA) temporary object marker must comply with the specifications for these items in section 82.

12-3.11B(5)  General Information Signs

12-3.11B(5)(a)  General

Not Used

12-3.11B(5)(b)  Construction Project Funding Identification Signs

Construction project funding identification sign must:

1. Comply with:
   1.1. Section 6F.109(CA) of the California MUTCD
   1.2. Section 82-2.02E
   1.3. Specifications on the Department’s Traffic Operations website
2. Be 48 by 30 inches for local roadways
3. Be 96 by 60 inches for conventional highways & local roads
4. Be 132 by 78 inches for freeways and expressways

12-3.11C Construction
12-3.11C(1) General
Place all construction area signs outside of the traveled way. Do not block a bicycle or pedestrian pathway with a construction area sign.

Place, install, maintain, and remove temporary object markers shown as construction area signs as specified for construction area signs.

Maintain accurate information on construction area signs. Immediately replace or correct signs that convey inaccurate information.

During the progress of work, immediately cover or remove unneeded signs.

Cover each unneeded sign such that the message cannot be seen. Securely fasten the cover to prevent movement from wind.

Check each covered sign daily for damage to the cover and immediately replace any cover if needed.

Clean each construction area sign panel at the time of installation and at least once every 4 months thereafter.

Be prepared to furnish additional construction area sign panels, posts, and mounting hardware or portable sign mounts on short notice due to changing traffic conditions or damage caused by traffic or other conditions. Maintain an inventory of commonly required items at the job site or make arrangements with a supplier who is able to furnish the items daily on short notice.

Replace any damaged construction area sign or repair the sign if authorized.

Remove any sign panel that exhibits irregular luminance, shadowing, or dark blotches at nighttime under vehicular headlight illumination.

12-3.11C(2) Stationary-Mounted Signs
Install stationary-mounted signs as described for the installation of roadside signs except:

1. Back braces and blocks for sign panels are not required for signs 48 inches or smaller in width and diamond-shaped signs 48 by 48 inches or smaller.
2. Bottom of the sign panel must be at least 7 feet above the edge of the traveled way.
3. You may install a construction area sign on an above-ground, temporary platform sign support or on an existing lighting standard or other support if authorized. Do not make holes in a standard to support the sign if it is installed on an existing lighting standard.
4. Post embedment must be at least 2.5 feet if the post hole is backfilled around the post with commercial-quality concrete. The concrete must contain at least 295 pounds of cementitious material per cubic yard.

The Engineer determines the post size and number of posts if the type of sign installation is not shown.

Excavate each post hole by hand methods without the use of power equipment. You may use power equipment where you determine that subsurface utilities are not present in the area of the proposed post hole if authorized. The post-hole diameter must be at least 4 inches greater than the longest cross-sectional dimension of the post if it is backfilled with commercial-quality concrete.

Furnishing, installing, maintaining, moving, and removing any additional construction area signs if ordered is change order work.
12-3.11C(3) General Information Signs

12-3.11C(3)(a) General
Not Used

12-3.11C(3)(b) Construction Project Funding Identification Signs
Do not add information to a construction project funding identification sign unless authorized.
Install C48(CA) construction project funding identification signs within 5 working days of contract approval.
Install C47A(CA) and C47B(CA) construction project funding identification signs before starting major work activities visible to highway users.
Mount construction project funding identification signs on a wood posts under section 82-3.
Dispose of construction project funding identification signs upon completion of the project if authorized.

12-3.11D Payment
Not Used

12-3.12 TELESCOPING FLAG TREES
12-3.12A General
Section 12-3.12 includes specifications for placing telescoping flag trees.

12-3.12B Materials
Telescoping flag trees must be manufactured from commercial-quality material designed for the intended purpose and capable of maintaining an upright position at all times while in use.

12-3.12C Construction
Not Used

12-3.12D Payment
Not Used

12-3.13–12-3.19 RESERVED

12-3.20 TYPE K TEMPORARY RAILING
12-3.20A General
12-3.20A(1) Summary
Section 12-3.20 includes specifications for placing Type K temporary railing and Type K temporary terminal sections.
Type K temporary railing must consist of interconnected PC concrete barrier panels.
You may have your name or logo on each panel of Type K temporary railing. The name or logo must not be more than 4 inches in height and must be located not more than 12 inches above the bottom of the rail panel.
Reinforcing steel must comply with section 52.

12-3.20A(2) Definitions
Reserved

12-3.20A(3) Submittals
Submit a certificate of compliance for Type K temporary railing not cast at the job site.

12-3.20A(4) Quality Assurance
Reserved
12-3.20B  Materials
12-3.20B(1)  General
Concrete must comply with the specifications for minor concrete except load tickets and a certificate of compliance are not required.

Steel bars to receive bolts at the ends of the concrete panels must comply with ASTM A36/A36M. The bolts must comply with ASTM A307.

You may substitute a round bar of the same diameter for the end-connecting bolt shown. If a round bar is used, the round bar must:
1. Comply with ASTM A36/A36M
2. Have a minimum length of 26 inches
3. Have a 3-inch-diameter, 3/8-inch-thick plate welded on the upper end using a 3/16-inch fillet weld

The final surface finish of the railing must comply with section 51-1.03F(2).

Cure the exposed surfaces of the railing by the water method, the forms-in-place method, or the curing compound method using curing compound no. 1.

12-3.20B(2)  Type K Temporary Terminal Section
The closure plate for a Type K temporary terminal section must be a white, commercial-quality steel plate shaped to conform to the cross section of the barrier. The mechanical expansion anchors for connecting the closure plate to the railings must comply with section 75-3 for concrete anchorage devices.

12-3.20C  Construction
12-3.20C(1)  General
Before placing Type K temporary railing on the job site, paint the exposed surfaces of the railing with white paint complying with the specifications for acrylic emulsion paint for exterior masonry. The repainting of the units is change order work if it is ordered after the units are in place.

Place Type K temporary railing on a firm, stable foundation. Grade the foundation to provide a uniform bearing surface throughout the entire length of the railing.

Structure excavation and backfill must comply with section 19-3 except compaction of earth fill placed behind Type K temporary railing in a curved layout is not required.

Place and maintain the abutting ends of PC concrete units in alignment without substantial offset from each other.

The drilling of holes and bonding of threaded rods or dowels must comply with the specifications for drilling and bonding dowels in section 51-1.

Install a reflector on the top or face of the rail of each rail unit placed within 10 feet of a traffic lane. Apply adhesive for mounting the reflector under the reflector manufacturer's instructions.

Install a Type P marker panel at each end of railing placed adjacent to a 2-lane, two-way highway and at the end facing traffic for railing installed adjacent to a one-way roadbed. If the railing is placed on a skew, install the marker at the end of the skew nearest the traveled way. Type P marker panels must comply with section 82 except you must furnish the marker panels.

After removing Type K temporary railing:
1. Restore the area to its previous condition or construct it to its planned condition if temporary excavation or embankment was used to accommodate the railing.
2. Remove all threaded rods or dowels to a depth of at least 1 inch below the surface of the concrete. Fill the resulting holes with mortar under section 51-1 except cure the mortar by the water method or by the curing compound method using curing compound no. 6.

If the Engineer orders a lateral move of Type K temporary railing and repositioning is not shown, the lateral move is change order work and the railing is not measured in the new position.
12-3.20C(2) Type K Temporary Terminal Section
When the Type K temporary terminal section is no longer required, remove the anchor bolts connecting
the closure plate to the concrete barrier or cut the bolts flush with the face of the barrier. If the anchor
bolts are removed, fill the holes with grout.

12-3.20D Payment
The payment quantity for temporary railing (Type K) is the length measured along the top of the railing.

12-3.21 TEMPORARY TRAFFIC SCREENS
12-3.21A General
Section 12-3.21 includes specifications for installing temporary traffic screens.

12-3.21B Materials
Temporary traffic screen panels must be one of the following:
1. CDX grade or better plywood
2. Weather-resistant strand board
3. Plastic

Plastic temporary traffic screen panels must be on the Authorized Material List for temporary traffic
screen.

Wale boards for use with plywood or strand board must be Douglas fir, rough sawn, construction grade or
better.

Pipe screen supports must be schedule 40, galvanized steel pipe.

Nuts, bolts, and washers must be cadmium plated.

Screws must be black or cadmium-plated flat head, cross-slotted, with full-thread length.

Temporary traffic screen panels must be CDX grade or better, plywood or weather-resistant strand board.

Wale boards must be Douglas fir, rough sawn, construction grade or better.

Pipe screen supports must be schedule 40, galvanized steel pipe.

Nuts, bolts, and washers must be cadmium plated.

Screws must be black or cadmium-plated flat head, cross-slotted screws with full-thread length.

12-3.21C Construction
Install and anchor temporary traffic screens to the top of the Type K temporary railing. The temporary
traffic screen must have 3-foot-long openings spaced at 200-foot intervals.

A lateral move of Type K temporary railing with attached temporary traffic screen is change order work if
 ordered and repositioning is not shown.

12-3.21D Payment
The payment quantity for temporary traffic screen is the length measured along the line of the screen with
no deductions for openings in the temporary traffic screen.

12-3.22 TEMPORARY CRASH CUSHION MODULES
12-3.22A General
Section 12-3.22 includes specifications for placing sand-filled temporary crash cushion modules in
groupings or arrays.

If activities expose traffic to a fixed obstacle, protect the traffic from the obstacle with a sand-filled
temporary crash cushion. The crash cushion must be in place before opening traffic lanes adjacent to the
obstacle.
12-3.22B Materials
Each sand-filled temporary crash cushion module must be manufactured after March 31, 1997 and be on the Authorized Material List for highway safety features.

The color of each module must be standard yellow with black lids as furnished by the manufacturer. Each module must be free from structural flaws and objectionable surface defects.

For a module requiring a seal, the top edge of the seal must be securely fastened to the wall of the module by a continuous strip of heavy-duty tape.

Fill each module with sand under the manufacturer's instructions and to the sand capacity in pounds for each module shown. Sand for filling the modules must be clean, commercial-quality, washed concrete sand. When sand is placed in a module, the sand must contain no more than 7 percent water when tested under California Test 226.

12-3.22C Construction
Use the same type of crash cushion module for a single grouping or array.

Temporary crash cushion arrays must not encroach on the traveled way.

Secure the sand-filled modules in place before starting an activity requiring a temporary crash cushion.

Maintain sand-filled temporary crash cushions in place at each location, including times when work is not actively in progress. You may remove the crash cushions during the work shift for access to the work if the exposed fixed obstacle is 15 feet or more from the nearest lane carrying traffic. Reset the crash cushion before the end of the work shift.

Immediately repair sand-filled temporary crash cushion modules damaged due to your activities. Remove and replace any module damaged beyond repair. Repair and replacement of temporary crash cushion modules damaged by traffic are change order work.

You may place sand-filled temporary crash cushion modules on movable pallets or frames complying with the dimensions shown. The pallets or frames must provide a full-bearing base beneath the modules. Do not move the modules and supporting pallets or frames by sliding or skidding along the pavement or bridge deck.

Attach a Type R or Type P marker panel to the front of the temporary crash cushion if the closest point of the crash cushion array is within 12 feet of the traveled way. Firmly fasten the marker panel to the crash cushion with commercial quality hardware or by other authorized methods. Attach the Type R marker panel such that the top of the panel is 1 inch below the module lid. Attach the Type P marker panel such that the bottom of the panel rests upon the pallet or roadway surface if pallets are not used.

A lateral move of a temporary crash cushion module is change order work if ordered and the repositioning is not shown.

Remove sand-filled temporary crash cushion modules, including sand, pallets or frames, and marker panels, at Contract acceptance. Do not install sand-filled temporary crash cushion modules in the permanent work.

12-3.22D Payment
The payment quantity for temporary crash cushion module does not include:

1. Modules placed for public safety
2. Modules placed in excess of the number described
3. Repositioned modules

12-3.23 IMPACT ATTENUATOR VEHICLES
12-3.23A General
12-3.23A(1) Summary
Section 12-3.23 includes specifications for using impact attenuator vehicles.
12-3.23A(2) Definitions
impact attenuator vehicle: Support truck towing a deployed attenuator mounted to a trailer or a support truck with a deployed attenuator mounted to the support truck.

12-3.23A(3) Submittals
Submit a certificate of compliance for each attenuator.

12-3.23A(4) Quality Assurance
Before using an impact attenuator vehicle, conduct a meeting with the Engineer, subcontractors, and other parties involved with traffic control to discuss the operation of the impact attenuator vehicle during moving lane closures and when placing and removing components of a stationary traffic control system.

Schedule the location, time, and date for the meeting with all participants. Furnish a meeting facility located within 5 miles of the job site or at another location if authorized.

12-3.23B Materials
An impact attenuator vehicle must be on the Authorized Material List for highway safety features. The vehicle must comply with Veh Code Div 12.

Each attenuator must be individually identified with the manufacturer's name, address, attenuator model number, and a specific serial number. The name and number must be a minimum 1/2 inch high and located on the left, street side, lower front corner.

An impact attenuator vehicle must comply with the following test levels as specified in the National Cooperative Highway Research Program Report 350:

1. Test level 3 if the preconstruction posted speed limit is 50 mph or more
2. Test level 2 or 3 if the preconstruction posted speed limit is 45 mph or less

The impact attenuator vehicle must comply with the attenuator manufacturer's instructions for:

1. Support truck except the weight of the support truck must be within the allowable vehicle weight limits shown on the Authorized Material List for highway safety features and the manufacturer's instructions
2. Trailer-mounted attenuator
3. Truck-mounted attenuator

A flashing arrow sign must comply with section 12-3.30 except you may use a PCMS instead of a flashing arrow sign. A PCMS used as a flashing arrow sign must comply with the specifications for an arrow board in the California MUTCD.

Each impact attenuator vehicle must have:

1. Inverted V chevron pattern placed across the entire rear of the attenuator composed of alternating 4-inch-wide, nonreflective black stripes and 4-inch-wide, yellow retroreflective stripes sloping at 45 degrees
2. Type II flashing arrow sign
3. Flashing or rotating amber light
4. Operable 2-way communication system for maintaining contact with workers

12-3.23C Construction
Do not use an impact attenuator vehicle until authorized.

Monitor the placement and use of the attenuator vehicle on a regular basis and adjust the use of the attenuator to match changing field conditions as construction progresses.

After placing the components of a stationary traffic control system, you may place the impact attenuator vehicle in advance of the work area or at another authorized location to protect traffic and workers.

Secure objects, including equipment, tools, and ballast, on impact attenuator vehicles to prevent their loosening upon impact by an errant vehicle.
Do not use a damaged attenuator in the work. Replace any attenuator damaged from an impact during work activities.

12-3.23D Payment
Not Used

12-3.24–12-3.29 RESERVED

12-3.30 FLASHING ARROW SIGNS
12-3.30A General
Section 12-3.30 includes specifications for placing flashing arrow signs.

12-3.30B Materials
A flashing arrow sign must comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Type</th>
<th>Panel size (min, inches)</th>
<th>Number of panel lights (min)</th>
<th>Legibility distance(^a) (min, miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>48 x 96</td>
<td>15</td>
<td>1</td>
</tr>
<tr>
<td>II</td>
<td>36 x 72</td>
<td>13</td>
<td>3/4</td>
</tr>
</tbody>
</table>

\(^a\) The legibility distance is the distance that a flashing arrow sign must be legible at noon on a cloudless day and during the hours of darkness by persons with 20/20 vision or vision corrected to 20/20.

A flashing arrow sign must be finished with commercial-quality nonreflective black enamel and must be equipped with yellow or amber lamps that form arrows or arrowheads. Each lamp must be equipped with a visor and the lamps must be controlled by an electronic circuit that provides from 30 to 45 complete operating cycles per minute for each of the displays and modes specified. The control must be capable of dimming the lamps by reducing the voltage to 50 ± 5 percent for nighttime use. Type I signs must have both manual and automatic photoelectric-dimming controls. Dimming in both modes must be continuously variable over the entire dimming range.

A flashing arrow sign must be capable of operating in the following display modes:

1. Pass left display
2. Pass right display
3. Simultaneous display
4. Caution display or alternating diamond

A flashing arrow sign must be capable of operating in the flashing arrow mode or the sequential mode.

In the flashing arrow mode, all lamps forming the arrowhead and shaft must flash on and off simultaneously.

In the sequential mode, either arrowheads or arrows must flash sequentially in the direction indicated.

In the simultaneous display mode, the lamps forming both the right and left arrowheads and the lamps forming the arrow shaft or center 3 lamps for Type I signs must flash simultaneously. For Type II signs, the lamps forming the right and left arrowhead, but not the center lamp, may be illuminated continuously; the lamps forming the shaft and the center lamp of the arrowheads must flash on and off simultaneously.

In the caution display mode, a combination of lamps not resembling any other display or mode must flash.

Each flashing arrow sign must be:

1. Mounted on a truck or trailer
2. Capable of operating when the vehicle is moving
3. Capable of being placed and maintained in operation at locations described

A Type II flashing arrow sign must be controllable by the operator of the vehicle while the vehicle is in motion.
The bottom of the flashing arrow sign must be a minimum of 7 feet above the roadway when mounted.

The trailer for a flashing arrow sign must be equipped with (1) devices to level and plumb the sign and (2) a supply of electrical energy capable of operating the sign.

12-3.30C Construction
Not Used

12-3.30D Payment
Not Used

12-3.31 PORTABLE FLASHING BEACONS

12-3.31A General
Section 12-3.31 includes specifications for placing, maintaining, and removing portable flashing beacons.

12-3.31B Materials
Each portable flashing beacon must have:

1. Standard and base
2. Signal section
3. Flasher unit
4. Battery power source

The components must be assembled to form a complete, self-contained, portable flashing beacon that can be delivered to the job site and placed into immediate operation.

The portable flashing beacon must be weatherproof and operate a minimum of 150 hours between battery recharging and routine maintenance.

The signal section must be yellow and comply with section 86-1.02R(4)(a), except it must be rated for 25 W at 12 V.

The flash rate for the flashing unit must comply with chapter 4L, "Flashing Beacons," of the California MUTCD.

The standard must be adjustable to allow variable mounting of the signal section from 6 to 10 feet, from the bottom of the base to the center of the lens, and be capable of being secured at the desired height. The standard must be securely attached to the base and have a length of multiconductor, neoprene-jacketed cable long enough for the full vertical height.

The base must be (1) large enough to accommodate at least two 12 V automotive-type storage batteries and (2) a shape and weight such that the beacon will not roll if struck by a vehicle or pushed over.

12-3.31C Construction
Remove portable flashing beacons from the traveled way at the end of each night's work. You may store the flashing beacon at selected central locations within the highway where designated by the Engineer.

Moving portable flashing beacons from location to location if ordered after initial placement is change order work.

12-3.31D Payment
The payment quantity for portable flashing beacons (ea) is the number of portable flashing beacon locations with each location counting as 1 measurement unit.

12-3.32 PORTABLE CHANGEABLE MESSAGE SIGNS

12-3.32A General

12-3.32A(1) Summary
Section 12-3.32A includes specifications for placing, maintaining, and removing portable changeable message signs.
12-3.32A(2) Definitions
Reserved

12-3.32A(3) Submittals
If requested, submit a certificate of compliance for each PCMS.
Submit your cell phone number before starting the first activity that requires a PCMS.

12-3.32A(4) Quality Assurance
Reserved

12-3.32B Materials
Each PCMS consists of a sign panel, a controller unit, a power supply, and a structural support system.
The PCMS must:
1. Be assembled to form a complete self-contained unit that can be delivered to the job site and placed into immediate operation.
2. Operate at an ambient air temperature from -4 to 158 degrees F.
3. Not be affected by mobile radio transmissions other than those required to control the PCMS.
4. Be capable of displaying a 3-line message with at least 7 characters per line.
5. Provide a complete alphanumeric selection.
6. Be internally or externally illuminated during the hours of darkness, when non-illuminated pixels are used.
7. Have a dimming control that automatically adjusts the character light intensity to provide optimum character visibility and legibility under all ambient lighting conditions. The dimming control must have a minimum 3 manual dimming modes of different intensities.

A message with 18-inch high characters or 15-inch high characters must be visible from a distance of 1,500 feet and legible from a distance of at least 750 feet at noon on a cloudless day and during the night by persons with 20/20 vision or vision corrected to 20/20.

A message with 10-inch high characters must be legible from a distance of at least 650 feet at noon on a cloudless day and during the night by persons with 20/20 vision or vision corrected to 20/20.

The controller must:
1. Be an all solid-state unit.
2. Include at least 5 preprogrammed messages.
3. Have a user adjustable display rate.
4. Have a user adjustable flashing-off time.
5. Include a screen to review the messages before being displayed on the sign.
6. Include a keyboard message entry system. The keyboard must be equipped with a security lockout feature.
7. Have nonvolatile memory to store an infinite number of user created messages.
8. Be installed at a location that allows the user to perform all the functions from a single position.

12-3.32C Construction
Use a PCMS with characters:
1. At least 18 inches in height where the useable shoulder area is 15 feet wide or more
2. At least 12 inches in height where the useable shoulder area is less than 15 feet wide
3. At least 10 inches in height if the PCMS is:
   3.1. Mounted on a service patrol truck or incident response vehicle
   3.2. Used for traffic control where the posted speed limit is less than 40 mph

Place a PCMS as far from the traveled way as practicable where it is legible to approaching traffic without encroaching on the traveled way. Where the vertical roadway curvature restricts the sight distance of approaching traffic, place the sign on or before the crest of the curvature where it is most visible to the approaching traffic. Where the horizontal roadway curvature restricts the sight distance of approaching traffic,
traffic, place the sign at or before the curve where it is most visible to approaching traffic. Where practicable, place the sign behind guardrail or Type K temporary railing.

If multiple signs are needed, place each sign on the same side of the road at least 1,000 feet apart on freeways and expressways and at least 500 feet apart on other types of highways.

Operate the PCMS under the manufacturer’s instructions.

When in operation, place the bottom of a PCMS at least 7 feet above the roadway in areas where pedestrians are anticipated and 5 feet above the roadway elsewhere. Place the top of the PCMS no more than 14.5 feet above the roadway.

If more than one PCMS is simultaneously visible to traffic, only one sign may display a sequential message at any time. Do not use dynamic message displays, such as animation, rapid flashing, dissolving, exploding, scrolling, horizontal movement, or vertical movement of messages. The message must be centered within each line of the display.

You may use an additional PCMS if more than 2 phases are needed to display a message.

Display only messages shown or ordered.

Repeat the entire message continuously in not more than 2 phases of at least 3 seconds per phase. The sum of the display times for both of the phases must be a maximum of 8 seconds. If more than 2 phases are needed to display a message, use an additional PCMS.

You must be available by cell phone during activities that require a sign. Be prepared to immediately change the displayed message if ordered. You may operate the sign with a 24-hour timer control or remote control if authorized.

Keep the PCMS clean to provide maximum visibility.

After the initial placement, move a sign from location to location as ordered.

12-3.32D Payment
Not Used

12-3.33 PORTABLE SIGNAL SYSTEMS
12-3.33A General
Section 12-3.33 includes specifications for installing, maintaining, and removing portable signal systems, including installing lighting and flashing beacons for traffic control.

A portable signal system must comply with section 87-20, except it must be trailer mounted.

12-3.33B Materials
Not Used

12-3.33C Construction
If the portable signal system is out of operation, provide flaggers to control the traffic until the traffic signals are in operation.

12-3.33D Payment
Not Used

12-3.34 TEMPORARY FLASHING BEACON SYSTEMS
12-3.34A General
Section 12-3.34 includes specifications for installing, maintaining, and removing temporary flashing beacon systems.

A temporary flashing beacon system must comply with section 87-20.

12-3.34B Materials
The sign panels installed on a temporary flashing beacon system must comply with section 12-3.11.
12-3.35 AUTOMATED WORK ZONE INFORMATION SYSTEMS

12-3.35A General
12-3.35A(1) Summary
Section 12-3.35 includes specifications for installing automated work zone information systems.

12-3.35A(2) Definitions
Reserved

12-3.35A(3) Submittals
Reserved

12-3.35A(4) Quality Assurance
Assign an on-site system coordinator. The coordinator must be available locally to service, maintain, and relocate system components as necessary. The coordinator must be accessible 24–7 while the system is deployed. If the system fails to perform as specified, perform any necessary remedial work and replace any failed components within 24 hours of notification of a system or component failure.

12-3.35B Materials
12-3.35B(1) General
The AWIS must be a proven system that has been successfully deployed and operated in actual work zones or congested areas.

The system must acquire traffic data throughout the work zone and automatically display predetermined information to motorists without operator intervention after system initialization.

Real-time information must be displayed to motorists using a PCMS. The sign must comply with section 12-3.32.

The system must be controlled either locally or remotely by a dedicated controller or computer.

Authorized users must be able to both locally and remotely override motorist information messages.

Traffic sensors must not require adjustments after the initial deployment.

12-3.35B(2) General System Function Requirements
The general system functions of the AWIS must be capable of:

1. Preventing any unauthorized users or systems from gaining access to the PCMSs through an industry authentication and encryption standard level of security.
2. Providing current operational status locally and remotely. Operational status must include current traffic data and messages, communications system, and power status.
3. Delivering notifications either by telephone, voice, or text messages to alert support staff of trouble conditions.
4. Generating trouble alerts for conditions such as (1) low roadside equipment power or voltage, (2) system communications failure, (3) low speed traffic detected, and (4) excessive delay detected.
5. Adjusting the thresholds of reduced speed and congestion-induced delay at which the system initiates a trouble alert.
6. Allowing programming of the hours during which the trouble condition alerting subsystem initiates notification to authorized users.
7. Measuring periodically and automatically the power levels of all equipment. Alert support staff, locally and remotely via a telephone message, in time to provide supplemental power before the system ceases to operate.
8. Displaying preprogrammed messages based on the time of day and day of week.
12-3.35B(3) Motorist Information Message Requirements

The AWIS must be capable of:

1. Displaying predetermined speed, delay, diversion, and closure messages to motorists when user-adjustable thresholds are exceeded.
2. Updating its speed and delay advisory messages at least once per minute. The actual message updates must be consistent with traffic conditions.
3. Selecting messages for each PCMS independently, based on the traffic conditions downstream of the sign.
4. Recording motorist information messages in a comma-separated values file with time and date stamps, including message overrides with user ID.
5. Displaying default messages when traffic conditions, system algorithms, and user parameters do not dictate that an advisory message should be displayed.
6. Displaying separate, independent, default messages on each PCMS.
7. Analyzing traffic parameters in work zones in which there are multiple speed limits.

The following parameters for the selection and presentation of information messages must be adjustable by the user:

1. Message update frequency
2. Minimum delay necessary to trigger a delay advisory message
3. Persistence of delay before a delay message is displayed
4. Level of delay required to trigger a diversion message
5. Change in delay needed to cause a delay advisory message update
6. Change in downstream speed at which a speed advisory message update occurs

12-3.35B(4) System Communication Requirements

The wireless communications subsystem of the AWIS must:

1. Operate independently of the public cellular phone system for receiving data to ensure reliable communications
2. Communicate independent of the line of sight or distance
3. Incorporate an error detection and correction mechanism to ensure the integrity of all traffic condition data and motorist information messages
4. Configure automatically during system initialization

12-3.35B(5) Traffic Data Acquisition Requirements

The AWIS must collect accurate traffic data using a speed measurement technique with an accuracy of ±5 mph, allowing specific information messages. The system must collect data during reduced visibility conditions, including precipitation, fog, darkness, excessive dust, and road debris.

The system must (1) archive the data with time and date stamps and (2) aggregate the data in operator-definable time increments, accessible 24–7 to the Engineer in a comma-separated values file.

12-3.35B(6) User Interface

The system must have a user interface to control the AWIS PCMS communications. The interface must be (1) software compatible with a Windows environment or (2) a web service accessed by a web browser.

Provide any software on a CD or other Engineer-authorized data-storage device for installation at the Department's Transportation Management Center.

The user interface must, at a minimum, provide the user with a list of AWIS PCMSs in the field, location information for each AWIS PCMS, and a real-time on-board display of the message in the field. Control options must, at a minimum, provide the user the ability to change the on-board messages and flash rate.

12-3.35C Construction

Obtain authorization for the message content and the threshold used for triggering the message before displaying any message on a PCMS.

Provide complete setup and support for the AWIS PCMS communications.
12-3.37 PORTABLE RADAR SPEED FEEDBACK SIGN SYSTEMS

12-3.37A General
Section 12-3.37 includes specifications for placing, maintaining, and removing portable radar speed feedback sign systems.

12-3.37B Materials
A portable radar speed feedback sign system must comply with the requirements for a temporary radar speed feedback sign system, except it must be trailer mounted.

12-3.37C Construction
Not Used

12-3.37D Payment
Not Used

12-3.38 AUTOMATED FLAGGER ASSISTANCE DEVICES

12-3.38A General
12-3.38A(1) Summary
Section 12-3.38 includes specifications for placing, maintaining, and removing automated flagger assistance devices (AFADs).

12-3.38A(2) Definitions
automated flagger assistance devices: Devices that enable a flagger to be positioned out of the lane of traffic and are used to control motorists through work zones. They are designed to be remotely operated either by a single flagger at one end of the work zone or at a central location, or by separate flaggers near the devices.

12-3.38A(3) Submittals
Submit a copy of the manufacturer's operating instructions for the automated flagger assistance devices.

12-3.38A(4) Quality Assurance
Reserved

12-3.38B Materials
The automated flagger assistance device must comply with the California MUTCD, Section 6E.04, and Section 6E.06, "Red/Yellow Lens Automated Flagger Assistance Devices."

The device must:
1. Be equipped with a gate arm, which must not extend into the opposing lane
2. Alternately display a steadily illuminated circular red lens and a flashing circular yellow lens to control traffic
3. Have a fail-safe device that prevents the operator from inadvertently actuating a simultaneous flashing circular yellow lens at both ends of the work zone
4. Have a device that monitors for malfunctions and prevents the display of conflicting indication
5. Have a 24-by-30-inch R10-6 STOP HERE ON RED sign mounted on the trailer
The device must continuously monitor the wireless communication links and verify transmission and reception of data between the devices. If communication is lost, the devices must immediately display the circular red/stop indication and lower the gate arms.

12-3.38C Construction
The devices must:

1. Be placed where a flagger station is shown with an unobstructed view from the operator
2. Be placed outside of the traveled lane
3. Be attended by the operator when in use
4. Have a minimum of 9 cones placed on a taper in advance of the device and along the edge of shoulder or edge of the traveled way at 25-foot intervals to a point not less than 25 feet past the device
5. Be clearly visible to approaching traffic and illuminated during the hours of darkness

If any device unit becomes inoperative, do one of the following:

1. Replace the unit with the same type and model.
2. Revert to human flagging operations.
3. Terminate all construction activities requiring the use of the devices.

Incorporate the devices into the traffic control using one of the following methods:

1. Method 1: Place one device at each end of the closure.
2. Method 2: Place one device at one end of the closure and a flagger at the opposite end of the closure.

Use two operators for both methods, except you may use a single operator if:

1. Operator has an unobstructed view of the devices
2. Operator has an unobstructed view of approaching traffic in both directions
3. Second flagger is on-site to assist with manual flagging should the device malfunction, or to direct traffic when drivers fail to comply with the devices

When AFADs are in operation:

1. Use portable transverse rumble strips at your discretion
2. Do not use the 48-inch-by-48-inch C9A (CA) sign
3. Do not use the gate cones

12-3.38D Payment
If automated flagger assistance devices bid item is not shown on the Bid Item List, providing AFADS is change order work.

12-3.39 TEMPORARY RADAR SPEED FEEDBACK SIGN SYSTEMS
12-3.39A General
Section 12-3.39 includes specifications for placing, maintaining, and removing temporary radar speed feedback sign systems.

12-3.39B Materials
A temporary radar speed feedback sign system must comply with the requirements under section 87-20.

12-3.39C Construction
Place the system:

1. As far from the traveled way as practicable where it is visible and legible to approaching traffic. Where practicable, place the sign behind a barrier or guardrail.
2. At or before the crest of roadway vertical curvatures that restrict sight distance.
3. At or before the curve of horizontal roadway curvatures that restrict sight distance.
Install a G20-5aP WORK ZONE plaque.

12-3.39D Payment
Not Used

12-3.40 RESERVED

12-4 MAINTAINING TRAFFIC

12-4.01 GENERAL
12-4.01A General
Section 12-4.01 includes general specifications for maintaining traffic through construction work zones.

If local authorities regulate traffic, notify them at least 5 business days before the start of job site activities. Cooperate with the local authorities to handle traffic through the work zone and to make arrangements to keep the work zone clear of parked vehicles.

12-4.01B Materials
Not Used

12-4.01C Construction
Not Used

12-4.01D Payment
Not Used

12-4.02 TRAFFIC CONTROL SYSTEMS
12-4.02A General
12-4.02A(1) Summary
Section 12-4.02 includes specifications for providing a traffic control system to close traffic lanes, shoulders, ramps, and connectors.

A traffic control system for a closure includes flagging and the temporary traffic control devices described as part of the traffic control system. Temporary traffic control devices must comply with section 12-3.

12-4.02A(2) Definitions
Construction Zone Enhanced Enforcement Program (COZEEP): Program that provides California Highway Patrol officers to monitor the movement of traffic within the work zone.

Buffer lane: Closed lane that separates a lane carrying traffic from the work area to enhance safety of workers and allow errant vehicles to recover safely.

designated holidays: Designated holidays are shown in the following table:

<table>
<thead>
<tr>
<th>Designated Holidays</th>
<th>Date observed</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Year's Day</td>
<td>January 1st</td>
</tr>
<tr>
<td>Washington's Birthday</td>
<td>3rd Monday in February</td>
</tr>
<tr>
<td>Memorial Day</td>
<td>Last Monday in May</td>
</tr>
<tr>
<td>Independence Day</td>
<td>July 4th</td>
</tr>
<tr>
<td>Labor Day</td>
<td>1st Monday in September</td>
</tr>
<tr>
<td>Veterans Day</td>
<td>November 11th</td>
</tr>
<tr>
<td>Thanksgiving Day</td>
<td>4th Thursday in November</td>
</tr>
<tr>
<td>Christmas Day</td>
<td>December 25th</td>
</tr>
</tbody>
</table>
If a designated holiday falls on a Sunday, the following Monday is a designated holiday. If November 11th falls on a Saturday, the preceding Friday is a designated holiday.

12-4.02A(3) Submittals
12-4.02A(3)(a) General
Submit a request for a minor deviation from the specified work hours. For a project in District 7, submit the request at least 15 days before the proposed closure date. Your request may be authorized if (1) the Department does not accrue a significant cost increase and (2) the work can be expedited and better serve the traffic.

If a closure is not opened to traffic by the specified time, submit a work plan that ensures that future closures will be opened to traffic by the specified time. Allow 2 business days for review.

Submit closure schedule requests and closure schedule amendments using LCS to show the locations and times of the requested closures.

Submit a traffic break request using LCS to show the location and time of the requested traffic break.

12-4.02A(3)(b) Closure Schedules
Every Monday by noon, submit a closure schedule request for planned closures for the next week.

Except for a project in District 7, the next week is defined as Sunday at noon through the following Sunday at noon.

For a project in District 7, the next week is defined as Friday at noon through the following Friday at noon.

Submit a closure schedule request from 25 days to 125 days before the anticipated start of any job site activity that reduces:

1. Horizontal clearances of traveled ways, including shoulders, to 2 lanes or fewer due to activities such as temporary barrier placement and paving
2. Vertical clearances of traveled ways, including shoulders, due to activities such as pavement overlays, overhead sign installation, or falsework girder erection

Submit closure schedule changes, including additional closures, by noon at least 3 business days before a planned closure.

Cancel closure requests using LCS at least 48 hours before the start time of the closure.

The Department notifies you through LCS of authorized and unauthorized closures and closures that require coordination with other parties as a condition for authorization.

12-4.02A(3)(c) Contingency Plans for Closures
Submit a contingency plan for an activity that could affect a closure if a contingency plan is specified in the special provisions or if a contingency plan is requested.

If a contingency plan is requested, submit the contingency plan within 1 business day of the request.

The contingency plan must identify the activities, equipment, processes, and materials that may cause a delay in the opening of a closure to traffic. The plan must include:

1. List of additional or alternate equipment, materials, or workers necessary to ensure continuing activities and on-time opening of closures if a problem occurs. If the additional or alternate equipment, materials, or workers are not on the job site, specify their location, the method for mobilizing these items, and the required time to complete mobilization.
2. General time-scaled logic diagram displaying the major activities and sequence of the planned activities. For each activity, identify the critical event that will activate the contingency plan.

Submit revisions to a contingency plan at least 3 business days before starting the activity requiring the contingency plan. Allow 2 business days for review.
12-4.02A(3)(d) Traffic Break Schedule
Every Monday by noon, submit a traffic break request for the next week. Support for a traffic break is based on local California Highway Patrol staffing levels and may not be available for the date or time requested.

Traffic break requests are limited to the hours when a shoulder or lane closure is allowed.

Cancel a traffic break request using LCS at least 48 hours before the start time of the traffic break.

The Department notifies you through LCS of authorized and unauthorized traffic breaks.

The Department does not adjust time or payment if (1) a California Highway Patrol officer is unavailable for the requested date or time or (2) your request is not authorized.

12-4.02A(4) Quality Assurance
Reserved

12-4.02B Materials
Not Used

12-4.02C Construction
12-4.02C(1) General
Work that interferes with traffic is limited to the hours when closures are allowed.

Do not reduce an open traffic lane width to less than 10 feet. If traffic cones or delineators are used for temporary edge delineation, the side of the base of the cones or delineators nearest to traffic is considered the edge of the traveled way.

Do not simultaneously close consecutive ramps in the same direction of travel servicing 2 consecutive local streets unless authorized.

Notify the Engineer of delays in your activities caused by the denial of either (1) an authorized closure or (2) a closure schedule request for the specified time frame allowed for closures.

Discuss the contingency plan for any activity that could affect the closure schedule with the Engineer at least 5 business days before starting the activity requiring the plan.

If you do not open a closure to traffic by the specified time, suspend work and submit a work plan. No further closures are allowed until your work plan has been authorized.

If the Engineer orders you to remove a closure before the time designated in the authorized closure schedule, any delay caused by this order is an excusable delay.

The Engineer may reschedule a closure that was canceled due to unsuitable weather.

You may use automated flagger assistance devices to enhance the traffic control system for a lane closure on a two-lane convention highway, except if a bid item for automated flagger assistance devices is shown in the Bid Item List, the use of AFADs is required.

Do not use automated flagger assistance devices:

1. On multi-lane highways
2. As a substitute or a replacement for a temporary traffic control signal
3. If the devices impair access for pedestrians and bicycles, unless alternate access is provided
4. If the usable shoulder area is not wide enough to place a trailer mounted device
5. If the distance between the devices is more than 800 feet, except when each device is controlled by a separate operator and radio communication is available between the AFAD operators

12-4.02C(2) Lane Closure System
12-4.02C(2)(a) General
The Department provides LCS training. Request the LCS training at least 30 days before submitting the 1st closure request. The Department provides the training within 15 days after your request.
LCS training is web-based or held at a time and location agreed upon by you and the Engineer. For web-based training, the Engineer provides you the website address to access the training.

Within 5 business days after completion of the training, the Department provides LCS accounts and user IDs to your assigned, trained representatives.

Each representative must maintain a unique password and current user information in the LCS.

The project is not accessible in LCS after Contract acceptance.

12-4.02C(2)(b) Status Updates for Authorized Closures
Update the status of authorized closures using the LCS Mobile web page.

For a stationary closure on a traffic lane, use code:

1. 10-97 immediately before you place the 1st cone on the traffic lane
2. 10-98 immediately after you remove all of the cones from the traffic lane

For a stationary closure on the shoulder, use code:

1. 10-97 immediately before you place the 1st cone after the last advance warning sign
2. 10-98 immediately after you remove the last cone before the advance warning signs

For a moving closure, use code:

1. 10-97 immediately before the actual start time of the closure
2. 10-98 immediately after the actual end time of the closure

For closures not needed on the authorized date, use code 10-22 within 2 hours after the authorized start time.

If you are unable to access the LCS Mobile web page, immediately notify the Engineer of the closure's status.

12-4.02C(3) Closure Requirements and Charts
12-4.02C(3)(a) General

Where two or more lanes in the same direction of travel and on the same side are adjacent to the work area, closures must comply with the buffer lane requirements.

12-4.02C(3)(b) Complete Freeway or Expressway Closure Requirements
Reserved

12-4.02C(3)(c) HOV, Express, and Bus Lane Closure Requirements
Reserved

12-4.02C(3)(d) City Street Closure Requirements
Reserved

12-4.02C(3)(e) Closure Restrictions for Special Events and Venues
Reserved

12-4.02C(3)(f) Closure Restrictions for Designated Holidays and Special Days
Reserved

12-4.02C(3)(g) Freeway or Expressway Lane Requirement Charts
Reserved
12-4.02C(3)(h) Complete Freeway or Expressway Closure Hour Charts
Reserved

12-4.02C(3)(i) Complete Connector Closure Hour Charts and Connector Lane Requirement Charts
Reserved

12-4.02C(3)(j) Complete Ramp Closure Hour Charts and Ramp Lane Requirement Charts
Reserved

12-4.02C(3)(k) Conventional Highway Lane Requirement Charts
Reserved

12-4.02C(3)(l) Complete Conventional Highway Closure Hour Charts
Reserved

12-4.02C(3)(m) City Street Closure Hour Charts and City Street Lane Requirement Charts
Reserved

12-4.02C(3)(n) Concrete Slab and Approach Slab Replacement Closure Hours Table
Reserved

12-4.02C(3)(o)–12-4.02C(3)(s) Reserved

12-4.02C(4) Buffer Lanes
Where two or more lanes are adjacent to a work area, including work on shoulders, you must close the
lane adjacent to the work area in accordance with the lane requirement charts as follows:

1. Work is on the traveled way within 6 feet of the adjacent traffic lane.
2. Work is off the traveled way but within 6 feet of the edge of the traveled way, and the posted speed is
   45 mph or greater.
3. Work is off the traveled way but within 3 feet of the edge of the traveled way, and the posted speed is
   less than 45 mph.

Closure of the adjacent traffic lane is not required for:

1. Workers protected by a permanent or temporary barrier
2. Installation, maintenance, or removal of traffic control devices except for temporary railing

For time periods at the beginning or end of work when the lane requirement charts do not allow the
closure of the adjacent traffic lane, the following construction activities are allowed without a buffer lane:

1. Paving.
2. Parking, positioning, loading, unloading vehicles, or storing equipment or materials necessary for the
   work being performed.
3. Placing, removing or maintaining traffic stripes, pavement marking, or pavement markers.
4. Operations not performed by workers on foot such as grinding, grooving, planing, sweeping, applying
   a tack coat, or operating a crane.
5. Operations where workers on foot are protected, at each work location, within the same closure by an
   impact attenuator vehicle in the lane adjacent to live traffic.

Do not perform work activities or store equipment, vehicles, or materials within the buffer lane.

12-4.02C(5)–12.4.02C(6) Reserved

12-4.02C(7) Traffic Control System Requirements
12-4.02C(7)(a) General
Control traffic using stationary closures.
If components of the traffic control system are displaced or cease to operate or function as specified, immediately repair them to their original condition or replace them and place them back in their original locations.

Vehicles equipped with attenuators must comply with section 12-3.23.

Each vehicle used to place, maintain, and remove components of a traffic control system on a multilane highway must have a Type II flashing arrow sign that must operate whenever the vehicle is used for placing, maintaining, or removing the components. For a stationary closure, vehicles with a Type II flashing arrow sign not involved in placing, maintaining, or removing the components must display only the caution display mode. If a flashing arrow sign is required for a closure, activate the sign before the closure is in place.

12-4.02C(7)(b) Stationary Closures
Except for channelizing devices placed along open trenches or excavations adjacent to the traveled way, remove the components of the traffic control system for a stationary closure from the traveled way and shoulders at the end of each work period. You may store the components at authorized locations within the limits of the highway.

If a traffic lane is closed with channelizing devices for excavation work, move the devices to the adjacent edge of the traveled way when not excavating. Space the devices as shown for the lane closure.

12-4.02C(7)(c) Moving Closures
For a moving closure, use a PCMS that complies with section 12-3.32 except the sign must be truck mounted. The full operational height to the bottom of the sign may be less than 7 feet above the ground but must be as high as practicable.

If you use a flashing arrow sign in a moving closure, the sign must be truck mounted. Operate the flashing arrow sign in the caution display mode if it is being used on a 2-lane, two-way highway.

12-4.02C(7)(d) Traffic Breaks
You may request a traffic break for special operations such as:

1. Installation, removal, or replacement of an overhead power line or other utility cable across the highway
2. Installation or removal of traffic control devices in areas without a standard-width shoulder
3. Transportation of large equipment across the highway
4. Access to median areas for workers or equipment

If the Department authorizes the traffic break, the Engineer notifies you and arranges the traffic break with the California Highway Patrol through COZEEP. The duration of a traffic break must not exceed 5 minutes or as authorized.

Two California Highway Patrol officers per vehicle are required for traffic breaks occurring any time from 2200 to 0600 hours.

A minimum of 2 California Highway Patrol vehicles will be assigned to conduct a traffic break.

Place a PCMS approximately 2,000 feet upstream of the work area or as agreed upon by the Engineer. The PCMS must comply with section 12-3.32 except the PCMS must not be trailer mounted. Monitor the traffic during the traffic break. If a queue develops, reposition the PCMS truck far enough upstream of the traffic break to provide real-time notification to motorists before they approach the traffic queue.

12-4.02C(8) Traffic Control System Signs
12-4.02C(8)(a) General
Traffic control system signs must comply with section 12-3.11.

12-4.02C(8)(b) Connector and Ramp Closure Signs
Inform motorists of a temporary closing of a (1) connector or a (2) freeway or expressway entrance or exit ramp using:

1. SC6-3(CA) (Ramp Closed) sign for closures of 1 day or less
2. SC6-4(CA) (Ramp Closed) sign for closures of more than 1 day

SC6-3(CA) and SC6-4(CA) signs must be stationary mounted at the locations shown and must remain in place and visible to motorists during the connector or ramp closure.

Notify the Engineer at least 2 business days before installing the sign and install the sign from 7 to 15 days before the closure.

12-4.02C(9) Flagging
12-4.02C(9)(a) General
12-4.02C(9)(a)(i) Summary
Section 12-4.02C(9) includes specifications for flaggers, AFAD operators, additional flaggers, advance flaggers and flagger stations.

12-4.02C(9)(a)(ii) Definitions

**AFAD operator:** Flagger certified by the manufacturer to operate the specific automated flagger assistance device.

**additional flagger:** Flagger that controls the flow of traffic at intermediate locations within the limits of a closure with reversible control, at intersections, driveways and other traffic merging points.

**advance flagger:** Flagger positioned upstream of the traffic control system, who warns approaching traffic of road work ahead and potentially stopped traffic within the advance warning signs.

**incidental flagger:** Flagger that performs flagging that is not part of a traffic control system.

12-4.02C(9)(a)(iii) Submittals
Submit as informational submittals:

1. Flagger certification for each flagger including AFAD operators. The submittal must include:
   1.1. Name of the individual receiving certification.
   1.2. Name of entity providing certification.
   1.3. Date of certification.
   1.4. Certification expiration date.

2. AFAD manufacturer certification for each AFAD operator. The submittal must include:
   2.1. Name of the manufacturer's authorized trainer.
   2.2. Name of the trainee.
   2.3. Description of device type and model for which training was provided.
   2.4. Date when the training was provided.

3. Training qualifications for each incidental flagger.

12-4.02C(9)(a)(iv) Quality Assurance
Flaggers must be at least 18 years of age and maintain a valid government issued identification and must possess proof of certification during flagging operations.

Effective July 1, 2020, flaggers that are part of a traffic control system must be certified by an authorized flagger training provider. The authorized flagger training provider list is available at the Department's Division of Construction website.

In addition, AFAD operators must be certified by the AFAD manufacturer on:

1. Device type and model to be used on the project
2. Installation procedures
3. Local and remote-controlled operation
4. Maintenance of the device

Incidental flaggers must be trained under 8 CA Code of Regs § 1599.
12-4.02C(9)(b) Materials
Not Used

12-4.02C(9)(c) Construction

12-4.02C(9)(c)(i) General
Not Used

12-4.02C(9)(c)(ii) Flaggers
12-4.02C(9)(c)(ii)(A) General
Flaggers should stand in a conspicuous place and be visible to approaching vehicles.

Flaggers must wear a hard hat, safety glasses, and Class 3, high-visibility, safety apparel under ANSI/ISEA 107-2004, or equivalent subsequent revisions.

Flaggers must be equipped with a 24-by-24-inch "STOP/SLOW" paddle with a rigid staff tall enough to maintain the bottom of the paddle a minimum of 6 feet above the pavement.

12-4.02C(9)(c)(ii)(B) Automated Flagger Assistance Device Operators
When AFADs are in operation, the AFAD operators must:

1. Be positioned away from the traveled way
2. Be positioned where they have an unobstructed line of sight to approaching vehicles and to the devices
3. Keep a backup hand held AFAD remote control readily available

A pilot car driver must not operate a device and must not be considered as one of the flaggers present on-site available to operate a device.

12-4.02C(9)(c)(ii)(C) Additional Flaggers
Provide additional flaggers at any of the following locations:

1. At high-volume intersections and driveways between the two flagger stations as described
2. At Multi-lane and circular intersections

For other intersections and driveways, place a C37(CA) sign.

Additional flaggers use the STOP/SLOW sign paddle to control vehicles merging into the closure with reversible control.

If additional flaggers are not described, providing additional flaggers is change order work.

12-4.02C(9)(c)(ii)(D) Advance Flaggers
Provide advance flaggers when any of the following conditions exist:

1. Queued traffic reaches the W20-4 (One Lane Road Ahead) sign.
2. When the horizontal roadway curvature restricts the sight distance of approaching traffic.
3. When the vertical roadway curvature restricts the sight distance of approaching traffic.

Advance flaggers use the SLOW sign paddle to warn approaching vehicles of the flagging operation ahead and signals the drivers to slow down. If the STOP/SLOW paddle is used, the STOP side must be covered.

If advance flaggers are not described, providing advance flaggers is change order work.
**12-4.02C(9)(c)(iii) Flagger Stations**

Place flagger stations such that approaching vehicles have sufficient distance to react and follow the flagger's instructions.

Place a minimum of four cones at 50 feet intervals in advance of flagger stations.

During the hours of darkness, illuminate flagger stations under 8 CA Regs § 1523. Do not start flagging until flagger stations are illuminated.

Place advance warning signs W20-1, C9A(CA), and W3-4 upstream of the additional flagger station at intersections as shown.

Place advance warning signs W20-1, C9A(CA), and W3-4 upstream of the advance flagger station.

Remove the W20-1 sign from all flagger stations downstream from the advance flagger station furthest from the work area.

If the distance between advance flagger station and the W20-4 sign is 1,000 feet or more, place a SW60(CA) sign 500 feet downstream from the advance flagger stations. Place an additional SW60(CA) sign for every additional 1,000 feet of separation, space the signs at 1,000-foot intervals.

You may use a PCMS in place of an advance flagger. The PCMS must alternately display the messages "Prepare to Stop" and "Flagger Ahead". If the PCMS must be placed outside the project limits before the W20-1 construction area sign, place a portable W20-1 sign 500 feet in advance of the PCMS.

**12-4.02C(9)(d) Payment**

Not Used

**12-4.02C(10) End of Queue Monitoring and Warning with Truck Mounted Changeable Message Sign**

Reserved

**12-4.02C(11) Traffic Control Technician**

**12-4.02C(11)(a) General**

**12-4.02C(11)(a)(i) Summary**

Section 12-4.02C(11) includes specifications for training, certification, and responsibilities for traffic control technicians.

The traffic control technician:

1. Is responsible for the installation, maintenance, and removal of traffic control devices
2. Must have the authority to assign and direct flagging operations
3. Must be knowledgeable about:
   3.1. Section 7-1.03 "Public Convenience"
   3.2. Section 7-1.04 "Public Safety"
   3.3. Section 12 "Temporary Traffic Control"
   3.4. Traffic control system Standard Plans
   3.5. Traffic handling plans and detour plans

Effective July 1, 2021, assign a traffic control technician to each closure.

**12-4.02C(11)(a)(ii) Definitions**

Reserved
12-4.02C(11)(a)(iii) Submittals
12-4.02C(11)(a)(iii)(A) General
Every Monday by noon, submit traffic control daily reports for the previous week as an informational submittal.

12-4.02C(11)(a)(iii)(B) Quality Assurance Submittals
Submit the following as informational submittals:

1. Traffic control technician certification and flagger certification for each traffic control technician and each alternate traffic control technician. The certification must include:
   1.1. Name of the individual receiving certification
   1.2. Name of entity providing certification
   1.3. Date of certification
   1.4. Certification expiration date
2. Contact information for each traffic control technician and each alternate traffic control technician. The submittal must include the name, phone number and email address.
3. Traffic control daily reports for each closure. The traffic control daily report must include:
   3.1. Date
   3.2. Name of traffic control technician
   3.3. Location of traffic control. Provide description, County, Route, Postmile or Station and Direction
   3.4. Reference to traffic control standard plan or project plan sheet
   3.5. For closure information include:
      3.5.1. Lane requirement chart number, start time, and end time
      3.5.2. Facility type: conventional highway, freeway, expressway, on ramp, off ramp, or connector, street
      3.5.3. Number of lanes closed, which lanes are closed, or shoulder closure
      3.5.4. Names of flaggers, if applicable
      3.5.5. Use of construction work zone speed limit reduction, buffer lanes, or COZESEP support, if applicable
   3.6. Documentation of:
      3.6.1. LCS Mobile web page status confirmation for 1097 and 1098, or 1022
      3.6.2. Verification that closure is in compliance with the contract requirements
      3.6.3. Modifications to the traffic control including, a description of the change, the reason for the change, time when the change is implemented
      3.6.4. Traffic control system monitoring including, time of inspection and observations
      3.6.5. Incidents that occur while the traffic control system is in place

12-4.02C(11)(a)(iv) Quality Assurance
12-4.02C(11)(a)(iv)(A) General
The traffic control technician must coordinate with the Engineer the implementation of traffic control systems and traffic handling plans prior to construction, and before major changes in traffic control.

12-4.02C(11)(a)(iv)(B) Training and Certifications
A traffic control technician must be certified as a flagger and as a traffic control technician. Department authorized traffic control technician and flaggers training providers list is available at:

   https://dot.ca.gov/programs/construction/safety-traffic/safety-training-courses

12-4.02C(11)(a)(iv)(C) Quality Control
The traffic control technician must:

1. Ensure safe, convenient, and effective passage of motorists, bicyclists, pedestrians, workers, and first responders, through or around the construction work zone
2. Inspect the condition of traffic control devices on a regular basis for compliance with the quality requirements in the American Traffic Safety Services Association publication Quality Guidelines for Temporary Traffic Control Devices and Features
3. Ensure the labor, equipment, and materials are available to immediately correct deficiencies in the traffic control system
4. Ensure workers performing flagging operations meet the flagger’s certificate requirements
5. Ensure the status of closures is reported using the LCS Mobile web page
6. Verify that all closures comply with the contract requirements and that traffic control devices, including PCMS, arrow boards and radar speed feedback signs, are functioning after traffic control installation

12-4.02C(11)(b) Material
Not Used

12-4.02C(11)(c) Construction
For each traffic control system, a traffic control technician must be present during the installation, operation, and removal of the traffic control system.

Notify the Engineer of the assigned traffic control technician for each closure 1 business day before the closure.

Notify the Engineer before an alternate traffic control technician assumes the duties of the assigned traffic control technician.

Traffic control technicians must be available by:
1. Cellular telephone
2. Two-way radio
3. Mobile internet access

Traffic control technician must:
1. Mark the locations for traffic control devices before installation of closures
2. Monitor work zone traffic control activities and operations, including detours, to ensure the traffic control is functioning properly

When monitoring work zone traffic control, if an imminent danger is identified, take immediate corrective action and notify the Engineer. Notify the Engineer of modifications needed to the traffic control system plans or traffic handling plans if the traffic control is not functioning as required due to changes in traffic or site conditions. Do not implement any changes to the traffic control system plans or traffic handling plans until the proposed revisions are authorized.

12-4.02C(11)(d) Payment
Not Used

12-4.02C(12) Construction Work Zone Speed Limit Reduction
Reserved

12-4.02C(13) Traffic Control Supervision
Reserved

12-4.02C(14)–12-4.02C(25) Reserved

12-4.02D Payment
The Department pays for change order work for a traffic control system by force account for increased traffic control and uses a force account analysis for decreased traffic control.

The Department does not pay for furnishing, placing, relocating, and removing PCMSs used for a traffic break.

The Department deducts the full cost of COZEEP support provided for the traffic break.

The hourly rate for each California Highway Patrol officer providing COZEEP support is $115. This rate includes full compensation for each hour or portion thereof that the officer provides the support. Markups are not added to any expenses associated with COZEEP support.
The minimum number of hours for an officer is 4 hours, except if a closure is already in place and the Engineer authorizes your request for an on-duty officer to conduct a traffic break, the minimum number of hours for an officer is 1 hour.

For a cancellation less than 48 hours before the scheduled start time of COZEEP support, except for a cancellation due to adverse weather or extenuating circumstances, the Department deducts:

1. Minimum of $50 per California Highway Patrol officer if the officer is notified before the start time
2. Maximum of 4 hours of pay per officer if the officer is not notified before the start time

12-4.03 FALSEWORK OPENINGS

12-4.03A General
Section 12-4.03 includes specifications for providing falsework openings.

12-4.03B Materials
Not Used

12-4.03C Construction
12-4.03C(1) General
Reserved

12-4.03C(2) Temporary Railing
Install Type K temporary railing on both sides of vehicular openings through falsework. If ordered, install temporary railing at other falsework less than 12 feet from the edge of a traffic lane. This is change order work.

Temporary railings for vehicular openings must start 150 feet in advance of the falsework and extend past the falsework in the direction of adjacent traffic flow. For 2-way traffic openings, temporary railing must extend at least 60 feet past the falsework in the direction of adjacent traffic flow.

Install temporary crash cushion modules as shown at the approach end of temporary railings located less than 15 feet from the edge of a traffic lane. For 2-way traffic openings install temporary crash cushion modules at the departing end of temporary railings located less than 6 feet from the edge of a traffic lane.

The Engineer determines the exact location and length of railing and the type of flare to be used.

Install temporary railing for protecting the falsework before erecting it. Do not remove temporary railing until authorized.

12-4.03D Payment
Not Used

12-4.04 TEMPORARY PEDESTRIAN ACCESS ROUTES
12-4.04A General
12-4.04A(1) Summary
Section 12-4.04 includes specifications for providing, maintaining, and removing temporary pedestrian access routes.

A temporary pedestrian access route includes temporary traffic control devices as shown except for Type K temporary railing and temporary crash cushions.

12-4.04A(2) Definitions
Reserved

12-4.04A(3) Submittals
If work activities require the closure of a pedestrian route and a temporary pedestrian access route is not shown, submit a work plan for a temporary pedestrian access route. The work plan must:
1. Describe the activities, processes, equipment, and materials that will be used to provide the temporary access route.

2. Show the locations of the routes and the placement of traffic control devices for each stage of work.

3. Include a time-scaled logic diagram displaying the sequence and duration of the planned activities for each stage of work.

4. Be sealed and signed by an engineer who is registered as a civil engineer in the State.

Submit "Temporary Pedestrian Access Route Contractor Compliance Report," within 2 business days after construction of a temporary pedestrian access route.

Submit "Temporary Pedestrian Access Route Contractor Weekly Report," within 2 business days of completing a weekly inspection.

12-4.04A(4) Quality Assurance

12-4.04A(4)(a) General

Reserved

12-4.04A(4)(b) Quality Control

Perform a review of the temporary pedestrian access route after it is constructed and document compliance on the "Temporary Pedestrian Access Route Contractor Compliance Report."

The Department will conduct a verification inspection after receiving the compliance report.

For a temporary pedestrian access route in use perform a weekly review and document compliance on the "Temporary Pedestrian Access Route Contractor Weekly Report."

12-4.04B Materials

The walkway surface must be slip resistant and surfaced with minor HMA or commercial-quality, bituminous material, commercial-quality concrete, or wood.

A handrail with a circular cross section must have an outer diameter from 1-1/4 to 2 inches. A handrail with a noncircular cross section must have a perimeter from 4 to 6-1/4 inches and a maximum cross-section dimension of 2-1/4 inches.

Fasteners must be rounded to prevent injury to a pedestrian's fingers, hands, and arms and to eliminate sharp edges that could catch on clothing.

A detectable warning surface must be on the Authorized Material List for detectable warning surfaces and match yellow color no. 33538 of AMS.Std.595.

Temporary traffic control devices used to channelize pedestrians must:

1. Be free of sharp or rough edges
2. Have a continuous detectable edging at least 6 inches high and at no more than 2 inches above the walkway surface
3. Be at least 32 inches in height
4. Have smooth connection points between devices to allow for a handrail
5. Have a top and bottom surface in the same vertical plane

12-4.04C Construction

Notify the Engineer 5 business days before closing an existing pedestrian route. Do not close the route until authorized.

If work activities require the closure of a pedestrian route and a temporary pedestrian access route is not shown, provide a temporary pedestrian access route near the traveled way. You may route pedestrians using the existing sidewalk or by constructing a temporary access route.

If a bid item for a temporary pedestrian access route is not shown on the Bid Item List, then constructing a temporary pedestrian access route is change order work, except when the closure is a result of your means and methods.

Construct a temporary pedestrian access route such that:
1. Walkway surface is firm and stable and free of irregularities.
2. Cross slope of the pedestrian route is at most 50:1 (horizontal:vertical).
3. Longitudinal slope of the pedestrian route is at most 20:1 (horizontal:vertical).
4. Walkway, landings, blended transitions, and curb ramps are at least 60 inches wide except where not feasible, the width must be at least 48 inches wide with a 60-by-60-inch passing space at least every 200 feet.
5. Lateral joints or gaps between surfaces are less than 1/2 inch wide.
6. Discontinuities in surface heights are less than 1/2 inch and beveled if greater than 1/4 inch with a slope no greater than 2:1 (horizontal:vertical).
7. Ramps have:
   7.1. Longitudinal slope of at most 12:1 (horizontal:vertical).
   7.2. Rise less than 30 inches.
   7.3. Protective edging at least 2 inches high on each side and handrails at a height from 34 to 38 inches above the walkway surface if the rise is greater than 6 inches.
8. Curb ramps have:
   8.1. Longitudinal slope of at most 12:1 (horizontal:vertical).
   8.2. Protective edging at least 2 inches high on each side if the curb ramp does not have flares and the rise is greater than 6 inches.
9. Pedestrians are channelized when routed off existing pedestrian routes.

Construct handrails such that they are continuous, smooth and free of sharp or rough edges.

Provide an overhead covering to protect pedestrians from falling objects and drippings from overhead structures.

If the temporary access route is next to traffic or work activities, place a temporary barrier to separate the route from vehicles and equipment.

Install a detectable warning surface at locations where a curb ramp, landing, or blended transition connects to a street. Install the warning surface such that it extends a minimum of 36 inches in the direction of travel and for the full width of the landing, blended transition, or curb ramp, excluding the flares.

Maintain the temporary pedestrian access route clear of obstructions. Do not allow traffic control devices, equipment, or construction materials to protrude into the walkway. Maintain a continuous unobstructed path connecting all pedestrian routes, parking lots, and bus stops located within the project limits.

Remove the temporary pedestrian access route when the Engineer determines it is no longer needed.

Provide a temporary pedestrian access route through falsework under section 16-2.02.

12-4.04D Payment
Not Used

12-4.05 BRIDGE CLEANING AND PAINTING ACTIVITIES
12-4.05A General
Section 12-4.05 includes specifications for maintaining traffic during bridge cleaning and painting activities.

Signs must comply with section 12-3.11.

12-4.05B Materials
Not Used

12-4.05C Construction
For bridge cleaning and painting activities, place the signs as shown in the following table in addition to those shown on the plans:
<table>
<thead>
<tr>
<th>Sign no.</th>
<th>Sign description</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>W20-1</td>
<td>Road Work Ahead</td>
<td>Place portable 30-by-30-inch signs at locations where traffic approaches a bridge with work underway. If the approach speed is greater than 50 mph, the sign must be 48 by 48 inches. The sign panel base material must not be plywood. Attach 2 orange, 16 sq in flags to each sign.</td>
</tr>
<tr>
<td></td>
<td>Cleaning and Painting Operations</td>
<td>Place a 48-by-48-inch sign near each W20-1 sign. Use 4-inch-high black lettering and include your name, address, and telephone number on an orange background.</td>
</tr>
</tbody>
</table>

The Engineer determines the exact locations of the signs. Do not use signs until needed. Maintain the signs in place during bridge cleaning and painting activities. Remove the signs at the end of each work shift.

After each day’s bridge cleaning and painting activities, remove obstructions from the roadway to allow for free passage for traffic. Remove blast cleaning residue from the traveled way before opening the area to traffic.

You may lay supply lines along the top of curbs adjacent to railing posts if the lines do not interfere with traffic. Remove the lines when work is not in progress.

12-4.05D Payment
Not Used

12-4.06 TOLL BRIDGES
Reserved

12-4.07–12-4.10 RESERVED

12-5 RESERVED

12-6 TEMPORARY PAVEMENT DELINEATION

12-6.01 GENERAL
Section 12-6 includes specifications for placing temporary pavement delineation except for delineation on a seal coat project.

Temporary painted traffic stripes and painted pavement markings used for temporary delineation must comply with section 84-2.

Temporary signs for no-passing zones must comply with section 12-3.11.

12-6.02 MATERIALS

12-6.02A General
The following types of temporary pavement delineation must be on the Authorized Material List for signing and delineation materials:

1. Temporary pavement markers for long term day/night use (180 days or less)
2. Temporary pavement markers for short term day/night use (14 days or less)
3. Temporary (removable) striping and pavement marking tape (180 days or less)
4. Permanent traffic striping and pavement marking tape
5. Channelizers

12-6.02B Temporary Pavement Markers
Temporary pavement markers must be the same color as the lane line or centerline markers being replaced.

Temporary pavement markers must be for long-term day or night use, 180 days or less, except you may use temporary pavement markers for short-term day or night use, 14 days or less, if you place the permanent pavement delineation before the end of the 14 days.
12-6.02C  Channelizers
Channelizers used for temporary edge line delineation must be orange and surface mounted.

12-6.03  CONSTRUCTION
12-6.03A  General
If work activities obliterate pavement delineation, place temporary or permanent pavement delineation before opening the traveled way to traffic. The temporary pavement delineation must consist of a lane line and centerline pavement delineation for traveled ways open to traffic. On multiline roadways, freeways, expressways, and 2-lane roadways with shoulders 4 feet or more in width, the temporary pavement delineation must also include edge line delineation for traveled ways open to traffic.

Establish the alignment for temporary pavement delineation, including the required lines or markers. Surfaces to receive an application of paint or removable traffic tape must be dry and free from dirt and loose material. Do not apply temporary pavement delineation over existing pavement delineation or any other temporary pavement delineation. Maintain temporary pavement delineation until no longer needed or replace it with a new striping detail of temporary or permanent pavement delineation.

When the Engineer determines the temporary pavement delineation is no longer required for the direction of traffic, remove the temporary pavement delineation, including any underlying adhesive for temporary pavement markers, from the final layer of surfacing and from the pavement to remain in place. Remove temporary pavement delineation that conflicts with any subsequent or new traffic pattern for the area.

12-6.03B  Temporary Lane Line and Centerline Delineation
If lane lines or centerlines are obliterated and temporary pavement delineation to replace the lines is not shown, the minimum lane line and centerline delineation must consist of temporary pavement markers placed longitudinally at 24-foot maximum intervals.

For temporary lane line or centerline delineation consisting entirely of temporary pavement markers for short-term day or night use, 14 days or less, do not use the markers for more than 14 days on lanes opened to traffic. Place the permanent pavement delineation before the end of the 14 days. If the permanent pavement delineation is not placed within 14 days, replace the temporary pavement markers with additional temporary pavement delineation equivalent to the pattern described for the permanent pavement delineation for the area.

If no-passing centerline pavement delineation is obliterated, install the following temporary no-passing zone signs before opening lanes to traffic:

1. W20-1 (Road Work Ahead) sign from 1,000 to 2,000 feet in advance of the no-passing zone
2. R4-1 (Do Not Pass) sign at the beginning of the no-passing zone and at 2,000-foot maximum intervals within the no-passing zone
3. W7-3a (Next ___ Miles) plaque beneath the W20-1 sign for continuous zones longer than 2 miles
4. R4-2 (Pass With Care) sign at the end of the no-passing zone

The Engineer determines the exact location of temporary no-passing zone signs. Maintain the temporary no-passing zone signs in place until you place the permanent no-passing centerline pavement delineation.

Remove the temporary no-passing zone signs when the Engineer determines they are no longer required for the direction of traffic.

12-6.03C  Temporary Edge Line Delineation
On multiline roadways, freeways, expressways, and 2-lane roadways with shoulders 4 feet or more in width open to traffic where edge lines are obliterated and temporary pavement delineation to replace those edge lines is not shown, provide temporary pavement delineation for:

1. Right edge lines consisting of any of the following:
   1.1. Solid 6-inch-wide traffic stripe tape of the same color as the stripe being replaced.
   1.2. Traffic cones placed longitudinally at 100-foot maximum intervals.
   1.3. Portable delineators or channelizers placed longitudinally at 100-foot maximum intervals.
2. Left edge lines consisting of any of the following:
   2.1. Solid 6-inch-wide traffic stripe tape of the same color as the stripe being replaced.
2.2. Traffic cones placed longitudinally at 100-foot maximum intervals.
2.3. Portable delineators or channelizers placed longitudinally at 100-foot maximum intervals.
2.4. Temporary pavement markers placed longitudinally at 6-foot maximum intervals.

You may apply temporary traffic stripe paint of the same color as the stripe being replaced instead of solid 6-inch-wide temporary traffic stripe tape where the removal of the temporary traffic stripe is not required.

The Engineer determines the lateral offset for traffic cones, portable delineators, and channelizers used for temporary edge line delineation. If traffic cones or portable delineators are used for temporary edge line delineation, maintain the cones or delineators during the hours of the day when they are in use.

Cement the bases of channelizers used for temporary edge line delineation to the pavement with hot melt bituminous adhesive as specified in section 81-3 for cementing pavement markers to pavement.

12-6.03D Temporary Traffic Stripe, Pavement Marking, and Pavement Markers
12-6.03D(1) General
Reserved

12-6.03D(2) Temporary Traffic Stripe Tape
Except where the temporary traffic stripe is used for 14 days or less, apply temporary removable traffic stripe tape under the manufacturer's instructions and as follows:
1. Slowly roll the tape with a rubber-tired vehicle or roller to ensure complete contact with the pavement surface.
2. Apply the tape straight on a tangent alignment and on a true arc on a curved alignment.
3. Do not apply the tape when the ambient air or pavement temperature is less than 50 degrees F unless otherwise authorized.

For temporary traffic stripe tape used for 14 days or less, apply the temporary removable traffic stripe tape under the manufacturer's instructions.

12-6.03D(3) Temporary Traffic Stripe Paint
Apply temporary traffic stripe paint under section 84-2.03, except you may apply 1 or 2 coats of the temporary traffic stripe paint for new or existing pavement.

You are not required to remove painted temporary traffic stripe that will be covered by paving work.

12-6.03D(4) Temporary Pavement Marking Tape
Apply temporary removable pavement marking tape as specified for applying temporary removable traffic stripe tape in section 12-6.03D(2).

12-6.03D(5) Temporary Pavement Marking Paint
Apply temporary pavement marking paint under section 84-2.03, except you may apply 1 or 2 coats of the temporary pavement marking paint.

You are not required to remove of painted temporary pavement markings that will be covered by paving work.

You may use permanent or temporary removable pavement marking tape instead of temporary pavement marking paint.

12-6.03D(6) Temporary Pavement Markers
Place temporary pavement markers under the manufacturer's instructions. Cement temporary markers to the surfacing with the manufacturer's recommended adhesive except do not use epoxy adhesive in areas where the removal of the pavement markers is required.

You may use retroreflective pavement markers instead of temporary pavement markers for long-term day or night use, 180 days or less, except to simulate patterns of broken traffic stripe. Retroreflective pavement markers used for temporary pavement markers must comply with section 81-3, except the waiting period before placing pavement markers on new asphalt concrete surfacing as specified in
section 81-3.03 does not apply. Do not use epoxy adhesive to place pavement markers in areas where the removal of the pavement markers is required.

12-6.04 PAYMENT
The Department does not pay for additional temporary pavement delineation used to replace temporary pavement markers.

Temporary traffic stripe is measured as specified for traffic stripe in section 84.
Temporary pavement marking is measured as specified for pavement marking in section 84.

12-7 TEMPORARY PAVEMENT DELINEATION FOR SEAL COATS

12-7.01 GENERAL
Section 12-7 includes specifications for placing temporary pavement delineation for a seal coat project. Temporary signs for no-passing zones must comply with section 12-3.11.

12-7.02 MATERIALS
Temporary raised pavement markers for seal coat applications must be temporary pavement markers for short-term day or night use, 14 days or less, on the Authorized Material List for signing and delineation materials.

12-7.03 CONSTRUCTION
Before applying binder that will obliterate existing traffic stripes, place temporary raised pavement markers on the existing traffic stripes except for right edge lines at 24-foot maximum intervals. Place 2 markers side by side on double traffic stripes with 1 marker placed on each stripe longitudinally at 24-foot maximum intervals. Place temporary raised pavement markers under the manufacturer's instructions. Before opening the lanes to uncontrolled traffic, remove the covers from the temporary raised pavement markers.

If you obliterate no-passing centerline pavement delineation, install the following temporary no-passing zone signs before opening lanes to traffic:

1. W20-1 (Road Work Ahead) sign from 1,000 to 2,000 feet in advance of the no-passing zone
2. R4-1 (Do Not Pass) sign at the beginning of the no-passing zone and at 2,000-foot maximum intervals within the no-passing zone
3. W7-3a (Next ___ Miles) plaque beneath the W20-1 sign for continuous zones longer than 2 miles
4. R4-2 (Pass With Care) sign at the end of the no-passing zone

The Engineer determines the exact location of the temporary no-passing zone signs. Maintain the temporary no-passing zone signs in place until you place the permanent no-passing centerline pavement delineation. Remove the temporary no-passing zone signs when the Engineer determines they are no longer required for the direction of traffic.

Maintain temporary pavement delineation until you replace it with the permanent pavement delineation.

12-7.04 PAYMENT
Not Used

12-8-12-10 RESERVED

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13 WATER POLLUTION CONTROL

10-16-20
Replace the 3rd paragraph of section 13-1.01A with:

You may view these manuals at the Stormwater and Water Pollution Control Information link at the Department’s Division of Construction website.

Add to the end of section 13-1.01C(1):

Submittals for additional or new WPC practices to manage run-on, run-off, and stormwater conveyance must:

1. Describe the activities, processes, equipment, and materials that will be used to manage the run-on, run-off, and stormwater conveyance through the job site
2. Show the locations of the management practices
3. Include a time-scaled logic diagram displaying the sequence and duration of the management practices for each stage of work
4. Be sealed and signed by an engineer who is registered as a civil engineer in the State

Add after the 2nd paragraph of section 13-1.01C(5):

For partial listing of disposal facilities and their waste acceptance list, go to SWRCB website.

Replace the 3rd paragraph of section 13-1.01D(3) with:

Training for assistant WPC managers who inspect, repair, and maintain WPC practices, collect water quality samples, and record water quality data must include:

1. Review of the sampling and analysis plan and the Construction Site Monitoring Program Guidance Manual
2. Health and safety review
3. Sampling simulations

The training for assistant WPC managers must comply with the requirements described under "WPC Manager Training," and includes:

1. Obtaining a certificate by completing the 8-hour WPC manager training
2. Reviewing updates, revisions, and amendments to the training

For training requirements, go to the Construction Storm Water and Water Pollution Control website.

Replace the 1st paragraph of section 13-1.01D(4)(a) with:

Assign a WPC manager to implement the WPCP or SWPPP. Assign an alternate WPC manager to perform the responsibilities of the WPC manager in the manager’s absence. The alternate WPC manager must have the same qualifications as the WPC manager. You may assign an assistant WPC manager to act under the supervision of the WPC manager to inspect, repair, and maintain WPC practices, collect water quality samples, and record water quality data. You may have more than one assistant WPC manager.

Replace the 1st paragraph of section 13-1.01D(4)(b) with:

The WPC manager must:
1. Comply with the requirements provided in the Construction General Permit for QSP
2. Comply with the requirements described under "WPC Manager Training," including:
   2.1. Obtaining a certificate by completing the 8-hour training
   2.2. Reviewing updates, revisions, and amendments to the training

For the requirements, go to the Construction Storm Water and Water Pollution Control website.

Delete item 2.6.3 in the list of section 13-1.01D(4)(c).

Replace item 7 in the list in the 1st paragraph of section 13-1.01D(4)(c) with:
7. Revise the WPCP or recommend changes to the SWPPP

Replace the 3rd sentence in the 4th paragraph of section 13-1.03A with:
Additional WPC work is change order work except when the additional WPC practices are a result of your means and methods.

Replace the 1st paragraph of section 13-2.01C with:
Within 7 days after Contract approval, submit one printed copy and an electronic copy on a read-only CD, DVD, or other authorized data-storage device of your WPCP unless different quantities are ordered at the preconstruction conference. You may assign a QSP other than the WPC manager to develop the WPCP.

Replace item 4 in the list in the 2nd paragraph of section 13-2.01C with:
4. Show the locations and types of temporary WPC practices that will be used in the work for whichever has the longest duration in the first:
   4.1. 60 days
   4.2. Construction phase

Replace item 7 in the list in the 2nd paragraph of section 13-2.01C with:
7. Include a copy of each permit obtained by the Department, such as the Department of Fish and Wildlife permits, US Army Corps of Engineers permits, RWQCB 401 certifications, Docket No. ESPO-SMA 15/16-001 Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils with the DTSC (ADL Agreement), ADL Agreement notification, and RWQCB waste discharge requirements for reuse of aerially deposited lead

Replace the 4th paragraph of section 13-2.01C with:
After the Engineer authorizes the WPCP, submit one printed copy and an electronic copy on a read-only CD, DVD, or other Engineer-authorized data-storage device of the authorized WPCP.
Delete the row for Annual Certification in the table in section 13-3.01C(1).

Replace the 1st paragraph of section 13-3.01C(2)(a) with:
Within 15 days of Contract approval, submit 1 printed copy and an electronic copy on a read-only CD, DVD, or other authorized data-storage device of your SWPPP unless different quantities are ordered at the preconstruction conference.

You must assign a QSD to develop and revise the SWPPP.

Replace item 4 in the list in the 2nd paragraph of section 13-3.01C(2)(a) with:
4. Include a schedule showing when:
   4.1. Work activities that could cause the discharge of pollutants into stormwater will be performed
   4.2. WPC practices, including soil stabilization and sediment control, that will be used in the work for whichever has the longest duration in the first:
      4.2.1. 60 days
      4.2.2. Construction phase

Replace item 5 in the list in the 2nd paragraph of section 13-3.01C(2)(a) with:
5. Include a copy of each permit obtained by the Department, such as the Department of Fish and Wildlife permits, US Army Corps of Engineers permits, RWQCB 401 certifications, Docket No. ESPO-SMA 15/16-001 Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils with the DTSC (ADL Agreement), ADL Agreement notification, and RWQCB waste discharge requirements for aerially deposited lead reuse

Replace the 4th paragraph of section 13-3.01C(2)(a) with:
Submit an electronic copy on a read-only CD, DVD, or other Engineer-authorized data-storage device and 4 printed copies of the authorized SWPPP unless fewer quantities are authorized at the preconstruction conference.

Replace the introductory clause in the 7th paragraph of section 13-3.01C(2)(a) with:
Submit a revised SWPPP annually before September 15th and any time:

Add after the 7th paragraph of section 13-3.01C(2)(a):
Revise the SWPPP through amendment. The annual SWPPP amendment must include an annual winterization plan.

The annual winterization plan must describe the preparation for the upcoming rainy season including:
1. Updated schedule
2. Materials and labor
3. Management of stormwater through the job site including:
   3.1. Run-on
   3.2. Run-off
3.3. Conveyance downslope
4. Management of areas within the job site including:
   4.1. Areas where work is suspended
   4.2. Areas of soil stabilization
   4.3. New disturbed soil areas
5. Changes to monitoring locations
6. Slope stabilization

Delete section 13-3.01C(5).

Replace the 2nd paragraph of section 13-6.02A with:
Fiber rolls, compost socks, rope, stakes, gravel-filled bags, and foam barriers must comply with section 13-10.02.

Add to the list in the 1st paragraph of section 13-10.01C:
6. Compost socks

Replace section 13-10.03J with:

13-10.03J Temporary Compost Sock
Install temporary compost sock under section 21-2.03Q.
Temporary compost sock must not be installed upstream of a nutrient-impaired water body.

14 ENVIRONMENTAL STEWARDSHIP
11-19-20
Add between the 3rd and 4th paragraphs of section 14-10.01:
If ordered, remove solid waste from illegal dumping on the project site. This work is change order work.
Illegal dumping is:
1. Third party nonhazardous residential or commercial waste
2. Greater than 1.0 cubic yard per event

Replace section 14-11.05A with:

14-11.05A General
Do not stockpile material containing hazardous waste or contamination unless authorized in your excavation and transportation plan. Stockpiles containing hazardous waste or contamination must not be placed where affected by surface run-on or run-off. Cover stockpiles with a minimum 12-mils-thick plastic sheeting. Do not place stockpiles in ESAs. Stockpiled material must not enter storm drains, inlets, or waters of the State.
Replace section 14-11.14 with:

**14-11.14** TREATED WOOD WASTE
Reserved

Replace *Reserved* in section 14-11.15 with:

**14-11.15A** General
Section 14-11.15 includes specifications for disposing of electrical equipment containing hazardous materials.

**14-11.15B** Submittals
**14-11.15B(1)** General
Reserved

**14-11.15B(2)** Identification of Disposal Facilities
Thirty days before starting work submit the name and address of the appropriately permitted facilities where electrical equipment containing hazardous materials will be taken to dispose or recycle them.

**14-11.15C** Waste Management
**14-11.15C(1)** General
When you mishandle and damage electrical equipment you are the generator of resulting hazardous waste and are responsible for cleanup, management, and disposal of this hazardous waste and the associated costs for the work under section 14-11.06.

**14-11.15C(2)** Universal Waste
**14-11.15C(2)(a)** General
Universal wastes include removed:

1. Light bulbs
2. E-waste including, electronic devices as described in 22 CA Code Regs § 66273.3(a), containing:
   2.1. Circuit boards, including controller boxes and LED lights
   2.2. Computer screens or video screens
   2.3. Computer keyboards
   2.4. Cathode ray tube devices
3. Batteries as described in 22 CA Code Regs § 66273.2
4. Mercury-containing equipment as described in section 22 CA Code Regs §66273.4(a); such as lamps, timers, and switches
5. Fluorescent tubes, bulbs, and lamps

Manage and dispose of universal waste under 22 CA Code Regs § 66261.9. Transport universal wastes to an appropriately permitted recycling or disposal facility.

**14-11.15C(2)(b)** Undamaged Lithium Thionyl Chloride batteries
Package removed equipment containing undamaged lithium thionyl chloride batteries and place the packages in US DOT approved sealed shipping containers. Transport the containers to a recycling or disposal facility. Notify the receiving facility 48 hours before delivery. Affix a label to containers of intact units identifying the contents as "Universal Waste: Lithium Thionyl Chloride Batteries."

Ship lithium thionyl chloride batteries that are separated from the electrical equipment units they powered to a recycling or disposal facility under 49 CFR 173.185. Package the batteries such that contact between them and resulting short circuits are avoided. Prevent accidental contact between batteries by:

1. Covering terminal ends to prevent them from touching each other
2. Placing batteries in a sealed plastic bag packed with loose fill, such as vermiculite
The outer packaging must comply with 49 CFR 173.24 and 173.24a. Transport lithium thionyl chloride batteries to an approved hazardous waste recycling or disposal facility. For a partial list of facilities, go to: http://www.calrecycle.ca.gov/Electronics/Recovery/Approved/Default.htm

**14-11.15C(3) Damaged Lithium Thionyl Chloride batteries**

Damaged Lithium thionyl chloride batteries are designated as an extremely hazardous waste under 22 CA Code ofRegs, Div 4.5, Ch 11, Art 5, App 10.

When lithium thionyl chloride batteries are damaged by your mishandling you are the generator of the resulting hazardous waste and responsible for cleanup, management, and disposal of this hazardous waste and the associated costs for the work under section 14-11.06.

Lithium thionyl chloride batteries found damaged are Department-generated hazardous waste under section 14-11.07. Management of this Department-generated hazardous waste is change order work.

Use a hazardous waste manifest to transport this damaged equipment to an appropriately permitted disposal facility.

**14-11.15C(4) Electrical Equipment Containing PCBs**

**14-11.15C(4)(a) General**

PCBs are found in electrical equipment produced before 1979 such as transformers, capacitors, and fluorescent light ballasts.

**14-11.15C(4)(b) Transformers and Capacitors**

Manage and dispose of transformers and capacitors containing PCBs under 40 CFR Part 761 and 22 CA Code of Regs Div 4.5.

**14-11.15C(4)(c) Undamaged Fluorescent Light Ballasts**

Manage and dispose of fluorescent light ballasts containing PCBs under 22 CA Code of Regs § 67426.1 et seq. Fluorescent light ballasts containing PCBs must be packaged and transported by a hauler with a current DTSC registration certificate and documentation of compliance with the CA Highway Patrol Basic Inspection of Terminals Program. The hauler must transport the fluorescent light ballasts containing PCBs to a facility permitted for hazardous waste disposal by DTSC.

**14-11.15C(4)(d) Damaged Fluorescent Light Ballasts**

Damaged fluorescent light ballasts containing PCBs are designated as extremely hazardous waste by DTSC.

When fluorescent light ballasts containing PCBs are damaged by your mishandling you are the generator of the resulting hazardous waste and responsible for cleanup, management, and disposal of this hazardous waste and the associated costs for the work under section 14-11.06.

Fluorescent light ballasts containing PCBs found damaged are Department-generated hazardous waste under section 14-11.07. Management of this Department-generated hazardous waste is change order work.

Use a hazardous waste manifest to transport damaged equipment to an appropriately permitted disposal facility.

**14-11.15C(5) Lead Acid Batteries**

Removed lead acid batteries are Department-generated hazardous waste. Manage hazardous waste lead acid batteries under 22 CA Code Regs § 66266.80 and 66266.81. Do not dispose of or attempt to dispose of, a lead-acid battery on or in any land, including dumpsters, landfills, lakes, streams, or the ocean.

Upon removal immediately place batteries upright in non-reactive, structurally-secure, closed containers such as polyethylene buckets or drums for transport. Package the batteries under 49 CFR 172.101 and 49 CFR 173.59. Prevent accidental contact between batteries by:

1. Covering terminal ends to prevent them from touching each other
2. Placing batteries in a sealed plastic bag packed with loose fill, such as vermiculite
Label the container with the date the first battery is placed in it and identify the contents as "Lead-acid Batteries."

Use a:

1. Bill of lading under 13 CCR § 1161 for shipments of 9 or less batteries.
2. Hazardous waste manifest for shipments of 10 batteries or more. The Engineer provides the Department's EPA Generator Identification Number for hazardous waste shipment. The Engineer signs the hazardous waste manifests. Notify the Engineer 5 business days before the manifests are to be signed.

Outer packaging must comply with 49 CFR 173.24. Transport batteries to a DTSC permitted recycling facility.

14-11.15C(6) Photovoltaic Panels
Removed photovoltaic panels are Department-generated hazardous waste due to heavy metals content. Manage and dispose of photovoltaic panels under section 14-11.07.

15 EXISTING FACILITIES
10-16-20
Replace item 1.3 in the list in the 7th paragraph of section 15-1.03B with:

1.3. Buried at least 10 feet from the dripline of trees or highway facilities

DIVISION III EARTHWORK AND LANDSCAPE
19 EARTHWORK
10-16-20
Replace section 19-3.01C(4) with:

19-3.01C(4) Ground Anchor and Soil Nail Walls
Submit shop drawings for earthwork for each ground anchor wall and soil nail wall under section 46-1.01C(2).

Delete the 5th paragraph of section 19-3.02C.

Replace the 1st paragraph of section 19-3.03E(1) with:

Place structure backfill in uniform layers. Bring backfill up uniformly on all sides of structures or drainage facilities. Backfill layer thickness must not exceed 0.67 foot before compacting. If you perform compaction by ponding and jetting, the thickness of the backfill layer must not exceed 4 feet.
Replace the 1st sentence in the 3rd paragraph of section 19-3.03E(1) with:
Do not place structure backfill until footings or other parts of structures or drainage facilities are authorized.

Replace section 19-3.03E(2) with:
19-3.03E(2) Reserved

Replace the 2nd paragraph of section 19-3.03K with:
Clean the excavated face of loose materials, mud, rebound, and other materials that prevent or reduce the shotcrete from bonding to soil nails and the receiving surface.

Replace the 3rd sentence in the 6th paragraph of section 19-3.03K with:
Take authorized remedial measures to stabilize the areas.

Add between the 6th and 7th paragraphs of section 19-3.03K:
Reset anchor if soil ravels, sloughs, or shows measurable displacement. Do not remove ground anchor excess tendon length until all lift-off tests for the ground anchor are complete.

Replace the list in the 9th paragraph of section 19-3.03K with:
1. Soil nails or ground anchors are installed and grouted.
2. Reinforced concrete facing if shown is constructed.
3. Grout and concrete facing if shown have cured for at least 72 hours.
4. Soil nail facing anchorages are attached or ground anchors are locked off.

20 LANDSCAPE
10-16-20
Add to section 20-1.01D:

20-1.01D(3) Reserved

Replace item 2 in the list in the 1st paragraph of section 20-1.03C(1) with:
2. Controlling weeds and pests
Replace the 2nd paragraph of section 20-2.01A(4)(d) with:

In the presence of the Engineer, perform a functional test for each system that demonstrates:

1. Components of the system are functioning and integrated with one another.

2. Controller programming is complete including external weather, learned flow, and other system data inputs required to operate the system in the automatic mode.

3. Watering schedule is appropriate for the plants, current weather, season, and site conditions.

4. System has complete sprinkler coverage of the site.

Perform the test for each system:

1. Before planting the plants
2. After irrigation system repair work
3. Annually during plant establishment work
4. Not more than 30 days prior to contract acceptance
5. When ordered

Delete section 20-2.01A(4)(e).

Replace the 1st paragraph of section 20-2.01B(5) with:

Pull boxes must comply with section 86-1.02C and be no. 5 or larger. Pull boxes for low voltage conductors must not have side openings.

Replace the 2nd paragraph of section 20-2.01B(5) with:

Pull box covers used for control and neutral conductors for irrigation equipment operated by the irrigation controller must be marked SPRINKLER CONTROL.

Add to section 20-2.01B:

20-2.01B(9) Woven Wire Cloth and Gravel

Woven wire cloth must be galvanized and manufactured with a minimum diameter of 19-gauge wire and have square openings from 1/4 to 1/2 inches.

Gravel must be 3/4-inch gravel or crushed rock. Gravel or crushed rock must be clean, washed, dry, and free from clay or organic material.

Replace the 1st paragraph of section 20-2.01C(2) with:

Perform trenching and backfilling under section 87-1.03E(2).

Replace the introductory clause to the list in the 1st paragraph of section 20-2.01C(3) with:

Install pull boxes under section 87-1.03C at the following locations:
Add to section 20-2.01C(4):
Install valve boxes on woven wire cloth and gravel or crushed rock.

Add to the end of section 20-2.01C(4):
Space remote control valve boxes at least 2 feet from the edge of the adjacent valve box.

Replace the 1st paragraph of section 20-2.04A(4) with:
Perform field tests on control and neutral conductors. Field tests must comply with the specifications in section 87-1.01D(2)(a).

Replace the 1st and 2nd paragraphs of section 20-2.04B with:
Control and neutral conductors must comply with the provisions for conductors and cables in section 86-1.02F.
Electrical conduit and fittings must comply with section 86-1.02(B).

Replace the 1st paragraph of section 20-2.04C(4) with:
Splice conductors with a UL-listed connector manufactured for copper wire, direct burial irrigation systems. Connector must be prefilled with a moisture sealing compound that encapsulates and protects the splice in a waterproof housing. Connector must be sized for the number and gauge of the conductors at the splice.

Add to the end of the 4th paragraph of section 20-2.06B(2)(a):
Notify the Engineer at least 10 business days before accessing the network communications to integrate new irrigation controllers into the network.

Replace the introductory clause of the 1st paragraph of section 20-2.06B(3) with:
The irrigation controller enclosure cabinet must comply with section 86-1.02Q and must:

Add to the beginning of section 20-2.06C:
Install the irrigation controller enclosure cabinet under 87-1.03Q(1).

Replace the paragraph of section 20-2.07B(3) with:
Corrugated HDPE pipe must comply with ASTM F667 or be Type S complying with AASHTO M252 or AASHTO M294. Couplings and fitting must be as recommended by the pipe manufacturer.
Replace the 3rd paragraph of section 20-2.09B(1) with:

Threaded nipples for swing joints and risers must be schedule 80, PVC 1120 or PVC 1220 pipe, and comply with ASTM D1785.

Add to the end of section 20-2.10B(6):

Flanged adapters used to connect pipe to gate valves must be metal.

Replace section 20-2.10B(7) with:

Each pressure regulating valve used on the downstream side of the control valves must be:

1. Threaded type with outflow pressure clearly marked on the regulator
2. Plastic body with a working pressure of 125 psi or greater
3. Stainless-steel compression spring

Each pressure regulating valve used on the upstream side of the control valves must be:

1. Flanged or threaded and manufactured of brass or bronze
2. Capable of withstanding a working pressure of 300 psi or greater
3. Adjustable with a stainless-steel spring and seat
4. Tapped and plugged for a pressure gauge and if shown with a gauge installed

Replace the table in the 3rd paragraph of section 20-3.01B(2)(a) with:

<table>
<thead>
<tr>
<th>Plant group designation</th>
<th>Description</th>
<th>Container size (cu in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>No. 1 container</td>
<td>152–251</td>
</tr>
<tr>
<td>B</td>
<td>No. 5 container</td>
<td>785–1242</td>
</tr>
<tr>
<td>C</td>
<td>Ballad and burlapped</td>
<td>--</td>
</tr>
<tr>
<td>E</td>
<td>Bulb</td>
<td>--</td>
</tr>
<tr>
<td>F</td>
<td>In flats</td>
<td>--</td>
</tr>
<tr>
<td>H</td>
<td>Cutting</td>
<td>--</td>
</tr>
<tr>
<td>I</td>
<td>Pot</td>
<td>--</td>
</tr>
<tr>
<td>K</td>
<td>24-inch box</td>
<td>5775–6861</td>
</tr>
<tr>
<td>M</td>
<td>Liner</td>
<td>--</td>
</tr>
<tr>
<td>O</td>
<td>Acorn</td>
<td>--</td>
</tr>
<tr>
<td>P</td>
<td>Plugs</td>
<td>--</td>
</tr>
<tr>
<td>S</td>
<td>Seedling</td>
<td>--</td>
</tr>
<tr>
<td>U</td>
<td>No. 15 container</td>
<td>2768–3696</td>
</tr>
<tr>
<td>Z</td>
<td>Palm Tree</td>
<td>--</td>
</tr>
</tbody>
</table>

*a* Do not use containers made of biodegradable material.

*b* Grown in individual container cells.

*c* Bare root.

Replace the introductory clause of the 1st paragraph of section 20-3.01B(4)(b) with:

Slow-release fertilizer must be a pelleted or granular form with a nutrient release over a 3 to 4 month period and be within the chemical analysis ranges shown in the following table:
Replace section 20-3.01C(3) with:

Water plants as needed to keep the plants in a healthy growing condition.

Replace item 3 in the list in the 2nd paragraph of section 20-4.01A with:

3. Controlling weeds and pests

Replace the 1st paragraph of section 20-4.03G with:

Operate the electric irrigation systems utilizing external weather, learned flow, and other system data inputs required to operate the system in the automatic mode, unless otherwise authorized.

Delete the 3rd paragraph of section 20-4.03G.

Replace the 1st paragraph of section 20-5.03A(2) with:

Preemergent must be granular oxadiazon.

Replace the paragraph of section 20-5.03A(3)(c) with:

After compaction, apply preemergent at the maximum label rate. Do not apply preemergent more than 12 inches beyond the inert ground cover limits. Complete the preemergent application and inert ground cover placement within the same day.

Replace section 20-5.03B(2)(b) with:

20-5.03B(2)(b) Concrete
Concrete must be minor concrete. Aggregate size must be from 3/8 to 3/4 inch.

Add to the end of section 20-5.03B(3):

If you are ordered to remove existing concrete below ground within the limits of the rock blanket, saw cut the concrete before removal. This work is change order work.

Replace the 1st paragraph of section 20-5.03C(3) with:

Place gravel and compact.

Replace section 20-5.04B(6) with:

20-5.04B(6) Pine Needle Mulch
Pine needle mulch must:
1. Be derived from pine needles
2. Be a blend of pine needles and not more than 25 percent by volume of bark, cones and small twigs
3. Contain at least 95 percent by volume pine needles from 4 to 12 inches in length
4. Not be crushed

Add between the 6th and 7th paragraphs of section 20-5.04C:

Place pine needle mulch uniformly without clumping.

Replace item 1 in the list in the 1st paragraph of section 20-10.03A(3) with:

1. Transplanting trees. The work plan must include methods of lifting, transporting, storing, planting, guying, watering and maintaining each tree to be transplanted. Include the root ball size, method of root ball containment, and a maintenance program for each tree.

Replace item 2 in the list in the 1st paragraph of section 20-10.03A(3) with:

2. Maintain existing planted areas. The work plan must include controlling the weeds, fertilizing, mowing and trimming of turf areas, watering, and controlling pests.

Replace item 6 in the list in the 2nd paragraph of section 20-10.03A(4) with:

6. Pests

Add to the end of section 20-10.03C(3):

Water transplanted trees immediately after planting and as needed to keep it in a healthy growing condition until contract acceptance.

Add to the end of section 20-10.03C(4):

Water existing plants as needed to keep them in a healthy growing condition until contract acceptance.

21 EROSION CONTROL

At least 60 days before seed application, submit proof that the purchase order for seed required for the Contract has been placed and accepted by the seed vendor. Include the seed's botanical names, quantity ordered, and the anticipated date of delivery on the purchase order.

Submit a copy of the supplier's seed analysis report and seed label for each seed species before application.
Seed analysis report must show:

1. Seed variety including botanical name and common name
2. Percent pure live seed
3. Percent by weight inert matter
4. Percent by weight other crop seed
5. Percent by weight weed seed
6. Name of restricted noxious weed seed by number per pound of seed
7. Germination test results
8. Name and address of the supplier or grower
9. Name and address of the seed laboratory
10. Date of the analysis

Seed labels must show:

1. Seed variety including botanical name and common name
2. Lot number or other lot identification
3. Origin
4. Net weight
5. Percent pure live seed
6. Percent total viability
7. Percent by weight inert matter
8. Percent by weight other crop seed
9. Percent by weight weed seed
10. Name of restricted noxious weed seed by number per pound of seed
11. Name and address of the supplier or grower
12. Date the seed was labeled

Replace section 21-2.01D(3) with:

Seed must be tested for purity and germination by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists. Seed test must be performed for germination within 12 months before application.

Replace item 1 in the list in the paragraph of section 21-2.02C with:

1. Consist of fertile, friable soil of loamy character with a pH range from 6 to 7 that contains organic matter in quantities natural to the region and capable of sustaining healthy plant life

Replace the 2nd paragraph of section 21-2.03J with:

Do not incorporate materials within 3 feet of the pavement edge.

Delete the 4th paragraph of section 21-2.03J

Replace item 2 in the list in the 2nd paragraph of section 21-2.03Q with:

2. Secure compost sock to soil surface with Type 1 installation. Do not construct a furrow.
Replace the 1st paragraph of section 21-2.04 with:

The payment quantity for bid items paid for by area is the area measured parallel to the ground surface except overlaps and key trenches.

DIVISION IV SUBBASES AND BASES
28 CONCRETE BASES

Replace the 1st paragraph of section 28-2.01D(1)(a) with:

The cylinders for compressive strength testing under ASTM C31 or ASTM C192 must be 6 by 12 inches.

Replace the 1st paragraph of section 28-2.02B with:

The SCM content requirements in the 4th paragraph of section 90-1.02B(3) do not apply to LCB.

Replace the 1st paragraph of section 28-3.02C with:

Asphaltic emulsion must be Grade SS1.

Replace section 28-5.02C with:

28-5.02C Curing Seal
The curing seal must be asphaltic emulsion Grade SS1.

30 RECLAIMED PAVEMENT

30-4 FULL DEPTH RECLAMATION—CEMENT

30-4.01 GENERAL
30-4.01A Summary
Section 30-4 includes specifications for constructing a reclaimed pavement base using FDR—cement.

Constructing an FDR—cement base includes:
1. Pulverizing existing asphalt concrete pavement and underlying materials
2. Mixing with water, cement, and if specified, supplementary aggregate
3. Grading and compacting the mixture
4. Applying asphaltic emulsion and sand cover

30-4.01B Definitions
Lot: 1,000 sq yd of FDR—cement
**30-4.01C Submittals**

**30-4.01C(1) General**

With the QC plan, submit the mix design.

Submit quality control test results along with the daily reports.

Submit QC test results to fdr@dot.ca.gov.

**30-4.01C(2) Quality Assurance Submittals**

**30-4.01C(2)(a) General**

Reserved

**30-4.01C(2)(b) Mix Design**

Submit each FDR—cement mix design at least 2 weeks before starting FDR—cement operations. Each mix design submittal must be sealed and signed by an engineer who is registered as a civil engineer in the State.

You may submit multiple mix designs to optimize the cement content and adjust for varying underlying materials.

Each mix design submittal must include:

1. Area represented by the mix design by beginning and ending stations.
2. Gradation of the mixture before addition of cement.
3. Cement content in percent by weight of the dry mixture and in lb/sq yd surface application rate.
4. Supplementary aggregate in percent by weight of the dry mixture, if supplementary aggregate is specified.
5. Moisture content of the material when mixing, relative to OMC.
6. Test results and any worksheets, photographs, and graphs.
7. Unconfined compressive strength test results.
8. Moisture-density curve of the material at the specified cement content.

**30-4.01C(2)(c) Quality Control Reporting**

With the daily report, submit the following based on the testing frequencies specified:

1. **General Information:**
   1.1. **Weather:**
      1.1.1. Ambient air temperature before starting daily FDR—cement activities, including time of temperature reading.
      1.1.2. Road surface temperature before starting daily FDR—cement activities, including time of temperature reading.
   2. Average forward speed of pulverizing equipment
   3. FDR—cement quality control test results for unconfined compressive strength
   4. Depth of pulverization

With the daily report, submit the test results for the quality characteristics within the times after sampling shown in the following table:

<table>
<thead>
<tr>
<th>FDR—Cement Quality Characteristic Test Result Reporting Time Allowances</th>
<th>Maximum reporting time allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water sulfates</td>
<td>Before work starts</td>
</tr>
<tr>
<td>Water chlorides</td>
<td></td>
</tr>
<tr>
<td>Aggregate gradation</td>
<td></td>
</tr>
<tr>
<td>Moisture content</td>
<td>24 hours</td>
</tr>
<tr>
<td>Laboratory maximum wet density</td>
<td></td>
</tr>
<tr>
<td>Relative compaction</td>
<td></td>
</tr>
<tr>
<td>Unconfined compressive strength</td>
<td>24 hours after testing specimens</td>
</tr>
</tbody>
</table>
30-4.01D  Quality Assurance

30-4.01D(1)  General

Relative compaction must be determined under California Test 231 and the following:

1. For a reclaimed layer 0.5-foot thick and less, perform 1 relative density test at mid layer. For thickness greater than 0.5-foot, test at every 0.5-foot intervals from 2 inches above the bottom of the FDR—cement layer.
2. Sample must contain no more than 5 percent retained on the 2-inch sieve and 15 percent retained on the 1-1/2-inch sieve.
3. Correction for oversize material does not apply.
4. Use the laboratory wet test maximum density closest in proximity to the lot to determine relative compaction. If the relative compaction for a lot is less than 95 percent in accordance with ASTM D1557 requirements, perform California Test 216 and California Test 226 for each noncompliant lot and recalculate the relative compaction.

The Engineer tests each test strip under section 30-4.01D(4).

30-4.01D(2)  Mix Design

Develop a mix design for each materials sampling location. The mix design must produce FDR—cement with an unconfined compressive strength from 300 to 600 psi, determined at 7 days under ASTM D1633, Method A, with the exceptions shown in FDR—Cement Quality Characteristic Requirements table under section 30-4.02A.

Notify the Engineer at least 2 business days before sampling.

Use materials from the specified FDR—cement mixing depth. If any portion of existing asphalt concrete pavement is to be removed before pulverizing, remove that portion of asphalt concrete pavement from the samples used in the mix design. If additional samples of subgrade material are needed, sampling locations can be excavated outside the edge of pavement to variable dimensions. Characterize and record sampling location features such as layer thicknesses and types, distresses, interlayers, thin or thick areas, digouts, and adhesion to the base. Use the sampled material to determine the mix design represented by the sampling location, according to the proportions of the pavement structure shown.

Before opening the mix design sampling locations to traffic, backfill sampling locations by replacing and compacting with an authorized material or minor HMA that complies with section 39-2.07. Backfill and compact to the existing grade and thickness of asphalt concrete pavement, in the Engineer's presence.

30-4.01D(3)  Quality Control

30-4.01D(3)(a)  General

Reserved

30-4.01D(3)(b)  Sampling, and Testing

Assign a ground supervisor whose sole purpose is to monitor the FDR—cement activities, advise project personnel, and interface with the quality control testing personnel. The ground supervisor must not have any sampling or testing duties.

Test the quality characteristics of FDR—cement shown in the following table:
FDR—Cement Quality Characteristic Sampling Locations and Testing Frequencies

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Minimum sampling and testing frequency</th>
<th>Sampling location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aggregate gradation</td>
<td>California Test 202</td>
<td>Test strip and 1 per 2 lots</td>
<td>Loose mix after pulverizing and mixing</td>
</tr>
<tr>
<td>Moisture content</td>
<td>California Test 226</td>
<td>Test strip and 2 per day</td>
<td>Loose mix after pulverizing and mixing</td>
</tr>
<tr>
<td>Unconfined compressive strength</td>
<td>ASTM D1633</td>
<td>Test strip and 1 per 2 lots</td>
<td>Same location as California Test 231</td>
</tr>
<tr>
<td>Laboratory maximum wet density</td>
<td>California Test 216</td>
<td>Test strip and 2 per day</td>
<td></td>
</tr>
<tr>
<td>Relative compaction*</td>
<td>California Test 231</td>
<td>Test strip and 1 per lot</td>
<td>Compacted mix</td>
</tr>
</tbody>
</table>

*a If test fails, minimum test frequency is 1 per lot.
b Sample immediately after mixing is complete.
c Verify the moisture content reading made under California Test 231 with California Test 226.

Measure and record the actual cut depth at both ends of the pulverizing drum at least once every 300 feet along the cut length. Take measurements in the Engineer’s presence.

30-4.01D(4) Department Acceptance
The Department accepts FDR—cement based on:

1. Visual inspection for the following:
   1.1. No segregation, raveling, or loose material
   1.2. Variance must not be more than 0.05 foot measured from the lower edge of a 12-foot straightedge
   1.3. Uniform surface texture throughout the work limits

2. Compliance with the quality characteristics shown in the following table:

FDR—Cement Requirements for Acceptance

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cement application rate (lb/sq yd)</td>
<td>Calibrated tray or equal</td>
<td>Mix design rate ± 5%</td>
</tr>
<tr>
<td>Relative compaction (min, %, wet density)</td>
<td>California Test 231</td>
<td>95</td>
</tr>
</tbody>
</table>

3. FDR—cement thickness for each lot. The thickness must be within 0.05 foot of the thickness shown. Verify the thickness at a location determined by, and in the presence of the engineer by one of the following methods:
   3.1. Excavate a test pit that is at least 1 by 1-foot and use phenolphthalein
   3.2. Survey equipment

30-4.02 MATERIALS
30-4.02A General
The quality characteristics for the FDR—cement must comply with the requirements shown in the following table:
## FDR—Cement Quality Characteristic Requirements

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aggregate gradation (% passing)</td>
<td>California Test 202</td>
<td>100</td>
</tr>
<tr>
<td>Sieve Size:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 inch</td>
<td></td>
<td>95–100</td>
</tr>
<tr>
<td>2 inch</td>
<td></td>
<td>85–100</td>
</tr>
<tr>
<td>1-1/2 inch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moisture content (%)</td>
<td>California Test 226</td>
<td>Mix design ± 2 percent</td>
</tr>
<tr>
<td>Unconfined compressive strength (psi)</td>
<td>ASTM D1633b</td>
<td>Specified in section 30-4.01D(2)</td>
</tr>
<tr>
<td>Laboratory maximum wet density (lb/cu ft)</td>
<td>California Test 216</td>
<td>Use for relative compaction calculation</td>
</tr>
<tr>
<td>Relative compaction (min, %, wet density)</td>
<td>California Test 231</td>
<td>95</td>
</tr>
</tbody>
</table>

*a* Perform aggregate gradation on samples collected from full recycled depth.

*b* Method A, except:
1. Test specimens must be compacted under ASTM D1557, Method A or B.
2. Test specimens must be cured by sealing each specimen with 2 layers of plastic at least 4-mil thick. The plastic must be tight around the specimen. Seal all seams with duct tape to prevent moisture loss. Sealed specimens must be placed in an oven for 7 days at 100 ± 5 degrees F. At the end of the cure period, specimens must be removed from the oven and air-cooled. Duct tape and plastic wrap must be removed before capping. Specimens must not be soaked before testing.

*c* Verify the moisture content reading made under California Test 231 with California Test 226.

### 30-4.02B Cement
Reserved

### 30-4.02C Water
Reserved

### 30-4.02D Supplementary Aggregate
If supplementary aggregate is specified, supplementary aggregate must comply with the specifications for Class 2 aggregate base in section 26.

### 30-4.02E Asphaltic Emulsion
Asphaltic emulsion must be Grade SS-1h or CSS-1h.

Notify the Engineer if you dilute the asphaltic emulsion with water. The ratio by weight of added water to asphaltic emulsion must not exceed 1 to 1.

Measure added water weight.

### 30-4.02F Sand Cover
Sand used for sand cover must comply with the material specifications for fine aggregate under section 90-1.02C(3). Sand must not contain more than 2 percent moisture by dry weight of sand.

### 30-4.02G Test Pit Backfill Material
Backfill for test pits must be FDR—cement treated material.

### 30-4.03 CONSTRUCTION

#### 30-4.03A General
Do not start FDR—cement activities if the ambient air temperature is below 40 degrees F or the road surface is below 40 degrees F. If the ambient air temperature falls below 40 degrees F during FDR—cement activities, you may only compact and finish FDR—cement.

Backfill test pits and compact to 95 percent under California Test 231. After compaction, the repair area must not vary more than 0.05 foot from the adjacent FDR—cement surface.
30-4.03B Equipment
The FDR—cement mixing machine must have independent and interlocked systems for water and must include the following:

1. Digital electronic controller system
2. Pumping system
3. Spray bar system

The cement distributor must have a vacuum or dust suppressant system to minimize airborne cement during spreading of the cement on the grade.

Storage equipment for water must not leak and must be attached to the FDR—cement mixing machine with a tow bar and hose. The hose must be attached to the bar and must not touch the ground at any time.

Grading and compacting equipment must be self-propelled and reversible. The frequency and amplitude of vibrating rollers must be adjustable and exceed a force of 15 tons in vibratory mode.

30-4.03C Pulverizing
Unless otherwise authorized, do not pulverize more material than can be mixed with cement and compacted in one day.

Do not leave a wedge where the pulverizing drum cuts into the existing material. The 1st cut width must use the full width of the pulverizing drum. Subsequent cuts must overlap at least 4 inches. Do not leave a gap of unpulverized material between cuts. If an overlap is less than 4 inches, immediately back up and pulverize the deviation along the correct cut line.

Mark the existing pavement where the center of the pulverizing drum stops. Start the following cut on this alignment at least 2 feet behind the mark.

30-4.03D Spreading Materials
Spread cement uniformly over the full roadway surface width. Do not spread cement more than 30 minutes before mixing. Do not apply dry cement in windy conditions that will result in dust outside the FDR—cement area. The spread rate must be the mix design rate or the ordered rate in lb/sq yd ± 5 percent.

Do not spread cement and supplementary aggregate before pulverizing.

30-4.03E Mixing
The overlap requirements in section 30-4.03C apply to mixing. With each cut, adjust the quantity of water proportionally to the actual cut width. If an overlap is less than 4 inches, immediately back up and pulverize the deviation along the correct line without adding water or cement.

Water must be injected through the mixing machine. The injection rate of mixing water must be sufficient to produce the FDR—cement material mixing moisture content described in the mix design.

Mark where the center of the pulverizing drum stops. Start the following cut on this alignment at least 2 feet behind the mark.

30-4.03F Compacting and Grading
Immediately after pulverizing and mixing, compact FDR—cement to the minimum relative compaction. Do not allow more than 2 hours between final mixing of the pulverized material with cement and completion of compaction. Check thickness of compacted FDR material in test pit with phenolphthalein prior to final compaction and grading.

During grading and final compaction with vibratory steel drum rollers, add water to maintain the mixing moisture content as described in the mix design. After final compaction, do not place cement treated soil to fill low areas in the grade.
30-4.03G  Finishing
Immediately after compaction, apply water and roll with pneumatic-tired rollers or steel drum roller with no vibration. The finished surface must be free of ruts, bumps, indentations, segregation, raveling, and any loose material.

Keep the compacted surface damp by lightly watering until asphaltic emulsion is applied.

Apply a diluted asphaltic emulsion to the finished surface when it is damp but free of standing water at the end of the day. The application rate of asphaltic emulsion must be from 0.13 to 0.25 gal/sq. yd. Do not water after applying asphaltic emulsion.

Spread sand cover after asphaltic emulsion is applied under section 37-4.03C. Remove excess sand from the surface by sweeping before opening to traffic.

During the period from 48 to 56 hours after compaction, microcrack the surface by applying 2 to 3 single passes using a 12-ton vibratory steel drum roller at maximum amplitude travelling from 2 to 3 mph.

Maintain the FDR—cement surface free of ruts, bumps, indentations, raveling, and segregation. Repair damaged FDR—cement material with minor HMA.

Determine the finished FDR—cement thickness before placing HMA. If FDR—cement thickness is less than the specified thickness by more than 0.05 foot, excavate a test pit at least 1 by 1-foot in the vicinity of the noncompliant test pit to determine the extent of the deficient thickness. Remove the FDR—cement material deficient in thickness by cold planing to a depth of 0.2 foot below the finished FDR—cement grade. Replace the planed FDR—cement with the HMA specified for the project and compact under section 39-2.01C.

For each lot of FDR—cement, the HMA layer must be placed within 7 days from final compaction of the FDR—cement base unless otherwise authorized.

Immediately before placing HMA, apply asphaltic emulsion at a rate from 0.03 to 0.05 percent residual binder content.

Do not place HMA until authorized.

30-4.04  PAYMENT
Not Used

.......................................................

DIVISION V  SURFACINGS AND PAVEMENTS
37  BITUMINOUS SEALS
10-16-20
Add to section 37-1.01D(1):

Take samples under California Test 125.

Replace item 1 in the list in the 1st paragraph of section 37-2.01A(3) with:

1. Samples for:
   1.1. Asphaltic emulsion chip seal, two 1-quart samples of asphaltic emulsion
   1.2. Polymer modified asphaltic emulsion chip seal, two 1-quart samples of polymer modified asphaltic emulsion
   1.3. Asphalt rubber binder chip seal, two 1-quart samples of base asphalt binder
   1.4. Asphalt rubber binder chip seal, five 1-quart samples of asphalt rubber binder
Replace section 37-2.02A(3) with:

37-2.02A(3) Submittals
Immediately after sampling, submit two 1-quart samples of asphaltic emulsion taken in the presence of the Engineer.

Replace the 1st paragraph of section 37-2.02A(4)(b)(ii) with:

Take two 1-quart samples for Department acceptance testing.

Replace section 37-2.03A(3) with:

37-2.03A(3) Submittals
Immediately after sampling, submit two 1-quart samples of polymer modified asphaltic emulsion taken in the presence of the Engineer.

Replace the 1st paragraph of section 37-2.03A(4)(b)(ii) with:

Take two 1-quart samples for Department acceptance testing.

Replace the 2nd paragraph of section 37-2.03B(2) with:

A polymer modified asphaltic emulsion must be either Grade PMCRS-2 or PMCRS-2h. Polymer content in percent by weight does not apply.

Replace the 1st paragraph of section 37-2.04A(4)(c)(iv) with:

For Department acceptance testing, take two 1-quart samples and one 1-gallon sample of asphalt rubber binder in the presence of the Engineer for every 5 lots or once a day, whichever is greater.

Replace item 1 in the list in the 1st paragraph of section 37-3.01A(3) with:

1. Samples for:
   1.1. Asphaltic emulsion slurry seal, two 1-quart samples of asphaltic emulsion
   1.2. Polymer modified asphaltic emulsion slurry seal, two 1-quart samples of polymer modified asphaltic emulsion
   1.3. Micro-surfacing, two 1-quart samples of micro-surfacing emulsion

Replace section 37-3.02A(3) with:

37-3.02A(3) Submittals
Immediately after sampling, submit two 1-quart samples of asphaltic emulsion or polymer modified asphaltic emulsion taken in the presence of the Engineer.
Replace section 37-3.02A(4)(b)(i) with:

37-3.02A(4)(b)(i) General
Take two 1-quart samples of asphaltic emulsion and polymer modified asphaltic emulsion for Department acceptance testing.

Replace section 37-3.02B(3) with:

37-3.02B(3) Polymer Modified Asphaltic Emulsions
A polymer modified asphaltic emulsion must be grade PMCQS-1h.
A polymer modified asphaltic emulsion must consist of an elastomeric polymer mixed with an asphaltic material uniformly emulsified with water and an emulsifying or stabilization agent.
A polymer modified asphaltic emulsion must use either neoprene polymer or butadiene and styrene copolymer. The polymer must be homogeneous and milled into the asphaltic emulsion at the colloid mill.

Replace section 37-3.03A(3) with:

37-3.03A(3) Submittals
Immediately after sampling, submit two 1-quart samples of micro-surfacing emulsion taken in the presence of the Engineer.

Replace the 1st paragraph of section 37-3.03A(4)(b)(ii) with:

Take two 1-quart samples of micro-surfacing emulsion for Department acceptance testing.

Replace section 37-3.03B(2) with:

37-3.03B(2) Micro-surfacing Emulsions
A micro-surfacing emulsion must be grade MSE.
A micro-surfacing emulsion must be a homogeneous mixture of asphalt, an elastomeric polymer, and an emulsifier solution.
Add an elastomeric polymer modifier to asphalt or emulsifier solution before emulsification. An elastomeric polymer solid must be a minimum of 3 percent by weight of the residual asphalt in the micro-surfacing emulsion.

Replace item 1 in the paragraph of section 37-4.01A(3) with:

1. Two 1-quart samples of asphaltic emulsion

Add to section 37-4.01A:

37-4.01A(4) Quality Assurance
Reserved
Replace section 37-4.02A(3) with:

37-4.02A(3)  Submittals
Immediately after sampling, submit two 1-quart samples of asphaltic emulsion taken in the presence of the Engineer.

Replace the 1st paragraph of section 37-4.02A(4)(b)(ii) with:

Take two 1-quart samples for Department acceptance testing.

Replace the 6th paragraph of section 37-5.01C with:

Immediately after sampling, submit two 1-quart samples of parking area seal taken in the presence of the Engineer.

39  ASPHALT CONCRETE

Replace AASHTO T 324 (Modified) and AASHTO T 324 at each occurrence in section 39 with:

California Test 389

Delete the row for AASHTO T 324 in the table in the 5th paragraph of section 39-2.01A(1).

Add to the table in the 5th paragraph of section 39-2.01A(1):

| ASTM D5095 | 2007 |

Replace the 1st and 2nd paragraphs of section 39-2.01A(3)(d) with:

If ordered, submit QC test results within 3 business days of a request.

Delete the 1st paragraph of section 39-2.01A(4)(a).

Replace the 2nd paragraph of section 39-2.01A(4)(a) with:

Take samples under California Test 125. Reduce samples of HMA to testing size under California Test 306.
Replace item 2 in the list in the 2nd paragraph of section 39-2.01A(4)(b) with:

2. Asphalt binder. Take at least two 1-qt samples. If the asphalt binder is modified or rubberized, the asphalt binder must be sampled with the components blended in the proportions to be used.

Replace the 1st sentence in the 2nd paragraph of section 39-2.01A(4)(h)(i) with:

Condition each at-the-plant sample of HMA mixture for testing under AASHTO 283 in compliance with sections 7.1.2, 7.1.3, and 7.1.4 of AASHTO R 30.

Add to section 39-2.01A(4)(h)(v):

California Test 389 and AASHTO T 283 are not required if production start-up evaluation is within 45 days of the date the Hot Mix Asphalt Verification form is signed.

If production stops for more than 60 days, perform a production start-up evaluation. If production stops for more than 30 days but less 60 days, perform a reduced production start-up evaluation. Reduced production start-up evaluation is production start-up evaluation without California Test 389 and AASHTO T 283.

If production start-up evaluation fails, do not begin production.

Add between the 3rd and 4th paragraphs of section 39-2.01A(4)(i)(i):

You must assist in collecting Engineer acceptance samples. Sample in the presence of the Engineer. Split the Engineer acceptance samples into at least 4 parts. Engineer retains 3 parts and you keep 1 part.

Replace the 1st sentence in the 5th paragraph of section 39-2.01A(4)(i)(i) with:

The Engineer conditions each at-the-plant sample of HMA mixture for testing under AASHTO 283 in compliance with sections 7.1.2, 7.1.3, and 7.1.4 of AASHTO R 30.

Replace the 1st through 3rd paragraphs of section 39-2.01A(4)(i)(iv) with:

You and the Engineer must work together to avoid potential conflicts and to resolve disputes regarding test result discrepancies. You and the Engineer may only dispute each other's test results if one party's test results pass and the other party's test results fail.

If there is a dispute, submit your test results and copies of paperwork including worksheets used to determine the disputed test results within 3 business day of receiving Engineer's test results. An independent third party performs referee testing. Before the third party participates in a dispute resolution, it must be qualified under AASHTO re:source program and the Department's Independent Assurance Program. The independent third party must have no prior direct involvement with this Contract. By mutual agreement, the independent third party is chosen from:

1. Department laboratory in a district or region not in the district or region the project is located
2. Transportation Laboratory
3. Laboratory not currently employed by you or your HMA producer

If the Department's portion of the split acceptance samples are not available, the independent third party uses any available material agreed by you and the Engineer as representing the disputed HMA for evaluation.
Replace the 1st paragraph of section 39-2.01B(2)(b) with:

If the proposed JMF indicates that the aggregate is being treated with dry lime or lime slurry with marination, or the HMA with liquid antistrip, then testing the untreated aggregate under AASHTO T 283 and California Test 389 is not required.

Replace section 39-2.01B(5) with:

39-2.01B(5) Liquid Antistrip Treatment

Do not use liquid antistrip as a substitute for asphalt binder.

Total amine value for amine-based liquid antistrip must be a minimum of 325 when tested under ASTM D2074. Dosage for amine-based liquid antistrip must be from 0.25 to 1.00 percent by weight of asphalt.

Nonvolatile content of organosaline-based liquid antistrip must be 40 percent minimum when tested under ASTM D5095. Dosage for organosaline-based liquid antistrip must be from 0.05 to 0.15 percent by weight of asphalt.

Use only 1 liquid antistrip type or brand at a time. Do not mix liquid antistrip types or brands.

Store and mix liquid antistrip under the manufacturer's instructions.

Replace the table in the 3rd paragraph of section 39-2.01C(3)(f) with:

<table>
<thead>
<tr>
<th>HMA over:</th>
<th>Minimum residual rates (gal/sq yd)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CSS-1/CSS-1h, SS-1h, and QS-1h/QS-1h asphaltic emulsion</td>
</tr>
<tr>
<td>New HMA (between layers)</td>
<td>0.02</td>
</tr>
<tr>
<td>Concrete pavement and existing asphalt concrete surfacing</td>
<td>0.03</td>
</tr>
<tr>
<td>Planed pavement</td>
<td>0.05</td>
</tr>
</tbody>
</table>

Replace the 2nd paragraph of section 39-2.02A(4)(b)(iii) with:

When tested under AASHTO T 308, the uncorrected binder content of the combined RAP sample must be within ±2.00 percent of the average uncorrected asphalt binder content reported on page 4 of your Contractor Hot Mix Asphalt Design Data form. If a new processed RAP stockpile is required, the average uncorrected binder content of the new processed RAP stockpile tested under AASHTO T 308 must be within ±2.00 percent of the average uncorrected binder content reported on page 4 of your Contractor Hot Mix Asphalt Design Data form. You must use the same ignition oven used to determine the uncorrected asphalt binder content reported on page 4 of your Contractor Hot Mix Asphalt Design Data form.

Replace item 2 in the 4th paragraph of section 39-2.02A(4)(b)(iii) with:

2. Moisture content at least once a day
Replace footnote a in the table in item 1 in the list in the paragraph of section 39-2.02A(4)(e) with:

“The Engineer determines combined aggregate gradations containing RAP under California Test 384. The Engineer uses the correlation factor from Contractor Hot Mix Asphalt Design Data form and mathematically combines the virgin and corrected RAP aggregate gradations at the correct proportions to obtain the combined gradation.

Replace the table in item 2 in the list in the paragraph of section 39-2.02A(4)(e) with:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Uncorrected binder content (% within the average value reported&lt;sup&gt;a&lt;/sup&gt;)</td>
<td>AASHTO T 308</td>
<td>±2.00</td>
</tr>
<tr>
<td>Specific gravity (within the average value reported&lt;sup&gt;b&lt;/sup&gt;)</td>
<td>AASHTO T 209</td>
<td>±0.06</td>
</tr>
</tbody>
</table>

<sup>a</sup>Average uncorrected binder content of three ignition oven tests performed at JMF verification. Engineer must use the same ignition oven used to determine the average uncorrected binder content at JMF verification.

<sup>b</sup>Average maximum specific gravity reported on page 4 of Contractor Hot Mix Asphalt Design Data form.

Replace the row for Moisture susceptibility (min, psi, dry strength) in the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e) with:

| For RAP substitution equal to or less than 15% moisture susceptibility (min, psi, dry strength) | AASHTO T 283 | 100 |
| For RAP substitution greater than 15% moisture susceptibility (psi, dry strength) | AASHTO T 283 | 100-300<sup>i</sup> |

Replace the row for Hamburg wheel track (min number of passes at inflection point) in the table in item 3 in the paragraph of section 39-2.02A(4)(e) with:

| Hamburg wheel track (number of passes at inflection point) | California Test 389 | Report only |

Replace the row for Moisture susceptibility (min, psi, wet strength) in the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e) with:

| Moisture susceptibility (min, psi, wet strength) | AASHTO T 283 | 70 |
Add a footnote to the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e):

^Not required in the following areas:
1. Southern San Luis Obispo or Santa Barbara County in District 5.
2. Kern County in District 6.
3. Kings County in District 6: route 5, post mile 0 to 17; route 33, post mile 0 to 19; route 41, post mile 0 to 16.
4. Tulare County in District 6: route 65, post mile 0 to 10; route 99, post mile 0 to 10; route 43, post mile 0 to 15.

Add footnote i to the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e):

iFreeze thaw required

Replace the row for *Hamburg wheel track (min number of passes at inflection point)* in the 1st paragraph of section 39-2.02B(2) with:

<table>
<thead>
<tr>
<th>Hamburg wheel track (number of passes at inflection point)</th>
<th>California Test 389c</th>
<th>Report only</th>
</tr>
</thead>
</table>

Replace the row for *Moisture susceptibility, dry strength* in the table in the 1st paragraph of section 39-2.02B(2) with:

<table>
<thead>
<tr>
<th>For RAP substitution equal to or less than 15% moisture susceptibility (min, psi, dry strength)</th>
<th>AASHTO T 283</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>For RAP substitution greater than 15% moisture susceptibility (psi, dry strength)</td>
<td>AASHTO T 283</td>
<td>100-300c</td>
</tr>
</tbody>
</table>

Add a footnote to the table in the 1st paragraph of section 39-2.02B(2):

^Not required in the following areas:
1. Southern San Luis Obispo or Santa Barbara County in District 5.
2. Kern County in District 6.
3. Kings County in District 6: route 5, post mile 0 to 17; route 33, post mile 0 to 19; route 41, post mile 0 to 16.
4. Tulare County in District 6: route 65, post mile 0 to 10; route 99, post mile 0 to 10; route 43, post mile 0 to 15.

Replace the 3rd and 4th paragraphs of section 39-2.02B(2) with:

For RAP substitution of 15 percent or less, the grade of the virgin binder must be the specified grade of asphalt binder for Type A HMA.

For RAP substitution greater than 15 percent and not exceeding 25 percent, the grade of the virgin binder must be the specified grade of asphalt binder for Type A HMA with the upper and lower temperature classification reduced by 6 degrees C. Hamburg wheel track requirements are based on the grade of asphalt binder specified for Type A HMA.
Replace the 2nd sentence in the 2nd paragraph of section 39-2.02B(11) with:

For RAP substitution of 15 percent or less, RAP must be within ±3 of RAP percentage shown in your Contractor Job Mix Formula Proposal form without exceeding 15 percent. For RAP substitution of greater than 15 percent, RAP must be within ±3 of RAP percentage shown in your Contractor Job Mix Formula Proposal form without exceeding 25 percent.

Replace the row for Hamburg wheel track (min number of passes at 0.5-inch rut depth) in the table in item 2 in the paragraph of section 39-2.03A(4)(e)(i) with:

<table>
<thead>
<tr>
<th>Hamburg wheel track (min number of passes at 0.5-inch rut depth)</th>
<th>California Test 389</th>
<th>15,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base binder grade:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PG 64 or lower</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PG 70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15,000</td>
<td></td>
<td>20,000</td>
</tr>
</tbody>
</table>

Replace the row for Hamburg wheel track (min number of passes at inflection point) in the table in item 2 in the paragraph of section 39-2.03A(4)(e)(i) with:

<table>
<thead>
<tr>
<th>Hamburg wheel track (number of passes at inflection point)</th>
<th>California Test 389</th>
<th>Report only</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Replace the row for Moisture susceptibility (min, psi, wet strength) in the table in item 2 in the list in the paragraph of section 39-2.03A(4)(e)(i) with:

<table>
<thead>
<tr>
<th>Moisture susceptibility (min, psi, wet strength)</th>
<th>AASHTO T 283(^g)</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Add footnote \(^g\) to the table in item 2 in the list in the paragraph of section 39-2.03A(4)(e)(i):

\(^g\)Freeze thaw required

Replace the row for Hamburg wheel track (min number of passes at 0.5-inch rut depth) in the table in 1st paragraph of section 39-2.03B(2) with:

<table>
<thead>
<tr>
<th>Hamburg wheel track (min number of passes at 0.5-inch rut depth)</th>
<th>California Test 389(^d)</th>
<th>15,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base binder grade:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PG 64 or lower</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PG 70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15,000</td>
<td></td>
<td>20,000</td>
</tr>
</tbody>
</table>
Replace the row for *Hamburg wheel track (min number of passes at inflection point)* in the table in 1st paragraph of section 39-2.03B(2) with:

<table>
<thead>
<tr>
<th>Hamburg wheel track (number of passes at inflection point)</th>
<th>California Test 389d</th>
<th>Report only</th>
</tr>
</thead>
</table>

Replace the table in the 3rd paragraph of section 39-2.04C with:

**Tack Coat Application Rates for OGFC**

<table>
<thead>
<tr>
<th>OGFC over:</th>
<th>Minimum residual rates (gal/sq yd)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CSS-1/CSS-1h, SS-1h, and QS-1h/QS-1h asphaltic emulsion</td>
</tr>
<tr>
<td>New HMA</td>
<td>0.03</td>
</tr>
<tr>
<td>Concrete pavement and existing asphalt concrete surfacing</td>
<td>0.05</td>
</tr>
<tr>
<td>Planed pavement</td>
<td>0.06</td>
</tr>
</tbody>
</table>

Replace the 8th and 9th paragraphs of section 39-2.04C with:

For RHMA-O and RHMA-O produced with WMA water injection technology, and RHMA-O-HB and RHMA-O-HB produced with WMA water injection technology:

1. Spread and compact if the ambient air temperature is at least 55 degrees F and the surface temperature is at least 60 degrees F
2. Complete the 1st coverage using 2 rollers before the surface temperature drops below 280 degrees F
3. Complete compaction before the surface temperature drops below 250 degrees F

For RHMA-O produced with WMA additive technology and RHMA-O-HB produced with WMA additives technology:

1. Spread and compact if the ambient air temperature is at least 45 degrees F and the surface temperature is at least 50 degrees F
2. Complete the 1st coverage using 2 rollers before the surface temperature drops below 270 degrees F
3. Complete compaction before the surface temperature drops below 240 degrees F

Spread sand at a rate from 1 to 2 lb/sq yd on RHMA-O and RHMA-O-HB with or without WMA technology pavement after finish rolling activities are complete. Keep traffic off the pavement until spreading of the sand is complete.

Replace the 2nd paragraph of section 39-2.05A(1)(a) with:

Placing a BWC consists of applying a bonded wearing course asphaltic emulsion and placing the specified HMA in a single pass with an integrated paving machine.

Replace the 1st paragraph of section 39-2.05A(1)(d)(ii) with:

Take two 1-gallon samples of BWC.
Replace the row for Penetration at 25 °C in the table in the 1st paragraph of section 39-2.05A(1)(d)(iii) with:

| Penetration at 25 °C (dmm) | AASHTO T 49 | 70–150 |

Replace the paragraph of section 39-2.05A(2)(b) with:

The asphaltic emulsion must be bonded wearing course asphaltic emulsion.

40  CONCRETE PAVEMENT

Delete full-depth crack and its definition in section 40-1.01B.

Replace working crack and its definition in section 40-1.01B with:

working crack: Crack parallel to and within 4 inches of a planned JPCP contraction joint.

Add to section 40-1.01B:

uncontrolled crack: Any crack in JPCP that is not a working crack.

Replace the 2nd paragraph of section 40-1.01C(4) with:

At least 15 days before starting field qualification, submit the proposed concrete mix proportions, the corresponding mix identifications, and laboratory test reports, including measurements of the modulus of rupture and compressive strength, for each trial mixture at 3, 7, 10, 21, 28, and 42 days.

Replace the 2nd paragraph of section 40-1.01C(9) with:

Submit your coefficient of thermal expansion test data at:

https://dime.dot.ca.gov/

Replace the 3rd paragraph of section 40-1.01D(1) with:

Provide material, labor and equipment that meets initial curing requirement to assist the Engineer in fabricating, curing and handling test beams for the Department's modulus of rupture testing. Failure to maintain the proper curing environment during initial cure will not be basis for rejection of samples, dispute resolution, or claim against the Department. The initial curing equipment must be capable of being locked, using a Department provided padlock. Ensure that the initial curing equipment is secured at all times and protected against theft and damage.
Replace the row for Density in the table in the 1st paragraph of section 40-1.01D(7)(a) with:

<table>
<thead>
<tr>
<th>Unit weight</th>
<th>California Test 518</th>
<th>1 per 4 hours</th>
</tr>
</thead>
</table>

Add to the list in the 4th paragraph of section 40-1.01D(7)(a):

6. Unit weight

Replace item 2 in the list in the 8th paragraph of section 40-1.01D(7)(a) with:

2. 1 point falls outside the suspension limit line for individual penetration, unit weight or air content measurements

Replace \( n_v \) in the 1st paragraph of section 40-1.01D(8)(b)(ii) with:

\[ n_v = \text{number of Department's tests (minimum of 3 required)} \]

Replace the 4th paragraph of section 40-1.01D(8)(b)(ii) with:

If your QC test results are not verified, core at least 3 specimens from the concrete pavement under section 40-1.03M. For dispute resolution, the Engineer selects the core locations and the Department contracts with an independent testing laboratory or uses the Department's laboratory to test these specimens for air content under ASTM C457. The Engineer compares these test results with your QC test results using the t-test method. If your QC test results are verified based on this comparison, the Engineer uses your QC test results for acceptance of concrete pavement for air content, otherwise, the Engineer uses the test results from the dispute resolution process and you pay for the independent testing.

Replace the note \( b \) in the table in the 1st paragraph of section 40-1.01D(8)(c)(i) with:

\( b \) Average of the individual test results of 3 test beams.

Replace the 1st sentence of section 40-1.01D(8)(c)(iii) with:

The Department verifies and accepts pavement smoothness based on the results of your inertial profiler testing under Section 36-3.

Replace section 40-1.01D(8)(c)(v) with:

40-1.01D(8)(c)(v) Determining Modulus of Rupture from Pavement Cores

For each approved mix design, a correlation between flexural beam strength and compressive core strength may be developed to evaluate low modulus of rupture results from projects. If the average 28-day modulus of rupture is below 570 psi, you may use compressive strength results from pavement cores to determine the equivalent 28-day modulus of rupture.

In the presence of engineer:
1. From the test strip, fabricate an additional 3 beams, and take a total of 15 cores under ASTM C42 to test 3 cores at each age of 28, 42, 56, 70, and 91 days.
2. If test strip is not constructed, fabricate additional 3 beams on the first day of production and placement of concrete pavement, and take total 15 cores under ASTM C42 to test 3 cores at each age of 28, 42, 56, 70, and 91 days.
3. Break 3 beams at 28 days and take the average.
4. Break 3 cores at each age of 28, 42, 56, 70, and 91 days under ASTM C 39 and take the average at each age.

Use the following formula to calculate the equivalent 28-day modulus of rupture:

\[
MOR = MOR_s \times \left[\frac{C_p(t)}{C_s(t)}\right]^{1/2}
\]

where:
- \(MOR\) = equivalent 28-day modulus of rupture in psi
- \(MOR_s\) = average modulus of rupture in psi of 3 beams taken from the test strip at 28 days
- \(C_s(t)\) = average compressive strength in psi of 3 cores taken from the test strip at (t): 28, 42, 56, 70, or 91 days under ASTM C39
- \(C_p(t)\) = average compressive strength in psi of 3 cores taken from the pavement project at (t): 28, 42, 56, 70, or 91 days under ASTM C39

Submit all test results to engineer on the same date of completion of testing.

If the 28-day modulus of rupture is below 570 psi, select an age equal to one of the test ages from the test strip and drill 3 concrete cores under ASTM C42 of same diameter as the test strip from the area not complying to the acceptance strength requirement and test in presence of engineer for compressive strength under ASTM C39. The average compressive strength of 3 concrete cores will be used to determine the equivalent 28-day modulus of rupture.

Replace introductory clause in the 4th paragraph of section 40-1.03J with:

04-17-20

Do not allow traffic or use equipment on concrete pavement before the concrete has attained a modulus of rupture of 550 psi based on the Department's testing unless:

Add to the list in the 4th paragraph of section 40-1.03J:

04-17-20

2.5 You must monitor for damage and immediately discontinue access and suspend operations if any damage becomes apparent

Replace section 40-1.03N with:

10-16-20

40-1.03N Spall and Ravel Repair

Repair spalled or raveled areas that are any of the following:
1. Deeper than 0.05 foot
2. Wider than 0.10 foot
3. Longer than 0.30 foot

Repair spalls or ravels under section 41-4 and complete the repairs before opening a lane or lanes to traffic. Remove and replace JPCP slabs that have combined raveled areas more than 5 percent of the total slab area or a single raveled area more than 4 sq ft.
Replace section 40-2 with:

40-2 CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

40-2.01 GENERAL
40-2.01A Summary
Section 40-2 includes specifications for constructing continuously reinforced concrete pavement.

Constructing continuously reinforced concrete pavement includes terminal joints and expansion joints.

40-2.01B Definitions
Reserved

40-2.01C Submittals
For field qualification, submit the test data for the coefficient of thermal expansion of the concrete.

If you request to use plastic chairs to support the transverse bars, submit a sample of the plastic chair, including:

1. Manufacturer’s instructions for the applicable use and load capacity
2. Chair spacing
3. Your calculation for the load on a chair for the area of bar reinforcement it supports

During production, submit the test data for the coefficient of thermal expansion as an informational submittal.

40-2.01D Quality Assurance
For field qualification, test the coefficient of thermal expansion of the concrete under AASHTO T 336. The coefficient of thermal expansion must not exceed 6.0 microstrain/degree F.

During the evaluation of the test strip, the Engineer visually checks the reinforcement and dowel and tie bar placement.

During production, test the coefficient of thermal expansion of the concrete at a frequency of 1 test for each 5,000 cu yd of paving but not less than 1 test for a project with less than 5,000 cu yd of concrete.

40-2.02 MATERIALS
40-2.02A General
Reserved

40-2.02B Transverse Bar Assembly
Transverse bar assemblies may be used to support longitudinal bars instead of transverse bars and other support devices.

40-2.02C Intermediate Transverse Bars
Intermediate transverse bars do not need to be epoxy-coated for a project not shown to be in a high desert or any mountain climate region.

40-2.02D Joints
Joint seals for transverse expansion joints must comply with section 51-2.02.

Geosynthetic bond breaker for expansion joint support slabs must comply with section 36-2.

40-2.03 CONSTRUCTION
40-2.03A General
Reserved

40-2.03B Bar Reinforcement
Place bar reinforcement under section 52-1.03D except you may request to use plastic chairs. Plastic chairs will be considered only for support directly under the transverse bars. You must demonstrate the
vertical and lateral stability of the bar reinforcement and plastic chairs during the construction of the test strip.

For a transverse bar in a curve with a radius under 2,500 feet, place the reinforcement in a single continuous straight line across the lanes and aligned with the radius point as shown.

Lap splice bar reinforcement under section 52-6. For low carbon, chromium-steel bar reinforcement, the length of lap splice must be at least 30 inches.

40-2.03C Construction Joints
Transverse construction joints must be perpendicular to the lane line. Construct the joints so that the nearest longitudinal bar splice is at least 42 inches away from each side of the joint.

Clean joint surfaces before placing concrete against the surfaces. Remove laitance, curing compound, and other foreign materials.

40-2.03D Correcting Noncompliant Pavement Work
40-2.03D(1) General
The specifications for repairing cracks in section 40-1.03N do not apply to CRCP. Do not apply high-molecular-weight methacrylate to cracks in CRCP.

CRCP that develops raveling areas of 6 by 6 inches or greater requires partial depth repair.

40-2.03D(2) Partial Depth Repair
Partial depth repair must comply with section 41-4 except:

1. Determine a rectangular boundary which extends 6 inches beyond the damaged area. The depth of the saw cut must be between 2 inches from the surface to 1/2 inch above the longitudinal bars.
2. Provide additional reinforcement if each length of the repair boundaries is equal to or greater than 3 feet.

40-2.03D(3) Full-Depth Repair
40-2.03D(3)(a) General
Remove the full-depth of CRCP except for the portion of reinforcement to remain in place. Provide continuity of the reinforcement. For low carbon, chromium-steel bar reinforcement, the length of lap splice must be at least 30 inches. Splicing must comply with section 52-6. Do not damage the base, concrete, and reinforcement to remain in place. Place concrete in the area where you removed CRCP.

40-2.03D(3)(b) Transverse Cracks
Make initial full-depth transverse saw cuts normal to the lane line a distance of 3 feet on each side of the transverse crack.

40-2.03D(3)(c) Longitudinal Cracks
Remove the cracked area normal to the lane line for the full width of the lane a distance of 1 foot beyond each end of the crack. You may propose alternate limits with your repair plan.

40-2.03E Reserved
40-2.04 PAYMENT
Not Used

Add to the end of section 40-4.03B:

Replace JPCP for 4.5 feet on both sides of a joint with a rejected dowel bar.

Replace section 40-4.03C with:

40-4.03C Correcting Cracks
Correct JPCP cracks as follows:
1. Repair working cracks.
2. Remove and replace JPCP slabs that have uncontrolled cracks from joint to joint or edge to edge.
3. For other uncontrolled cracks, stop production, notify the Engineer, and submit a Corrective Action Plan for approval.

The Corrective Action Plan must include the following:

1. Root-cause analysis
2. Details for location, orientation, width, and depth of cracks
3. Proposed procedures for treatment or replacement
4. Details for demonstrating compliance with approved treatment procedures
5. Corrective steps to prevent reoccurrence

If the joints are sealed, repair working cracks by routing and sealing. Use a router mounted on wheels with a vertical shaft and a routing spindle that moves along the crack on its caster wheels. Form a reservoir 3/4-inch deep by 3/8-inch wide in the crack and fill with sealant. The equipment must not cause raveling or spalling.

Treat the contraction joint adjacent to the working crack by either of the following methods:

1. Applying epoxy resin under ASTM C881/C881M, Type IV, Grade 2
2. Pressure injecting epoxy resin under ASTM C881/C881M, Type IV, Grade 1

Replace the 2nd paragraph of section 41-10.01C with:

At least 15 days before delivery of the chemical adhesive to the job site, submit the SDS and the manufacturer’s instructions for:

1. Handling and storage
2. Installation procedures
3. Minimum cure time
4. Use of chemical adhesive

Replace the 3rd paragraph of section 41-10.02A with:

Each chemical adhesive system container must clearly and permanently show the:

1. Manufacturer’s name
2. Material name
3. Lot or batch number
4. Expiration date
5. Evaluation report number
6. Directions for use
7. Storage requirement
8. Warnings or precautions required by State and federal laws and regulations
Replace section 41-10.03A with:

**41-10.03A General**

Drill holes for bars as shown without damaging the adjacent concrete. Clean drilled holes under the chemical adhesive manufacturer's installation instructions. Holes must be dry at the time of placing the chemical adhesive and bars. Immediately after inserting the bar into the chemical adhesive, support the bar to prevent movement until chemical adhesive has cured the minimum time recommended by the manufacturer.

Use a grout retention ring when drilling and bonding dowel bars. Apply dowel bar lubricant to the entire exposed portion of the dowel bar.

If the Engineer rejects a bar installation: stop paving, drilling, and bonding activities. Adjust your procedures and obtain the verbal authorization before resuming paving, drilling, and bonding.

Cut the rejected bar flush with the pavement joint surface and coat the exposed end of the bar with chemical adhesive. Offset the new hole 3 inches horizontally from the rejected hole's center.

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**DIVISION VI STRUCTURES**

**46 GROUND ANCHORS AND SOIL NAILS**

Replace section 46-1.01C(2) with:

**46-1.01C(2) Shop Drawings**

**46-1.01C(2)(a) General**

Submit shop drawings and supporting calculations to OSD, Documents Unit for initial review. Notify the Engineer of the submittal. Include in the notification the date and contents of the submittal.

Submit 6 copies of the general project information, 5 copies of the fabricators plan, and 3 copies of the construction plan.

Shop drawings and calculations must be sealed and signed by an engineer who is registered as a civil engineer in the State.

Allow 30 days for the Department's review.

After review, submit from 6 to 12 copies of final shop drawings and supporting calculations, as requested, for authorization and use during construction.

**46-1.01C(2)(b) General Project Information Plan**

General project information plan must include:

1. Name, address, email address, and phone number of the contractor or subcontractor performing the work.
2. Wall construction schedule with construction sequence.
3. Wall construction staging schedule.
4. Table of lengths, tendon sizes, centralizers, and drilled-hole diameters.
5. For ground anchors, calculations for determining the bonded length and assumed bonded strength. Do not rely on any capacity from the grout-to-ground bond within the unbonded length.
6. Procedures for installing verification and proof test nails.
7. Bench width requirements for installation equipment.
8. Excavation lift height and maximum duration of exposure for each wall zone, including:
   8.1. Methods to stabilize the exposed excavated face if face is not maintaining its integrity
   8.2. Supporting calculations
46-1.01C(2)(c) Fabrication Plan
Fabrication plan must include:

1. Details and specifications for:
   1.1. Ground anchors and anchorage system
   1.2. Production and test soil nails
2. Corrosion protection details and repair procedure for:
   2.1. Damaged sheathing
   2.2. Couplers
3. Testing equipment including jacking frame and appurtenant bracing.
4. For ground anchors, details for the transition between the corrugated plastic sheathing and the anchorage assembly. If shims are used during lock-off, include:
   4.1. Shim thickness
   4.2. Supporting calculations

You may start fabrication early by requesting an authorization of the fabrication plan portion before the complete shop drawings submittal is authorized. If the early fabrication plan is authorized, you are fully responsible for any changes that may occur after starting fabrication.

46-1.01C(2)(d) Construction Plan
Construction plan must include:

1. Methods of excavation for the staged lifts and types of excavation equipment.
2. Details for measuring the movement of the excavated face and the wall during stability testing and construction.
3. Measures to ensure wall and slope stability during construction.
4. Details for providing the bonded and unbonded length. If packers or other similar devices are used, include the type.
5. For soil nails, details for isolating installed proof test soil nails during shotcrete application.
6. Dewatering plan to divert, control, and dispose of surface and groundwater during construction
7. Drilling methods and equipment, including:
   7.1. Size of drilled hole
   7.2. Space requirements
8. Grout mix design and testing procedures.
9. Grout placement equipment and procedures, including minimum required cure time.
10. Testing equipment including method and equipment for measuring movement during testing.
11. For soil nails, include procedure for extracting grouted soil nails.

Add to the list in the 1st paragraph of section 46-1.01C(3):

12. Digital photo logs of extracted test soil nails

Replace the 2nd paragraph of section 46-1.01C(3) with:

Submit the test data in electronic and hard copy format within 1 business day after testing is complete. Upon completion of the wall, send an email of the soil nail test results as a tabulated spreadsheet to the Engineer and Geotechnical.Data@dot.ca.gov. Include the contract number and Department's structure number of the wall in the subject line of the email.

Replace Not Used in section 46-1.01D(1) with:

Welding must comply with AWS D1.1.
Add to the end of section 46-1.03A:

Shotcrete must comply with section 53-2.

Delete the 3rd paragraph of section 46-1.03B.

Replace the 1st paragraph of 46-2.02B with:

Strand tendons, bar tendons, and bar couplers must comply with section 50-1.02B and must be on the Authorized Material List for post-tensioning systems.

Replace the 1st sentence in the 2nd paragraph of section 46-2.02B with:

The anchorage enclosure and the steel tube and bearing plate of the anchorage assembly must be galvanized steel and comply with sections 55-1.02D(1) and 55-1.02E(1).

Replace item 9 in the list in the 3rd paragraph of section 46-2.02D with:

9. Have the physical properties shown in Table 4.1 of Recommendations for Prestressed Rock and Soil Anchors published by the Post-Tensioning Institute

Replace the 4th paragraph of section 46-2.03D with:

Immediately after lock-off, perform a lift-off test to verify that the lock-off load has been attained. The lift-off load must be within 10 percent of the specified lock-off load. If necessary adjust the shim thickness to achieve the lock-off load. If the load is not within 10 percent of the specified lock-off load, the anchorage must be reset and another lift-off load reading must be made. Repeat the process until the specified lock-off load is obtained.

Replace the 2nd paragraph of section 46-3.01A with:

A soil nail consists of a solid steel bar with an anchorage assembly that is placed in a drilled hole and then grouted.

Replace section 46-3.01D(2)(b)(ii)(1) with:

46-3.01D(2)(b)(ii)(1) General
Determine the test load using the following equation:

\[ T = L_b \times Q_b \]

where:
\[ T \] = test load, pounds
\[ L_b \] = soil nail bonded length, feet, 10 feet minimum
\[ Q_b \] = test load per unit length of bond, pounds/foot
Replace the 8th paragraph of section 46-3.01D(2)(b)(ii)(2) with:

If the Engineer revises soil nail lengths or test load per unit length of bond values, any additional verification test soil nails are change order work.

Replace section 46-3.02A with:

46-3.02A General
Each production soil nail must be either a solid steel bar encapsulated full length in a grouted corrugated plastic sheathing or an epoxy-coated prefabricated solid steel bar partially encapsulated in a grouted corrugated plastic sheathing as shown.

Epoxy-coated prefabricated solid steel bars must comply with the specifications for epoxy-coated prefabricated reinforcement in section 52-2.03, except the average coating thickness after curing must be from 10 to 15 mils.

Solid steel bar for test soil nails is not required to be epoxy coated or encapsulated in grouted plastic sheathing.

Replace the heading of section 46-3.02B with:

Anchorage Assemblies

Replace the 2nd paragraph of section 46-3.02B with:

Concrete anchors on bearing plates must comply with the specifications for studs in clause 9 of AWS D1.1.

Replace section 46-3.02C with:

46-3.02C Solid Steel Bars
Solid steel bars must be either:
1. Threaded bars with spirally-deformed, ribbed threads continuous along the entire length of the bar.
2. Deformed reinforcing bars with at least a 6-inch length of thread cut into the bar on the anchorage end. Use coarse threading and the next larger reinforcing bar size.

Solid steel bars must comply with ASTM A615/A615M or A706/A706M, Grade 60 or ASTM A615/A615M, Grade 75.

Splicing must be authorized.

Epoxy coating at the anchorage end of epoxy-coated bars may be omitted for a maximum of 6 inches. Metal surfaces of assembled splices of epoxy-coated bars must be epoxy coated.

Choose the solid steel bar size and grade for test soil nails. Test soil nail bars must not be smaller than the production soil nails they represent.

Replace the 1st paragraph of section 46-3.03A with:

Determine the drilled-hole diameter and installation method required to achieve the test load per unit length of bond values shown.
Replace the introductory clause to the list in the 3rd paragraph of section 46-3.03B with:

Install verification test soil nails by any of the following means:

Replace the 7th and 8th paragraphs of section 46-3.03B with:

Remove each verification and proof test soil nail to 6 inches behind the front face of the shotcrete after testing is complete. Fill the voids with grout.

If ordered, extract verification and proof test soil nails selected by the Engineer. Fill the voids with grout.

Photograph the extracted test nails in 5-foot section intervals.

Replace the 3rd paragraph of section 46-3.03C with:

Splice the solid steel bar only where shown on the authorized shop drawings or at the end of a soil nail that is ordered to be lengthened.

Replace the 1st sentence in the 7th paragraph of section 46-3.03C with:

Hand tighten the nut on the end of the production soil nail bar before shotcrete hardening begins. Ensure the bearing plate is fully seated on the shotcrete.

47  EARTH RETAINING SYSTEMS

Replace section 47-3 with:

47-3  RESERVED

48  TEMPORARY STRUCTURES

Replace signed at each occurrence in section 48 with:

sealed and signed

Replace section 48-1.01 with:

48-1.01  GENERAL
48-1.01A  Summary
Section 48-1 includes general specifications for constructing temporary structures.
If a railroad company is involved, falsework, temporary supports, and jacking support systems must comply with any additional requirements of the railroad company.

48-1.01B Definitions
frame: Portion of a bridge between expansion joints.
jacking: Positioning of new or existing structures or portions thereof, by jacks or other mechanical methods.
previously welded splice: Splice made in a temporary-structure member in compliance with AWS D1.1 or other recognized welding standard, before contract award.
temporary-structure adjustment: Grading or adjusting of temporary structures.

48-1.01C Submittals
48-1.01C(1) General
Submit 6 copies of shop drawings and 2 copies of calculations for:
1. Falsework
2. Temporary supports
3. Temporary decking
4. Jacking
5. Adjustment

48-1.01C(2) Temporary-Structure Inspection Report
Temporary-structure inspection reports must be:
1. Prepared daily during jacking and temporary-structure adjustment activities. Reports must be submitted:
   1.1. By close of business the following business day
   1.2. Before opening the roadway on or under the temporary structure to traffic
2. Prepared before placing concrete

The temporary-structure inspection report must be prepared, sealed, and signed by the temporary-structure engineer.

The temporary-structure inspection report must include:
1. Description of the progress of the jacking and adjustment activities
2. Description and evaluation of the condition of the temporary structure and supported structure
3. Inspection findings and the certifications listed in section 48-1.01D(2) that are completed by the temporary-structure engineer

48-1.01C(3) Adjustment Plan Shop Drawings
Submit adjustment plan shop drawings if the falsework or temporary supports are to be adjusted more than 1/2 inch.

The adjustment plan shop drawings and calculations must be sealed and signed by the temporary-structure engineer.

Adjustment plan shop drawings and calculations must include:
1. Methods and sequencing for the adjustment.
2. Descriptions of equipment to be used.
3. Location of jacks or other adjustment equipment.
4. Detailed sequence for releasing of bracing.
5. Details and calculations for the stability and adjustment of the falsework or temporary supports during all stages of the adjustment including any additional required temporary bracing.
6. Calculations that include stresses, deflections, and loads in all load carrying members, bracing, and equipment as well as any redistributed loads resulting from the adjustment. Calculations must also include the effect of the adjustment sequence.
48-1.01D  Quality Assurance

48-1.01D(1)  General
Reserved

48-1.01D(2)  Temporary-Structure Engineer
The temporary-structure engineer must:

1. Be registered as a civil engineer in the State.
2. Have experience in temporary structure design or temporary structure construction inspection.
3. Seal and sign the shop drawings.
4. Be present during all jacking and adjustment activities.
5. Prepare, seal, and sign a daily temporary-structure inspection report during jacking and temporary-structure adjustment activities.
6. The temporary-structure engineer must inspect and certify that:
   6.1. Temporary structure is stable before jacking activities or adjustments and before concrete is placed.
   6.2. Temporary structure complies with the authorized shop drawings.
   6.3. Materials and workmanship are satisfactory for the work.
7. Stop activity if any unanticipated issues occur.
8. Propose revisions to the authorized shop drawings to address any issues. Do not resume temporary structure activities until the proposed revisions are authorized.

The temporary-structure engineer may assign a representative to perform the temporary structure activities specified in section 48-1.01D. The temporary-structure engineer must submit a letter that is sealed and signed certifying that the representative:

1. Is registered as a civil engineer in the State
2. Has experience in temporary structure design or temporary structure construction inspection
3. Is familiar with the authorized shop drawings and the stresses the members are required to sustain
4. Will attend at least 1 job site visit with the Engineer and your temporary-structure superintendent to discuss the authorized shop drawings

Add to list in the 2nd paragraph of section 48-2.01A:

5. Includes illumination for vehicular and pedestrian traffic

Add to the end of section 48-2.01A:

Falsework used as temporary supports must comply with section 48-3.

Replace section 48-2.01B with:

48-2.01B  Definitions

independent support system: Support system that is in addition to a falsework removal system that employs methods of holding falsework from above by winches, hydraulic jacks with prestressing steel, HS steel rods, or cranes.

falsework release: Lowering of falsework to the point that it no longer supports the loads imposed by the permanent structure, or any element, that the falsework was designed to support during construction. Falsework release includes blowing sand from sand jacks, turning screws on screw jacks, and removing wedges.

falsework removal: Releasing, lowering, and disposing of the falsework.
Add between the 1st and 2nd paragraphs of section 48-2.01C(1):

Submit a certificate of compliance for the timber used to construct falsework. The certificate of compliance must verify the grade and species of the timber.

Replace the last paragraph of section 48-2.01C(1) with:

Submit a falsework lighting plan at least 10 days before starting construction on falsework containing openings for vehicular traffic, pedestrians, or railroad. The plan must include:

1. Location, spacing, and mounting heights of luminaires
2. Types of luminaires
3. Calculations of illumination levels used to determine placement of luminaires
4. Plot of illumination points used to demonstrate compliance with the illumination levels requirements
5. Lighting circuit diagrams

Replace section 48-2.01C(2) with:

48-2.01C(2) Shop Drawings

Submit shop drawings and calculations for falsework.

The falsework shop drawings and calculations must be sealed and signed by the temporary-structure engineer for any of the following conditions:

1. Height of any portion of the falsework measured from the ground line to the soffit of the superstructure is more than 14 feet
2. Any individual falsework clear span is more than 16 feet
3. Falsework contains openings for vehicular, pedestrian, or railroad traffic
4. Falsework removal systems support falsework from above by winches, hydraulic jacks with prestressing steel, HS rods or cranes

Shop drawings and calculations for falsework piles with a calculated nominal resistance greater than 100 tons must be sealed and signed by an engineer who is registered as a civil or geotechnical engineer in the State.

Falsework shop drawings and calculations must include:

1. Details of erection and removal activities.
2. Methods and sequences of erection and removal, including equipment.
3. Maximum falsework adjustment height.
4. Details for the stability of falsework during all stages of erection and removal activities.
5. Superstructure placing diagram showing concrete placing sequence and construction joint locations. If a schedule for placing concrete is shown, no deviation is allowed.
6. Assumed soil bearing values for falsework footings.
7. Maximum horizontal distance falsework piles may be pulled for placement under caps.
8. Maximum deviation of falsework piles from vertical.
9. Anticipated total falsework and formwork settlements, including footing settlement and joint take-up.
10. Grade, species, and type of any timber or structural composite lumber. Include manufacturer's tabulated working stress values for composite lumber.
11. Design calculations that include stresses and deflections in load carrying members.
13. Welding standard used for welded members, including previously welded splices.
14. The following information for falsework removal systems employing methods of holding falsework from above by winches, hydraulic jacks with prestressing steel, HS steel rods, or cranes:
   14.1. Design code used for the analysis of the structural members of the independent support system
   14.2. Provisions for complying with current Cal/OSHA requirements
   14.3. Load tests and ratings within 1 year of intended use of hydraulic jacks and winches
   14.4. Location of the winches, hydraulic jacks with prestressing steel, HS steel rods, or cranes
   14.5. Analysis showing that the bridge deck and overhang are capable of supporting all loads at all time
   14.6. Analysis showing that winches will not overturn or slide during all stages of loading
   14.7. Location of deck and soffit openings if openings are needed
   14.8. Details of repair for the deck and soffit openings after falsework removal

Submit separate falsework shop drawings and calculations for each:
1. Single bridge or portion of bridge
2. Frame for multi-frame bridges

Add to section 48-2.01D:

48-2.01D(3) Falsework Lighting
After the installation of falsework lighting, measure the illumination levels in the presence of the Engineer, during the hours of darkness. For pavement and pedestrian walkway lighting, the measurements must be taken at ground level with the meter sensor pointing upward. For portal lighting, measurements must be taken at the face of the surface areas specified with the meter sensor perpendicular to the surface areas.

Falsework lighting must comply with the illumination levels shown in the following table:

<table>
<thead>
<tr>
<th>Illumination Area</th>
<th>Average Illuminance (fc) ($E_{avg}$)</th>
<th>Uniformity ($E_{avg}/E_{min}$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement</td>
<td>0.6</td>
<td>4.0</td>
</tr>
<tr>
<td>Portal</td>
<td>1.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Pedestrian Walkway</td>
<td>2.0</td>
<td>4.0</td>
</tr>
</tbody>
</table>

Replace the 1st paragraph of section 48-2.01D(2) with:

Except for previously welded splices, welding must comply with AWS D1.1. Welding of bar reinforcement must comply with AWS D1.4.

Replace the 2nd paragraph of section 48-2.01D(2) with:

Perform NDT on welded splices using UT or RT. Each weld and any repair made to a previously welded splice must be tested. You must select locations for testing. The length of a splice weld where NDT is to be performed must be a cumulative weld length equal to 25 percent of the original splice weld length. The cover pass must be ground smooth at test locations. Acceptance criteria must comply with the specifications for cyclically loaded nontubular connections subject to tensile stress in clause 8 of AWS D1.1. If repairs are required in a portion of the weld, perform additional NDT on the repaired sections. The NDT method chosen must be used for an entire splice evaluation, including any repairs.
Replace *Reserved* in section 48-2.02A with:

Wood must comply with the NDS. Timber used for falsework construction must be seasoned with moisture content not to exceed 19 percent.

Add to the end of section 48-2.02B(1):

Where falsework for multiple level bridges is supported on the deck of a structure:

1. Falsework must bear directly on either:
   1.1. Girder stems, bent caps, or end diaphragms of the supporting structure.
   1.2. Falsework sills that transmit the load to the girder stems, bent caps, or end diaphragms without applying any stress to the deck slab.
2. Additional falsework must be in place beneath the supporting structure when construction loads are imposed on the supporting structure. Design and construct additional falsework to support all construction loads imposed on the supporting structure from the upper structure.

Design the falsework lighting, for pavement, portals, and pedestrian walkways at or under falsework openings, to illuminate:

1. Falsework portals during the hours of darkness
2. Pavement, with portals less than 150 feet apart, during the hours of darkness
3. Pavement, with portals 150 feet or more apart, 24 hours a day
4. Pedestrian walkways 24 hours a day

Lighting branch circuits must not exceed 20 A.

Replace the 2nd sentence in the 1st paragraph of section 48-2.02B(2) with:

The minimum total design load for any falsework for combined live and dead load is 100 psf, including members that support walkways.

Replace the 4th paragraph of section 48-2.02B(2) with:

The assumed horizontal load the falsework bracing system must resist must be the sum of the actual horizontal loads due to equipment, construction sequence or other causes, and a wind loading. The assumed horizontal load in any direction must be at least 2 percent of the total dead load.

Replace the table in the 7th paragraph of section 48-2.02B(2) with:

<table>
<thead>
<tr>
<th>Height zone, H (feet above ground)</th>
<th>Wind pressure value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Shores or columns adjacent to traffic (psf)</td>
</tr>
<tr>
<td>H≤30</td>
<td>20</td>
</tr>
<tr>
<td>30&lt;H≤50</td>
<td>25</td>
</tr>
<tr>
<td>50&lt;H≤100</td>
<td>30</td>
</tr>
<tr>
<td>H&gt;100</td>
<td>35</td>
</tr>
</tbody>
</table>
Replace the table in the 8th paragraph of section 48-2.02B(2) with:

<table>
<thead>
<tr>
<th>Height zone, H (feet above ground)</th>
<th>Wind pressure value For members over and bents adjacent to traffic opening (psf)</th>
<th>At other locations (psf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H≤30</td>
<td>2.0 Q</td>
<td>1.5 Q</td>
</tr>
<tr>
<td>30&lt;H≤50</td>
<td>2.5 Q</td>
<td>2.0 Q</td>
</tr>
<tr>
<td>50&lt;H≤100</td>
<td>3.0 Q</td>
<td>2.5 Q</td>
</tr>
<tr>
<td>H&gt;100</td>
<td>3.5 Q</td>
<td>3.0 Q</td>
</tr>
</tbody>
</table>

NOTE:  
Q = 1 + 0.2W, but not more than 10

where:
W = width of the falsework system in feet, measured in the direction of the wind force

Replace section 48-2.02B(3)(b) with:

48-2.02B(3)(b) Timber

Design stresses for timber and timber connections must not exceed stresses specified in the current NDS.

Adjustment factors used to determine allowable stresses for timber members and connections must comply with NDS for the appropriate condition of use and species.

Deflection due to concrete loading only must not exceed 1/240 of the span length.

Pile design load for timber piles must not exceed 45 tons.

Replace the 1st and 2nd paragraphs of section 48-2.02B(3)(c) with:

Except for flexural compressive stresses, the design load for identified grades of steel must not exceed the allowable strength specified in the AISC Steel Construction Manual.

Except for flexural compressive stresses, the design load for unidentified steel must not exceed the allowable strength specified for steel complying with ASTM A36/A36M in the AISC Steel Construction Manual or as shown in the following table:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tension, axial and flexural (psi)</td>
<td>22,000</td>
</tr>
<tr>
<td>Compression, axial (psi)</td>
<td>16,000 - 0.38(L/r)^2a</td>
</tr>
<tr>
<td>Shear on gross section of web of rolled shapes (psi)</td>
<td>14,500</td>
</tr>
<tr>
<td>Web yielding for rolled shapes (psi)</td>
<td>27,000</td>
</tr>
<tr>
<td>Modulus of elasticity (E) (psi)</td>
<td>30 x 10^6</td>
</tr>
</tbody>
</table>

NOTES:
L = unsupported length, inches
r = radius of gyration of the member, inches
L/r must not exceed 120
Add the table in the 3rd paragraph of section 48-2.02B(3)(c) with:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compression, flexural (psi)</td>
<td>12,000,000/[(L x d)/(b x t)]^a</td>
</tr>
<tr>
<td>Deflection due to concrete</td>
<td>1/240 of the span</td>
</tr>
<tr>
<td>Modulus of elasticity (E) (psi)</td>
<td>30 x 10^6</td>
</tr>
</tbody>
</table>

NOTES:
- \(L\) = unsupported length, inches
- \(d\) = least dimension of rectangular columns or the width of a square of equivalent cross-sectional area for round columns, or the depth of beams, inches
- \(b\) = width of the compression flange, inches
- \(t\) = thickness of the compression flange, inches
- \(F_y\) = specified minimum yield stress in psi

^aNot to exceed (1) 22,000 psi for unidentified steel, (2) 22,000 psi for steel complying with ASTM A36/A36M, or (3) 0.6\(F_y\) for other identified steel

Add to section 48-2.02:

48-2.02C Falsework Lighting

48-2.02C(1) General

A falsework luminaire must:

1. Be commercially available
2. Include brackets and locking screws

48-2.02C(2) Pavement Illumination

Not Used

48-2.02C(3) Portal Illumination

Portal illumination includes plywood clearance guides 4 feet wide by 8 feet high and luminaires.

48-2.02C(4) Pedestrian Walkway Illumination

Not Used

Delete the 3rd paragraph of section 48-2.03A.

Add to section 48-2.03A:

During concrete placement, if (1) events occur that the Engineer determines will result in a structure that does not comply with the structure as described or (2) settlement variance is greater than 3/8-inch from the values shown on shop drawings, stop concrete placement and apply corrective measures. If the measures are not provided before initial concrete set occurs, stop concrete placement at the location ordered.

Detour traffic from the lanes over which falsework is being erected, released, adjusted, or removed.

Replace the 3rd paragraph of the section 48-2.03B with:

Falsework piles must be driven and assessed under section 49. The actual nominal driving resistance must be at least twice the falsework pile design load. For pile acceptance, the required number of hammer blows in the last foot of driving is determined using the formula in 49-2.01A(4)(c).
Add between the 2nd and 3rd paragraphs of section 48-2.03C:

Falsework erection includes adjustments or removal of components that contribute to the horizontal stability of the falsework system.

Delete the 8th paragraph of section 48-2.03C.

Replace section 48-2.03D with:

48-2.03D Removal
Release and remove falsework such that portions of falsework to be removed remain stable.

Falsework release includes blowing sand from sand jacks, turning screws on screw jacks, and removing wedges.

Except for concrete above the deck, do not release falsework supporting any span of a:

1. Simple span bridge before 10 days after the last concrete has been placed
2. Continuous or rigid frame bridge before 10 days after the last concrete has been placed:
   2.1. In that span
   2.2. In adjacent portions of each adjoining span for a length equal to one-half of the span where falsework is to be released
3. Simple span, continuous, or rigid frame bridge until the supported concrete has attained a compressive strength of 2,880 psi or 80 percent of the specified strength, whichever is greater

Do not release falsework for prestressed portions of structures until prestressing steel has been tensioned.

Do not release falsework supporting any span of a continuous or rigid frame bridge until all required prestressing is complete (1) in that span and (2) in adjacent portions of each adjoining span for a length equal to at least one half of the span where falsework is to be released.

Release falsework supporting spans of CIP girders, slab bridges, or culverts before constructing or installing railings or barriers on the spans, unless authorized.

Release falsework for arch bridges uniformly and gradually. Start at the crown and work toward the springing. Release falsework for adjacent arch spans concurrently.

Do not release falsework that supports overhangs, deck slabs between girders, or girder stems that slope 45 degrees or more from vertical before 7 days after deck concrete has been placed.

You may release falsework supporting the sides of girder stems that slope less than 45 degrees from vertical before placing deck concrete if you install lateral supports. Lateral supports must be:

1. Designed to resist rotational forces on the girder stem, including forces due to concrete deck placement
2. Installed immediately after each form panel is removed
3. Installed before releasing supports for the adjacent form panel

Do not release falsework for bent caps supporting steel or PC concrete girders before 7 days after placing bent cap concrete.

Release falsework for structural members subject to bending as specified for simple span bridges.

Do not release falsework for box culverts and other structures with decks lower than the roadway pavement and span lengths of 14 feet or less until the last placed concrete has attained a compressive
strength of 1,600 psi. Curing of the concrete must not be interrupted. Falsework release for other box culverts must comply with the specifications for the release of bridge falsework.

Do not release falsework for arch culverts sooner than 40 hours after concrete has been placed.

Remove falsework piling to at least 2 feet below the original ground or streambed. Remove falsework piling driven within ditch or channel excavation limits to at least 2 feet below the bottom and side slopes of the excavated areas.

Falsework removal systems employing methods of holding falsework by winches, hydraulic jacks with prestressing steel, HS steel rods, or cranes must also be supported by an independent support system when the falsework is over vehicular, pedestrian, or railroad traffic openings open to traffic.

Bridge deck and soffit openings used to facilitate falsework removal activities must:

1. Have a 6-inch maximum diameter opening.
2. Be located away from the wheel paths for deck openings.
3. Be formed with corrugated HDPE pipe complying with section 20-2.07B(3).

Before filling the bridge deck and soffit openings with concrete:

1. Trim HDPE pipes 1 inch from the exposed surface of the top of deck, bottom overhand, and soffit
2. Clean and roughen concrete surfaces of opening. Fill the opening with rapid setting concrete complying with section 60-3.02B(2) or with a concrete mix of equal or higher strength than the deck. Finish surface must comply with section 51-10.3F(2).

Falsework removal over roadways with a vertical traffic opening of less than 20 feet must start within 14 days after the falsework is eligible to be released and must be completed within 45 days after it is eligible to be released.

Replace section 48-2.03E with:

48-2.03E Falsework Lighting

48-2.03E(1) General
Notify the Engineer at least 5 business days before the installation of the falsework lighting.

Fasten power cables to the supporting structure at a minimum 3-foot intervals and within 12 inches from every box. Encase cables within 8 feet of the ground in a minimum 1/2-inch Type 1 conduit.

Enclose splices in junction boxes.

Provide power for the falsework lighting under section 87-20.

Energize lighting circuits immediately after supporting structures have been erected.

48-2.03E(2) Pavement Illumination
Provide pavement illumination on roadways beneath falsework structures.

Install luminaires:

1. Along the sides of the opening not more than 4 feet behind or 2 feet in front of the roadway face of the temporary railing
2. 12 to 16 feet above the roadway surface without obstructing the light pattern on the pavement
3. Aimed to avoid glare to motorists
4. Spaced to comply with the illumination levels table
5. At the ends no more than 10 feet inside portal faces

Measure the illumination levels at a minimum two points per lane, one on each side within one-quarter of the lane width from the lane stripe. Use this pattern to start the measurements at both ends of the falsework and then at 15-foot intervals through the length of the pavement under the falsework.
48-2.03E(3) Portal Illumination
Provide portal illumination on the sides facing traffic. Install luminaires and clearance guides immediately after falsework vertical members are erected.

Fasten clearance guides:
1. To the vertical support adjacent to the traveled way, facing traffic
2. Vertically with the bottom of the clearance guide from 3 to 4 feet above the roadway
3. With the center located approximately 3 feet horizontally behind the railing face on the roadway side

Paint clearance guides before each installation with not less than 2 applications of flat white paint.
If ordered, repainting is change order work.
Install luminaires on the structure directly over the vertical support, approximately 16 feet above the pavement and 6 feet in front of the guides. Aim the luminaires to illuminate the exterior falsework beam, the clearance guides, and the overhead clearance sign and comply with the illumination levels table.
Measure the illumination levels at the center and four corners of the clearance guides, at the exterior falsework beam, and at the overhead clearance sign.

48-2.03E(4) Pedestrian Walkway Illumination
Provide pedestrian walkway illumination immediately after the protective overhead covering is erected.
Install the luminaires a minimum 8 feet clearance in the protective overhead covering and center them over the pedestrian walkway. Space the luminaires through the pedestrian walkway as needed to comply with the illumination levels table. Install luminaires at the ends no more than 7 feet inside the pedestrian walkway openings.
Measure the illumination levels at a minimum two points, one on each side within one-quarter of the walkway width from the edge. Use this pattern to start the measurements at both ends of the falsework and then at 10-foot intervals through the length of the pedestrian walkway.

Replace section 48-3.01A with:

48-3.01A Summary
Section 48-3 includes specifications for providing temporary supports for structures during retrofit, reconstruction, erection, and removal activities.
Jacking assemblies, accessories, and activities required to jack and support structures must comply with section 48-5.
Falsework must comply with section 48-2.

Replace section 48-3.01B with:

48-3.01B Definitions
Reserved

Replace the 2nd paragraph of section 48-3.01C(1) with:
Submit a copy of the displacement monitoring record after completing the work.
Submit the following:

1. Descriptions and values of all loads, including construction equipment loads.
2. Descriptions of equipment to be used.
3. Details and calculations for jacking and supporting the structure.
4. Stress sheets, anchor bolt layouts, shop details, erection plans, and removal plans for the temporary supports.
5. Assumed soil bearing values and design stresses for temporary support footings, including anticipated foundation settlement.
6. Maximum distance temporary-support piles may be pulled for placement under footing caps.
7. Maximum deviation of temporary-support piles from a vertical line through the point of fixity.
8. Details for use of permanent piles. Include any additional loads imposed on the piles.
9. Details for additional bracing required during erection and removal of temporary supports.
10. Details of the displacement monitoring system, including equipment, location of control points, and methods and schedule for taking measurements.
11. Mitigation plan for jacking the structure if settlement occurs in the temporary supports.

Calculations must show a summary of computed stresses in (1) temporary supports, (2) connections between temporary supports and the structure, and (3) load-supporting members. The computed stresses must include the effect of the jacking sequence. Calculations must include a lateral stiffness assessment of the temporary support system.

Delete the 4th paragraph of section 48-3.01C(2).

Replace section 48-3.01D with:

48-3.01D Quality Assurance

48-3.01D(1) General
Welding, welder qualification, and welding inspection for temporary supports must comply with AWS D1.1.

48-3.01D(2) Quality Control
Reserved

Replace section 48-3.02B with:

48-3.02B Design Criteria
The Engineer does not authorize temporary support designs based on allowable stresses or design load greater than those specified in section 48-2.02B(3).

If falsework loads are imposed on temporary supports, the temporary supports must also satisfy the deflection criteria in section 48-2.02B(3).

The temporary support system must support the initial jacking loads and the minimum temporary support design loads and forces shown. As a minimum, the horizontal load to be resisted in any direction by the temporary support system must be (1) the sum of actual horizontal loads due to equipment, construction sequence, or other causes plus an allowance for wind and (2) not less than 5 percent of the total supported dead load at the location being considered. Adjust vertical design loads for the weight of the temporary supports and jacking system, construction equipment loads, and additional loads imposed by jacking activities. Construction equipment loads must be at least 20 psf of deck surface area of the frame involved.
For column repair or removal, the temporary supports must resist the described lateral design forces applied at the point where the column to be removed meets the superstructure. Stiffness of temporary supports must match the described minimum stiffness. If the temporary support stiffness exceeds the described minimum stiffness, increase the lateral design forces to be compatible with the temporary support lateral stiffness.

Where temporary supports are placed on the deck of an existing structure:

1. Temporary supports must bear either:
   1.1. Directly on girder stems, bent caps, or end diaphragms of the supporting structure
   1.2. On falsework sills that transmit the load to the stems, bent cap, or end diaphragms without overstressing any member of the new or existing structure
2. Temporary supports must not induce permanent forces into the completed structure or produce cracking.
3. Place additional temporary supports beneath the existing structure where temporary support loads are imposed on the existing structure. Design and construct the additional temporary supports to support all loads from the upper structure and construction activities.

Replace section 48-3.03 with:

48-3.03 CONSTRUCTION
Where described, install temporary crash cushion modules under section 12-3.22 before starting temporary support activities. Remove crash cushion modules when authorized.

Construct and remove temporary supports under the specifications for falsework in section 48-2.03.

If traffic is carried on the structure on temporary supports, do not release temporary supports until the supported concrete has attained 100 percent of the described strength.
Remove attachments from the existing structure. Restore concrete surfaces to original conditions except where permanent alterations are shown.

Replace section 48-4.01 with:

48-4.01 GENERAL
48-4.01A Summary
Section 48-4 includes specifications for temporary decking for joint or deck reconstruction.
Temporary decking must consist of a steel plate system that spans the incomplete work.
Concrete anchorage devices and nonskid surface must comply with section 75-3.

48-4.01B Definitions
Reserved

48-4.01C Submittals
Submit shop drawings and calculations for temporary decking.
Shop drawings and calculations for temporary decking must be sealed and signed by an engineer who is registered as a civil engineer in the State.
Temporary decking shop drawings and calculations must include:
1. Storage location of equipment and materials that allows for 1 shift of work and placement of temporary decking within the time allowed
2. Construction sequence and schedule details
3. Cure time for concrete to be placed under temporary decking
4. Details for removing temporary decking and restoring the existing structure
If temporary decking is not shown, shop drawings and calculations must also include:
1. Design calculations, including the description, location, and value, of all loads
2. Details of the connection between the temporary decking and the existing or new structure
Submit a certificate of compliance for temporary decking materials.
Sections 48-1.01C(2), 48-1.01C(3), and 48-1.01D(2) do not apply for temporary decking.

48-4.01D Quality Assurance
Reserved

Replace Not Used in section 48-4.02 with:

48-4.02A General
Yield strength of steel plate must be greater than or equal to 36 ksi.
Bolts must comply with ASTM F3125, Grade A325.
Nuts must comply with ASTM A563/563M.
Material for temporary tapers must be rapid setting concrete or polyester concrete complying with section 60-3.02B(2) or 60-3.04B(2).

48-4.02B Design Criteria
If temporary decking is not shown, the temporary decking design must:
1. Comply with the unfactored permit loads, braking force, and HL93 loads except lane load from the current AASHTO LRFD Bridge Design Specifications with California Amendments.
2. Not exceed the allowable stresses or design loads specified in section 48-2.02B(3).
3. Have live load deflection not exceeding 1/300 of the temporary decking span for the design load.
4. Provide for temporary decking with a uniform surface with a coefficient of friction of at least 0.35 when measured under California Test 342.
5. Provide for temporary decking that is mechanically connected to the existing structure and adjacent approaches. If a steel plate spans a joint, the mechanical connection must accommodate at least 50 percent of the movement rating shown for that joint.
6. Not overstress, induce permanent forces into, or produce cracking in the existing structure.

Replace section 48-4.03 with:

48-4.03 CONSTRUCTION
For bolted connections, drill the holes without damaging the adjacent concrete. Do not damage existing reinforcement.

If the temporary decking does not extend the entire width of the roadway, taper the sides of the temporary decking at a 12:1 (horizontal: vertical) ratio.

Cure temporary tapers at least 3 hours before allowing traffic on the temporary decking.

If unanticipated displacements, cracking, or other damage occurs to the existing structure or to any new components installed in or adjacent to the deck, stop work on the deck and perform corrective measures.

Edges of steel plate systems must be in full contact with the existing deck and the adjacent approach slab. If used, shims must be securely attached to the plate.

Do not allow traffic on deck concrete until it has attained the compressive strength shown.

When temporary decking is no longer needed, immediately remove temporary decking materials and connections from the existing structure. Patch holes with rapid setting concrete complying with section 60-3.02. Remove modifications to the existing structure except where permanent alterations are shown.

Replace section 48-5 with:

48-5 JACKING

48-5.01 GENERAL
48-5.01A Summary
Section 48-5 includes specifications for jacking the bridge superstructure using a jacking support system.

48-5.01B Definitions
Reserved

48-5.01C Submittals
The submittal for shop drawings and calculations must include:
1. Descriptions, locations, and values of all loads, including construction equipment loads
2. Jacking construction sequence including staging areas for equipment and materials for jacking support systems
3. Type, model number, and weight of equipment to be used including:
   3.1. Jack capacity
   3.2. Certified calibration chart for each jack
   3.3. Certified indicator to determine jacking force
4. Details and calculations with the load paths for jacking and supporting the structure including a redundant system of supports to ensure stability of the jacking system during jacking activities
5. Stress sheets, anchor bolt layouts, shop drawing details, and erection and removal plans for the jacking support system
6. Assumed soil bearing values and design stresses for support footings, including anticipated foundation settlement
7. Details for bracing required during erection and removal
8. Details of the displacement monitoring system, including equipment, location of control points, and methods and schedule of taking measurements
9. Any additions or modifications to the structure in connection with the jacking support systems including:
   9.1. Temporary strengthening and stiffening members
   9.2. Permanent stiffening members
10. Mitigation plan for jacking the structure if settlement occurs

Calculations must show a summary of computed stresses in the jacking support system and the connections between the jacking support system and the bridge superstructure. The computed stresses must include the effect of the jacking sequence.

Shop drawings and calculations must be sealed and signed by an engineer who is registered as a civil engineer in the State.

Submit the displacement monitoring records.

**48-5.01D Quality Assurance**

**48-5.01D(1) General**

Calibrate each jack within 6 months of use and after each repair. Each jack and its gauge must (1) be calibrated as a unit with the cylinder extension in the approximate position that it will be at the final jacking force and (2) accompanied by a certified calibration chart. Each load cell must be calibrated. Calibration must be performed by an authorized laboratory.

**48-5.01D(2) Displacement Monitoring**

Perform an initial survey to record the location of the existing structure before starting work. Monitor and record vertical and horizontal displacements of the jacking support system and the existing structure. Use vandal-resistant displacement monitoring equipment. Perform monitoring continuously during jacking activities. Make monitoring records available at the job site during normal work hours. Monitoring records must be sealed and signed by an engineer who is registered as a civil engineer in the State.

As a minimum, monitor the existing structure at the supported bent and at the midspan of both adjoining spans. Locate control points at each location near the center and at both edges of the superstructure. As a minimum, record elevations at the following times:

1. Before starting jacking activities
2. Immediately after completing jacking
3. After completing bridge removal
4. Before connecting the superstructure to the substructure
5. After removing the jacking support system

**48-5.02 MATERIALS**

**48-5.02A General**

Reserved

**48-5.02B Design Criteria**

The jacking support system must resist the structure dead load and lateral design forces shown, plus any additional loads from jacking equipment and activities. As a minimum, the horizontal load to be resisted in any direction for the jacking support system and temporary bracing must be (1) the sum of actual horizontal loads due to equipment, construction sequence, or other causes plus an allowance for wind as specified in section 48-2.02B(2) and (2) not less than 5 percent of the total dead load of the structure being jacked. If the jacking support system lateral stiffness exceeds the described minimum stiffness, increase the lateral design forces to be compatible with the jacking support system lateral stiffness.

Systems involving modifications to the bridge that impair the structural integrity, intended serviceability, or design capacity of the bridge are not allowed.
48-5.03 CONSTRUCTION
Equip each jack with a pressure gauge or load cell for determining the jacking force. Each pressure gauge must have an accurately reading dial at least 6 inches in diameter. Each load cell must be provided with an indicator to determine the jacking force.

Provide a redundant system of supports to ensure stability of the jacking system during jacking activities.

Stop jacking activities if unanticipated displacements, cracking, or other damage occurs. Corrective measures must be authorized and implemented before resuming jacking activities.

Before starting jacking activities at a location being supported, the jacking support system must (1) apply a force to the structure that is equal to the initial jacking load or the dead load shown and (2) hold that load until all initial compression and settlement of the system is completed.

During jacking activities, apply loads simultaneously. Control and monitor jacking operations to prevent distortion and stresses that would damage the structure. Maintain total vertical displacements at control points to less than 1/4 inch from elevations recorded before jacking or as authorized.

Jack the superstructure uniformly to the position described. Distribute the load uniformly across each hinge, abutment, bent, or span. If authorized, place galvanized shims as necessary to provide uniform loading at bearing pads.

After reconstruction activities, the monitored control points must not deviate by more than 1/4 inch from the initial vertical survey elevations or other authorized elevations.

Remove attachments required for jacking from the superstructure and apply the described finish to concrete surfaces.

48-5.04 PAYMENT
Not Used

Add to the end of section 48-6.01C(1):

Sections 48-1.01C(2), 48-1.01C(3), and 48-1.01D(2) do not apply for temporary wood poles.

Replace Reserved in section 48-6.01D(1) with:

A temporary-structure engineer is not required.

Delete the 3rd paragraph of section 48-6.02B.

49 PILING

Replace the 6th paragraph of section 49-1.01D(4) with:

Except for load test piles and anchor piles, drive the 1st production pile in the control zone. Do not install any additional production piles until dynamic monitoring has been performed, and the Engineer provides you with the bearing acceptance criteria curves for any piles represented by the dynamically monitored piles.
Replace the 3rd paragraph of section 49-2.01D with:

The payment quantity for furnish piling is the length measured along the longest side of the pile from the specified tip elevation shown to the plane of pile cutoff, except for dynamically monitored piles. For dynamically monitored piles, the payment quantity for furnish piling includes an additional length of 2 times the largest cross-sectional dimension of the pile plus 2 feet.

Add to the end of section 49-2.02A(2):

longitudinal weld length: The length of a continuous longitudinal weld.
circumferential weld length: The length of a continuous weld around the circumference of the pipe pile.
spiral weld length: The length of one full 360-degree spiral weld revolution around the circumference of the pipe pile.

Replace the 3rd paragraph of section 49-2.02A(4)(b)(iii)(B) with:

For welding performed under AWS D1.1:
1. Perform NDT on 25 percent of each longitudinal, circumferential, or spiral weld length using RT or UT.
2. If repairs are required in a portion of the tested weld:
   2.1. Perform additional NDT on untested areas on each end of the initial portion tested. The length of additional NDT on each end must equal 10 percent of the weld length. If it is not possible to perform 10 percent of the weld length on one end, perform the remaining percentage on the other end.
   2.2. After this additional 20 percent of NDT is performed, determine and record the total cumulative repair lengths from all NDT for each weld length. If the cumulative weld repair length is equal to or more than 10 percent of the pipe's outside circumference, then perform NDT on the entire weld length.
   2.3. Perform NDT on the repaired portion plus 2 inches on each end of the repaired weld excavation.

Replace the 2nd paragraph of section 49-2.02A(4)(b)(iii)(C) with:

Perform NDT on 25 percent of the weld length performed by each welder, using RT or UT at locations selected by the Engineer. The Engineer may select several locations on a given splice. The cover pass must be ground smooth at locations to be tested.

Replace the 4th paragraph of section 49-2.02A(4)(b)(iii)(C) with:

If repairs are required in a portion of the tested weld:
1. Perform additional NDT on untested areas on each end of the initial portion tested. The length of additional NDT on each end must equal 10 percent of the pipe's outside circumference. If it is not possible to perform 10 percent of the weld length on one end, perform the remaining percentage on the other end.
2. After this additional 20 percent of NDT is performed, determine and record the total cumulative repair lengths from all NDT for each weld length. If the cumulative weld repair length is equal to or more than 10 percent of the pipe's outside circumference, then perform NDT on the entire weld length.
3. Perform NDT on the repaired portion plus 2 inches on each end of the repaired weld excavation.
Replace the 5th paragraph of section 49-2.02B(1)(a) with:

For welding and prequalifying base metal under Table 5.3 of AWS D1.1, treat steel pipe piles complying with ASTM A252 as either ASTM A572/572M, Grade 50, or ASTM A709/709M, Grade 50.

Replace the 7th paragraph of section 49-2.02B(1)(a) with:

For groove welds using submerged arc welding from both sides without backgouging, qualify the WPS under Table 6.5 of AWS D1.

Replace the 5th paragraph of section 49-2.02B(1)(b) with:

If splicing steel pipe piles using a circumferential weld, the piles must comply with the fit-up requirements of clause 10.23.1 of AWS D1.1.

Replace clause 4.9.4 in item 2.3 in the list in the 2nd paragraph of section 49-2.02B(2) with:

Clause 6.10.4

Replace section 49-3.01B(2) with:

49-3.01B(2) Mass Concrete
Section 49-3.01B(2) applies to CIP concrete piles with a diameter greater than 8 feet.

For piles with a diameter greater than 8 feet and less than or equal to 14 feet:

1. The specifications for SCM content in the 4th paragraph of section 90-1.02B(3) do not apply.
2. The SCM content of the concrete must comply with the following:
   2.1. Any combination of portland cement and fly ash satisfying:
       \[
       \frac{(12 \times FM)}{MC} \geq X
       \]
       where:
       \(FM\) = fly ash complying with AASHTO M 295, Class F, with a CaO content of up to 10 percent, including the quantity in blended cement, lb/cu yd
       \(MC\) = minimum quantity of cementitious material specified, lb/cu yd
       \(X\) = 3.0 for \(8 < D \leq 10\), where \(D\) = pile diameter in feet
       \(X\) = 4.0 for \(10 < D \leq 14\), where \(D\) = pile diameter in feet
       
       Equation 2:
       \[
       MC - MSCM - PC \geq 0
       \]
       where:
       \(MC\) = minimum quantity of cementitious material specified, lb/cu yd
       \(MSCM\) = minimum sum of SCMs that satisfies equation 1, lb/cu yd
       \(PC\) = quantity of portland cement, including the quantity in blended cement, lb/cu yd
   2.2. You may replace any portion of the portland cement with any SCM complying with section 90-1.02B(3) if equations 1 and 2 are satisfied as specified above.
For piles with a diameter greater than 14 feet, the concrete must comply with the specifications for mass concrete in section 51-6.

Add to the end of section 49-3.02C(1):

You may construct CIDH concrete piles 24 inches in diameter or larger by excavating and depositing concrete under slurry.

Replace the 3rd paragraph of section 49-3.02C(7) with:

Section 49-2.01A(4)(c) and the 5th through 7th paragraphs of section 49-2.01C(5) do not apply to permanent casings specified in section 49-3.02C(7).

Delete the 2nd paragraph of section 49-3.02C(8).

Replace section 49-4.01 with:

49-4.01 GENERAL
49-4.01A Summary
Section 49-4 includes specifications for drilling holes and installing steel soldier piles in the holes.

Steel soldier piles must comply with section 49-2.03.

49-4.01B Definitions
Reserved

49-4.01C Submittals
Reserved

49-4.01D Quality Assurance
Reserved

Replace the 1st paragraph of section 49-4.02 with:

Concrete anchors must comply with the specifications for studs in clause 9 of AWS D1.1.

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51 CONCRETE STRUCTURES

Add to the beginning of section 51-1.01C(1):

If ordered, submit concrete form design and materials data for each forming system.
Replace section 51-1.01C(5) with:

51-1.01C(5)  Drill and Bond Dowel—Chemical Adhesive
For each lot or batch of chemical adhesive used for drill and bond dowel chemical-adhesive systems, submit the following:
1. Certificate of compliance, including the material name and lot or batch number
2. Manufacturer's installation procedures, including the minimum cure time
3. SDS

For each chemical adhesive, submit 1 test sample for every 100 cartridges or fraction thereof to be used. The test sample must consist of 1 cartridge of chemical adhesive, 1 mixing nozzle, and 1 retaining nut. Submit test samples to METS at least 25 days before use.

Each test sample must clearly and permanently show the following:
1. Manufacturer's name
2. Material name
3. Lot or batch number
4. Expiration date
5. Evaluation report number
6. Directions for use
7. Storage requirements
8. Warnings or precautions required by State and federal laws and regulations

Add to the end of section 51-1.01D(3):

51-1.01D(3)(c)  Drill and Bond Dowel—Chemical Adhesive
The Department will verify the chemical adhesive used in the drill and bond dowel chemical adhesive system is chemically consistent with the chemical adhesive material on the Authorized Materials List.

Add to the end of section 51-1.02B:

Concrete for concrete bridge decks or PCC deck overlays must contain:
1. Polymer fibers. Each cubic yard of concrete must contain at least 1 pound of microfibers and at least 3 pounds of macrofibers.
2. Shrinkage reducing admixture. Each cubic yard of concrete must contain at least 3/4 gallon of a shrinkage reducing admixture. If you use the maximum dosage rate shown on the Authorized Material List for the shrinkage reducing admixture, your submitted shrinkage test data does not need to meet the shrinkage limitation specified in section 90-1.02A.

Replace section 51-1.02D with:

51-1.02D  Rapid Strength Concrete
For bridge decks or PCC deck overlays:
1. RSC must have a minimum 28-day compressive strength of 4,500 psi
2. RSC must contain at least 675 pounds of cementitious material per cubic yard
3. If your RSC shrinkage test results are 0.024 percent or less without the use of a shrinkage reducing admixture:
   3.1 Use of shrinkage reducing admixture is not required
3.2 Fibers are not required

4. If you use the maximum dosage rate shown on the Authorized Material List for shrinkage reducing admixture, your shrinkage test results must be 0.032 percent or less

RSC must have a minimum 28-day compressive strength of 4,000 psi.

If you use chemical admixtures or SCMs, the same proportions must be used when testing.

If you use aggregate that is not on the Authorized Material List for innocuous aggregate, the cement in your proposed mix design must comply with one of the following:

1. Any hydraulic cement, with or without any proposed SCM, must have an expansion ratio of less than 0.10 percent when tested with glass aggregate under ASTM C1260. Test specimens must be prepared using proportions of ingredients under ASTM C441.

2. For Portland cement, the quantity of SCM in your proposed mix design must satisfy equation 1 of section 90-1.02B(3).

The specifications for a reduction in the operating range and contract compliance for cleanness value and sand equivalent specified in section 90-1.02C(2) and section 90-1.02C(3) for aggregate, do not apply to RSC used for a bridge element.

Replace the 1st paragraph of section 51-1.02H with:

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Chemical adhesives for bonding dowels must be on the Authorized Material List for chemical adhesives and must be appropriate for the installation conditions of the project.

Delete the 5th paragraph of section 51-1.03C(2)(b).

Replace section 51-1.03D(2) with:

51-1.03D(2) Concrete Bridge Decks and Diaphragms

For decks on structural steel, install cross frames the entire width of the bridge before placing the deck concrete.

For concrete decks placed on bridges composed of continuous steel girders, place the portion of deck over the supports last.

For bridges composed of simple span PC concrete girders made continuous, place the deck (1) at least 5 days after placing the intermediate diaphragms or (2) after intermediate diaphragm concrete has attained a concrete compressive strength of at least 3,000 psi. Place end diaphragms with the portion of the deck over the supports last.

For bridges composed of simple span PC concrete girders not made continuous, place the deck (1) at least 5 days after placing the intermediate and end diaphragms or (2) after diaphragm concrete has attained a concrete compressive strength of at least 3,000 psi.

Deck closure pours must comply with the following:

1. During primary deck placement and for at least 24 hours after completing the deck placement, reinforcing steel protruding into the closure space must be free from any connection to reinforcing steel, concrete, forms, or other attachments of the adjacent structure.

2. Closure pour forms must be supported from the superstructure on both sides of the closure space.
Where shown, paint the structure name, bridge number, year constructed, and other bridge identification information. Painting concrete must comply with section 78-4.03C(3).

Bridge identification on the bridge barrier must comply with section 83-1.03D.

Bridge identification on the bridge substructure must be (1) painted at each structure approach facing and (2) visible to approaching traffic. At bents or piers, paint identification 10 feet above roadway finish grade elevation or water surface elevation.

Repair rejected holes, that will not be encased in concrete, with bonding material complying with section 51-1.02C.

If reinforcement is encountered during drilling before the specified depth is attained, notify the Engineer. Unless coring through the reinforcement is authorized. Drill a new hole adjacent to the rejected hole to the depth shown.

Install dowels for the drill and bond dowel chemical adhesive system under the manufacturer’s instructions. When installing dowels in new concrete, install after the concrete has cured for at least 28 days.

Drill the holes without damaging the adjacent concrete. Remove all loose dust and concrete particles from the hole and protect the hole from deleterious materials until the anchor is installed.

Immediately after inserting the dowel into the chemical adhesive, support the dowel as necessary to prevent movement until the chemical adhesive has cured the minimum time specified in the manufacturer’s instructions. Dowels must not be adjusted by bending. The adhesive must be fully cured before the dowel is put into service.

Replace dowels that fail to bond or are damaged.

Cure the top surface of bridge decks by (1) misting and (2) the water method using a curing medium under section 90-1.03B(2). After strike-off, immediately and continuously mist the deck with an atomizing nozzle that forms a mist and not a spray. Continue misting until the curing medium has been placed and the application of water for the water method has started. At the end of the curing period, remove the curing medium and apply curing compound on the top surface of the bridge deck during the same work shift under section 90-1.03B(3). The curing compound must be curing compound no. 1.
Delete the 4th paragraph of section 51-1.03H.

Add to section 51-1.03:

51-1.03J Temporary Decking
If you are unable to complete bridge reconstruction activities before the bridge is to be opened to traffic, furnish and maintain temporary decking under section 48-4 until that portion of the work is complete.

Add to the end of section 51-2.01A(1):

The specifications for (1) shrinkage in section 90-1.02A, (2) shrinkage reducing chemical admixture in section 51-1.02B, and (3) polymer fibers in section 51-1.02B do not apply to concrete used to fill blocked-out recesses for joint seal assemblies.

Replace the 2nd paragraph of section 51-4.01C(1) with:

For PC PS concrete girders and deck panels, submit an erection work plan. The work plan must be signed by an engineer who is registered as a civil engineer in the State and include procedures, details, and sequences for:

1. Unloading
2. Lifting
3. Erecting
4. Temporary bracing installation

Replace the 1st paragraph of section 51-4.01C(2)(a) with:

Submit shop drawings for PC concrete members to the OSD Documents Unit unless otherwise specified.

Replace Reserved in section 51-4.01C(2)(e) with:

For PC deck panels, shop drawings must include:

1. Panel materials, shapes, and dimensions.
2. Deck panel layout identifying the locations of each panel.
3. Reinforcing, joint, and connection details.
4. Complete details of the methods, materials, and equipment used in prestressing and precasting work.
5. Type of texture and method of forming the textured finish.
6. Methods and details for lifting, bracing, and erection.
7. Method of support and grade adjustment.
8. Methods of sealing against concrete leaks.

Replace the 2nd paragraph of section 51-4.02B with:

Handle, store, transport, and erect PC members in a position such that the points of support and directions of the reactions with respect to the member are approximately the same as when the member is in its final position.
Replace Reserved in section 51-4.02D(7) with:

Clearly label the top surface of each panel with the word **TOP** as shown on the deck panel layout using waterproof paint or other authorized means.

Apply a coarse texture to at least 90 percent of the deck panel top surface area by brooming with a stiff bristled broom or by other suitable devices that results in uniform scoring parallel with the prestressing strands. The top surface texture must have a maximum 1/8-inch texture.

Each camber strip must:

1. Consist of high density expanded polystyrene with a minimum compressive strength of 55 psi.
2. Consist of a single layer and extend continuously under each deck panel.
3. Achieve a height that accounts for roadway profile, cross slope, and girder camber.
4. Have 1/4-inch v-notches or 1/2 by 1/2-inch slots cut into the top surface on 4-foot centers.

Camber strip dimensions must comply with the following table:

<table>
<thead>
<tr>
<th>Height (H) (inches)</th>
<th>Width (W) (inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2.5</td>
<td>1.5</td>
</tr>
<tr>
<td>Greater than 2.5 and less than or equal to 3.5</td>
<td>1.75</td>
</tr>
<tr>
<td>Greater than 3.5 and less than or equal to 4</td>
<td>2</td>
</tr>
</tbody>
</table>

Chemical adhesive must be suitable for use with concrete and polystyrene.

For the concrete deck pour, the aggregate must comply with the 1/2-inch maximum or the 3/8-inch maximum combined aggregate gradation specified in section 90-1.02C(4)(d).

Add between the 5th and 6th paragraphs of section 51-4.03B:

Erect steel or PC girders onto the supporting concrete, such as bent caps or abutments, after the concrete attains a compressive strength of 2,880 psi or 80 percent of the specified strength, whichever is greater.

Replace Reserved in section 51-4.03G with:

Construct the deck panel system in the following sequence:

1. After girders and diaphragms are in place, place each polystyrene camber strip along the top of each girder. Apply a continuous bead of chemical adhesive to the top and bottom of each camber strip to prevent gaps between the camber strip and concrete members.
2. Place each deck panel as shown on the deck panel layout such that each panel bears uniformly on the camber strips.
3. Abrasive blast clean deck panel and girder surfaces before placing deck reinforcement. Remove all surface laitance, curing compound, and other foreign materials. Thoroughly clean under the edges of each panel to ensure removal of construction debris before the stage 1 deck pour.
4. Place deck reinforcement.
5. Place deck concrete in a two-stage continuous pour:
   5.1. Place and vibrate stage 1 concrete over the girders by completely filling the area between the camber strips in from 15 to 30 feet longitudinal sections ahead of the stage 2 concrete deck pour. Check slots or holes in camber strips to ensure removal of air voids and full consolidation during concrete placement.
   5.2. Place stage 2 concrete deck over stage 1 concrete and deck panels as to not result in a cold joint between the two stages.
If required, install temporary bracing between the ends of each deck panel to prevent transverse panel movement that could lead to loss of bearing on the camber strips.

Loads placed on deck panels during construction must not exceed 50 psf.

Replace the row for Apparent elongation in the table in the 2nd paragraph of section 51-5.02B with:

| Apparent elongation (max, percent) | ASTM D4632 | 35 |

~~~~~~~~~~~~~~~~~~~~~~~~~

52 REINFORCEMENT

Replace the definition for affected zone of section 52-1.01B with:

Any weld and the greater of 1 inch or 1 bar diameter adjacent to the weld, or portion of the reinforcing bar where any properties of the bar, including the physical, metallurgical, or material characteristics, have been changed by either:

1. Fabrication or installation of a splice
2. Manufacturing process for headed bar reinforcement

Add to section 52-1.01B:

group: Set of 5 or fewer consecutive lots after the 1st lot.

Replace the 2nd paragraph of section 52-1.01C(3) with:

Submit the following:

1. Copy of the certified mill test report for each heat and size of reinforcing steel showing:
   1.1. Physical and chemical analysis
   1.2. Manufacturing location
2. Two copies of a list of all reinforcement before starting reinforcement placement

Replace the 1st paragraph of section 52-1.02B with:

Reinforcing bars must be deformed bars complying with ASTM A706/A706M, Grade 60, except you may use:

1. Deformed bars complying with ASTM A615/A615M, Grade 60, in:
   1.1. Junction structures
   1.2. Sign and signal foundations
   1.3. Minor structures
   1.4. Mechanically-stabilized-embankment concrete panels
2. Deformed or plain bars complying with ASTM A615/A615M, Grade 40 or 60, in:
   2.1. Slope and channel paving
2.2. Concrete barriers Type 50 and 60
3. Plain bars for spiral or hoop reinforcement in structures and concrete piles

Add to the list in the 2nd paragraph of section 52-1.02B:

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10. Drainage inlets

Replace section 52-1.02E with:

52-1.02E Dowels
52-1.02E(1) General
Reinforcing steel dowels must be deformed bars complying with section 52-1.02B.
Threaded rods used as dowels must comply with section 75-1.02A.
52-1.02E(2) Dowels for Drill and Bond Dowel—Chemical Adhesive
Dowels for drill and bond dowel chemical-adhesive systems must be one of the following:

1. Threaded rods complying with ASTM F1554, Grade 36
2. Deformed bar reinforcement complying with section 52-1.02B
3. Stainless steel reinforcement complying with ASTM A955/A955M, Grade 60, UNS Designation S31653, S32304, S32205, or S31803

Replace the 2nd paragraph of section 52-2.02A(3)(c) with:

Submit a certificate of compliance for the patching material and one of the following:

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1. Certification that the patching material is compatible with the epoxy powder to be used.
2. Copy of the patching material container label showing the patching material is compatible with the epoxy powder to be used.

Delete the 3rd paragraph of section 52-2.02A(3)(c).

Replace the 1st paragraph of section 52-2.02A(4)(b) with:

Test samples must comply with the requirements for coating thickness specified in ASTM A775/A775M for bar reinforcement or ASTM A884/A884M Class A, Type 1 for wire reinforcement, as follows:

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1. If both test samples comply with the requirements, the Department accepts all epoxy-coated reinforcement represented by the test.
2. If both test samples do not comply with the requirements, the Department performs 1 additional test on the reinforcement of the same size from the same shipment. This additional test consists of testing 2 test samples, randomly selected by the Engineer, for coating thickness. If both test samples do not comply with the specified requirements, the Department rejects all epoxy-coated reinforcement represented by the test.
Test samples must comply with the requirements for coating thickness specified in ASTM A934/A934M for bar reinforcement or ASTM A884/A884M Class A, Type 2 for wire reinforcement, as follows:

1. If both test samples comply with the requirements, the Department accepts all epoxy-coated reinforcement represented by the test.
2. If both test samples do not comply with the requirements, the Department performs 1 additional test on the reinforcement of the same size from the same shipment. This additional test consists of testing 2 test samples, randomly selected by the Engineer, for coating thickness. If both test samples do not comply with the specified requirements, the Department rejects all epoxy-coated reinforcement represented by the test.

After receiving notification that lots are ready for QC testing, the Engineer randomly selects department acceptance test samples and places tamper-proof markings or seals on the test samples. Test samples must be removed from:

1. First QC lot
2. Each subsequent group of QC lots

Headed bar reinforcement test samples are tested for necking under Necking Option I as specified in CT 670 and tensile tested:

At fracture, headed bar reinforcement must comply with:

1. Tensile requirements of ASTM A970/A970M, Class A.
2. Necking requirements under CT 670 by showing signs of visible necking in the reinforcing bar. The visible necking must be located outside the affected zone.

52-6.01B Definitions
Reserved

10.2. Strain measured on the side without the fracture

Manufacturer's QC Process Manual that details the production process and the frequency of QC measures
Replace the 2nd and 3rd paragraphs of section 52-6.01D(2)(b) with:

Each operator must prepare 4 prequalification splice test samples for each bar size of each splice coupler model type and position to be used.

Splice test samples for operator and procedure prequalification must have been prepared and tested no more than 2 years before the submittal of the splice prequalification report.

Replace the 1st paragraph of section 52-6.01D(3)(b) with:

After completing the ultimate butt splices in a lot, including any required epoxy coating, notify the Engineer that the splices are ready for testing. The Engineer selects splice test samples at the job site or PC plant. For hoops, the Engineer selects splice test samples from the completed lot at the job site, PC plant, or fabrication plant.

Replace the 4th paragraph of section 52-6.01D(4)(b)(iv) with:

For splices made vertically at the jobsite in or above their final positions for bar reinforcement of columns or CIP concrete piles, you may prepare test samples as specified for service splice test samples in section 52-6.01D(4)(b)(iii) if authorized. Test the splice test samples as specified for ultimate butt splice test samples.

Replace the 1st paragraph of section 52-6.01D(5) with:

The Department tests and accepts service splices and ultimate butt splices as specified for QC testing in section 52-6.01D(4).

Replace the 3rd paragraph of section 52-6.02B(1) with:

Mechanical couplers must be on the Authorized Material List for steel reinforcing couplers. Resistance welding fabricators must be on the Authorized Material List for resistance welding fabricators.

Replace the introductory clause in the 3rd paragraph of section 52-6.03B with:

For uncoated and galvanized reinforcing bars complying with ASTM A615/A615M, Grade 60, ASTM A706/A706M, ASTM A1035/A1035M, or ASTM A767/A767M, Class 1, the length of lap splices must be at least:

Replace the introductory clause in the 4th paragraph of section 52-6.03B with:

For epoxy-coated reinforcing bars and alternatives to epoxy-coated reinforcing bars complying with ASTM A775/A775M, ASTM A934/A934M, or ASTM A1055/A1055M, the length of lap splices must be at least:
Replace the 3rd through 5th paragraphs of section 52-6.03C(4) with:

Make butt welds with multiple weld passes without an appreciable weaving motion using a stringer bead having a width at most 2.5 times the diameter of the electrode when using shielded metal arc welding. Remove slag between each weld pass. Weld reinforcement must not exceed 0.16 inch in convexity.

Electrodes for welding must have a minimum CVN impact value of 20 ft-lb at 0 degrees F.

For welding of bars complying with ASTM A 615/A 615M, Grade 40 or 60, the requirements of Table 7.2 of AWS D1.4 are superseded by the following: The minimum preheat and interpass temperatures must be 400 degrees F for Grade 40 bars and 600 degrees F for Grade 60 bars. Immediately after completing the welding, cover at least 6 inches of the bar on each side of the splice with insulated wrapping to control the rate of cooling. The insulated wrapping must remain in place until the bar has cooled below 200 degrees F.

53 SHOTCRETE

Replace the 1st paragraph of section 53-1.01A with:

Section 53-1 includes general specifications for applying shotcrete.

Replace section 53-1.01B with:

53-1.01B Definitions
shotcrete: Concrete pneumatically projected at high velocity onto a surface to achieve compaction.
dry-mix shotcrete: Dry aggregates and cementitious materials are mixed before entering the delivery hose. Mixing water is added at the nozzle.
wet-mix shotcrete: Dry aggregates, cementitious materials, and water are mixed before entering the delivery hose. If used, accelerator may be added at the nozzle.
rebound: Aggregate coated with cement paste that ricochets away from the surface against which the shotcrete is being applied.

Replace Reserved in section 53-1.01D with:

Air pressure and shotcrete supply at the nozzle must be uniform and provide a steady, continuous flow of shotcrete. Inspect nozzles and nozzle body components before each work shift. Replace nozzles and components under the manufacturer’s instructions.

Replace the introductory clause to the list in the 2nd paragraph of section 53-1.02 with:

For dry-mix shotcrete:

Replace the introductory clause to the list in the 3rd paragraph of section 53-1.02 with:

For wet-mix shotcrete:
Replace the 1st sentence in item 2 in the list in the 3rd paragraph of section 53-1.02 with:

2. You may substitute a maximum of 40 percent coarse aggregate for the fine aggregate.

Replace section 53-1.03B with:

53-1.03B Preparing Receiving Surfaces
Evenly grade the receiving surface before applying shotcrete. No point on the graded slope may be above the slope plane shown.

Thoroughly compact the receiving surface. The receiving surface must contain enough moisture to provide a firm foundation and prevent excess absorption of water from the shotcrete. The receiving surface must be free of surface water.

Forms must comply with section 51-1.03C(2). Reinforce, secure, and brace forms to maintain form alignment against distortion from shotcrete operations. Install and maintain alignment control means at corners or offsets not established by forms or shotcrete operations.

Use ground wires to establish thickness, surface planes, and finish lines. Use temporary coverings to protect adjacent surfaces from the nozzle stream.

Replace section 53-1.03C with:

53-1.03C Applying Shotcrete
Dry-mix or wet-mix shotcrete must be applied by the nozzle.

Apply shotcrete using small circular motions of the nozzle while building the required thickness. Direct the nozzle perpendicular to the receiving surface with the nozzle held at such a distance to produce maximum consolidation and full encapsulation of the reinforcement. Shotcrete must completely encase reinforcement and other obstructions.

Apply shotcrete first in corners, voids, and areas where rebound or overspray cannot easily escape. Do not incorporate rebound or overspray in the work.

Before applying subsequent layers of shotcrete:

1. Allow shotcrete to stiffen sufficiently. Remove hardened overspray and rebound from adjacent surfaces, including exposed reinforcement.
2. Use a cutting rod, compressed air blowpipe, or other authorized methods to remove all loose material, overspray, laitance, or other deleterious materials that may compromise the bond of the subsequent layers of shotcrete.
3. Bring the receiving surface to a saturated surface-dry condition immediately before applying subsequent layer.

For dry-mix shotcrete:

1. Adjust air volume, material feed volume, and distance of the nozzle from the work as necessary to encase reinforcement.
2. Maintain uniform water pressure at the nozzle of at least 15 psi greater than the air pressure at the machine.
3. Do not use aggregate and cementitious materials that have been mixed for more than 45 minutes.

For wet-mix shotcrete:

1. Transport shotcrete under section 90-1.02G(3).
2. Apply ground wires at approximately 7-foot centers.
3. Select a slump range that will effectively encapsulate reinforcement within the work but not cause shotcrete to sag or slough during application.

Replace section 53-1.03D with:

53-1.03D Finishing Shotcrete
Apply shotcrete to the line and grade shown. Leave finished shotcrete surface as gun finish unless otherwise described.

Do not initiate cutting or finishing until the shotcrete has set sufficiently to avoid sloughing or sagging. The finished surface must be smooth and uniform for the type of work involved.

Remove and replace loose areas of shotcrete.

Cure shotcrete for at least 7 days by any of the methods specified in section 90-1.03B. If the curing compound method is used for a gun or roughened surface, apply the curing compound at twice the specified rate. If you add a coloring agent to the shotcrete and you use the curing compound method for curing the shotcrete, use curing compound no. 6.

Protect shotcrete under section 90-1.03C.

Replace the 2nd paragraph of section 53-1.04 with:

The Department does not pay for shotcrete applied outside the dimensions shown or to fill low areas of receiving surfaces.

Replace the paragraph of section 53-2.01A with:

Section 53-2 includes specifications for applying structural shotcrete. Structural shotcrete must be applied using wet-mix shotcrete.

Replace qualifications in item 1.1 in the list in the 1st paragraph of section 53-2.01C with:

certifications

Replace the paragraph of section 53-2.01D(2) with:

Nozzlemen performing the work must hold current ACI CPP 660.1-17 certification as a nozzlemman for wet-mix shotcrete. Nozzlemen performing overhead shotcrete work must hold current qualifying ACI CPP 660.1-17 certification in the overhead shooting orientation for wet-mix shotcrete.

Replace the 2nd paragraph of section 53-2.01D(3) with:

Each nozzlemman performing the work must construct 1 unreinforced test panel and 1 reinforced test panel for each proposed mix design. The test panel orientation must match the orientation of the work.
Replace the 1st sentence in the 1st paragraph of section 53-2.01D(4)(b) with:

Obtain at least four 3-inch-diameter test cores from each 50 cu yd, or portion thereof, of shotcrete applied.

Add between the 1st and 2nd paragraphs of section 53-2.01D(4)(b):

For soil nail walls, do not core through waler bars.

Replace section 53-2.02 with:

53-2.02 MATERIALS
Shotcrete must comply with the specifications for concrete in section 90-1.
Shotcrete must have a minimum compressive strength of 3,600 psi, unless otherwise described.
Mortar and alternative filler material must comply with section 60-3.05B(2).

Delete the 2nd paragraph of section 53-2.03.

Add between the 3rd and 4th paragraphs of section 53-2.03:

Before applying shotcrete, reinforcement must be:

1. Free from loose rust, oil, curing compound, overspray, or other material deleterious to the bond between concrete and steel.
2. Lapped separated by one of the following:
   2.1. Three times the diameter of the largest reinforcing bar.
   2.2. Three times the maximum size aggregate.
   2.3. Two inches, whichever is least, unless otherwise specified. Lapped bars must be in the same plane and parallel to the shooting direction.
3. Securely tied to minimize movement or vibration.

The temperature of reinforcement and receiving surfaces must be below 90 degrees F before applying shotcrete.

Apply the wet-mix shotcrete continuously removing accumulations of rebound and overspray using a compressed air blowpipe. Ensure the nozzleman and the blowpipe operator work together and the nozzleman does not get ahead of the blowpipe operator.

Delete the 4th paragraph of section 53-2.03.

Replace the 7th paragraph of section 53-2.03 with:

If a finish coat is used, clean the surface before applying the finish coat. Wash receiving surface with an air-water blast to remove all loose material, laitance, overspray, or other material that may compromise the bond of subsequent layers of shotcrete.
Delete the 8th paragraph of section 53-2.03.

Replace the 12th paragraph of section 53-2.03 with:

After removing field QC test cores, fill the holes with mortar or alternative filler material. If using mortar, apply mortar under section 51-1.03E(2). If using an alternative filler material, apply a bonding epoxy before placing the filler material. Apply the alternative filler material under the manufacturer’s instructions.

55 STEEL STRUCTURES
10-16-20
Replace the 3rd paragraph of section 55-1.02E(7)(a) with:

Dimensional details and workmanship for welded joints in tubular and pipe connections must comply with clause 10 of AWS D1.1.

56 OVERHEAD SIGN STRUCTURES, STANDARDS, AND POLES
10-16-20
Replace section 56-1.01D(2)(b)(i) with:

56-1.01D(2)(b)(i) General
Perform NDT of steel members under AWS D1.1 and the requirements shown in the following tables:
<table>
<thead>
<tr>
<th>Weld location</th>
<th>Weld type</th>
<th>Minimum required NDT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Circumferential splices around the perimeter of tubular sections, poles, and arms</td>
<td>CJP groove weld with backing ring</td>
<td>100% UT or RT</td>
</tr>
<tr>
<td>Longitudinal seam</td>
<td>CJP or PJP groove weld</td>
<td>Random 25% MT</td>
</tr>
<tr>
<td>Longitudinal seam within 6 inches of a circumferential weld</td>
<td>CJP groove weld</td>
<td>100% UT or RT</td>
</tr>
</tbody>
</table>
| Welds attaching base plates, flange plates, pole plates, or mast arm plates to poles or arm tubes | CJP groove weld with backing ring and reinforcing fillet | t ≥ 1/4 inch: 100% UT and 100% MT 
|                                                                              |                                                                            | t < 1/4 inch: 100% MT after final weld pass |
| Hand holes and other appurtenances                                            | Fillet and PJP welds                                                        | MT full length on random 25% of all standards and poles |
| Longitudinal seam on the telescopic female end, designated slip-fit length plus 6 inches | CJP groove weld                                                             | 100% UT or RT                              |

NOTE: t = pole or arm thickness
### Nondestructive Testing for Overhead Sign Structures

<table>
<thead>
<tr>
<th>Weld location</th>
<th>Weld type</th>
<th>Minimum required NDT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base plate to post</td>
<td>CJP groove weld with backing ring and reinforcing fillet</td>
<td>100% UT and 100% MT</td>
</tr>
<tr>
<td>Base plate to gusset plate</td>
<td>CJP groove weld</td>
<td>100% UT</td>
</tr>
<tr>
<td>Circumferential splices of pipe or tubular sections</td>
<td>CJP groove weld with backing ring</td>
<td>100% UT or RT</td>
</tr>
<tr>
<td>Split post filler plate welds</td>
<td>CJP groove weld with backing bar</td>
<td>100% UT or RT</td>
</tr>
<tr>
<td>Longitudinal seam weld for pipe posts</td>
<td>CJP groove weld</td>
<td>t &lt; 1/4 inch: 25% MT t ≥ 1/4 inch: 25% UT or RT</td>
</tr>
<tr>
<td>Chord angle splice weld</td>
<td>CJP groove weld with backing bar</td>
<td>100% UT or RT</td>
</tr>
<tr>
<td>Truss vertical, diagonal, and wind angles to chord angles</td>
<td>Fillet weld</td>
<td>Random 25% MT</td>
</tr>
<tr>
<td>Upper junction plate to chord (cantilever type truss)</td>
<td>Fillet weld</td>
<td>Random 25% MT</td>
</tr>
<tr>
<td>Bolted field splice plates (tubular frame type)</td>
<td>CJP groove weld</td>
<td>100% UT and 100% MT</td>
</tr>
<tr>
<td>Cross beam connection plates (lightweight extinguishable message sign)</td>
<td>Fillet weld</td>
<td>Random 25% MT</td>
</tr>
<tr>
<td>Arm connection angles (lightweight extinguishable message sign)</td>
<td>Fillet weld</td>
<td>100% MT</td>
</tr>
<tr>
<td>Mast arm to arm plate (lightweight extinguishable message sign)</td>
<td>CJP groove weld with backing ring</td>
<td>t ≥ 1/4 inch: 100% UT and 100% MT t &lt; 1/4 inch: 100% MT after final weld pass</td>
</tr>
<tr>
<td>Post angle to post (lightweight extinguishable message sign)</td>
<td>Fillet weld</td>
<td>100% MT</td>
</tr>
<tr>
<td>Hand holes and other appurtenances</td>
<td>Fillet and PJP welds</td>
<td>MT full length on random 25% of all sign structures</td>
</tr>
</tbody>
</table>

**NOTE:** t = pole or arm thickness

Replace section 56-1.01D(2)(b)(ii) with:

**56-1.01D(2)(b)(ii) Ultrasonic Testing**

For UT of welded joints with any members less than 5/16-inch thick or tubular sections less than 24 inches in diameter, the acceptance and repair criteria must comply with Clause 10.26.1.1 of AWS D1.1.

When performing UT, use an authorized procedure under AWS D1.1, Clause 2.

For UT of other welded joints, the acceptance and repair criteria must comply with Table 8.3 of AWS D1.1 for cyclically loaded nontubular connections.

After galvanization, perform additional inspection for toe cracks along the full length of all CJP groove welds at tube-to-transverse base plate connections using UT.
Replace section 56-2.02F with:

56-2.02F Pipe Posts
Pipe posts must be welded or seamless steel pipes. The maximum ultimate tensile strength of pipe posts must not exceed 90 ksi. Manufactured pipe posts must comply with one of the following:

1. ASTM A53/A53M, Grade B
2. ASTM A106/A106M, Grade B
3. ASTM A1085, Grade A
4. API Specification 5L PSL2 Grades B, X42R, X42M, X52M or Grade X52N, using nominal pipe sizes for threaded end pipe

You may fabricate pipe posts from structural steel complying with ASTM A36/A36M, ASTM A709/A709M, Grade 36, or ASTM A572/A572M, Grades 42 or 50.

Spiral seam welds are not allowed.

57 WOOD AND PLASTIC LUMBER STRUCTURES

Delete the 4th paragraph of section 57-2.01B(3).

Replace the 5th paragraph of section 57-2.01B(3) with:

Timber and lumber treated with waterborne preservatives must be dried after treatment and have no visual evidence of preservative on the surface.

Replace the 7th paragraph of section 57-2.01B(3) with:

Manually applied wood preservative must comply with AWPA Standard M4.

Delete the 2nd paragraph of section 57-2.01C(3)(a).

Replace the 3rd paragraph of section 57-2.01C(3)(a) with:

Chromated copper arsenate must not be used for handrails or other applications with possible direct exposure to the public.

Replace the introductory clause of the 7th paragraph of section 57-2.01C(3)(a) with:

For lumber treated with ammoniacal copper zinc arsenate, alkaline copper quaternary ammonium compound, or copper azole:
Replace the 3rd paragraph of section 57-2.01C(3)(b) with:

If treated timber is framed, cut, or bored after treatment, thoroughly swab each cut, dap, or hole with 2 applications of a preservative as specified in AWPA Standard M4.

Delete the 2nd paragraph of section 57-2.02B.

Add to section 57-2.02B:

HDPE shims must be commercial quality.

Replace section 57-2.02C with:

57-2.02C Construction
Install lagging members 4 inches thick or less with a 3/8-inch gap between members. Install lagging members greater than 4 inches thick with a 1/2-inch gap between members.

Replace the table in the 4th paragraph of section 57-3.02C with:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density of concrete core (kg/m$^3$, min)</td>
<td>ASTM D792</td>
<td>1,762</td>
</tr>
<tr>
<td>28-day compressive strength of concrete core (psi, min)</td>
<td>ASTM C579</td>
<td>5,000</td>
</tr>
<tr>
<td>Structural strength of shell: Tensile strength, tensile modulus (percent loss)</td>
<td>ASTM D638, ASTM D790</td>
<td>Less than 10 after UV deterioration test specified for plastic lumber</td>
</tr>
<tr>
<td>Dry film thickness of coating (mils, min)</td>
<td>--</td>
<td>15</td>
</tr>
<tr>
<td>Color change of coating</td>
<td>ASTM D4587, Test Cycle 2</td>
<td>No visible color change when tested for 800 hours</td>
</tr>
<tr>
<td>Initial adhesion of coating (psi, min)</td>
<td>ASTM D4541, Test Method D, E, or F and Protocol 2</td>
<td>150</td>
</tr>
<tr>
<td>Decrease in initial adhesion of coating, decrease (percent)</td>
<td>ASTM D4541, Test Method D, E, or F and Protocol 2, ASTM D1183, Test Condition D$^a$</td>
<td>No more than 10 following 2 exposure cycles</td>
</tr>
</tbody>
</table>

$^a$Use a low temperature phase at 4 ± 5 °F and high temperature phase at 140 ± 5 °F.
59  STRUCTURAL STEEL COATINGS

Replace the 2nd paragraph in section 59-1.01D with:


Replace the 2nd paragraph of section 59-1.02C with:

Coatings selected for use must comply with the volatile organic compound concentration limits specified for the air quality district where the coating is applied. The undercoats and finish or final coats selected for use must be compatible with each other.

Add after the paragraph of section 59-2.01A(3)(a):

If requested by the Engineer, submit documentation from the coating manufacturer verifying the compatibility of the undercoats and finish or final coats selected for use.

60  EXISTING STRUCTURES

Replace section 60-2.02B with:

60-2.02B  Materials
Design criteria for temporary support shoring and temporary bracing must comply with section 48-3.02B.

Add to section 60-3.01A:

If you are unable to complete bridge reconstruction activities before the bridge is to be opened to traffic, furnish and maintain temporary decking under section 48-4 until that portion of the work is complete.

Replace the 3rd and 4th paragraphs of section 60-3.02C(3) with:

Remove asphalt concrete surfacing by cold milling under the following conditions:

1. If a membrane seal is shown:
   1.1. Remove the seal by cold milling
   1.2. Do not remove more than 1/2 inch of the existing concrete slab

2. If a membrane seal is not shown:
   2.1. Remove asphalt concrete surfacing until a 1/2-inch minimum of surfacing remains on top of existing concrete slab
   2.2. Use other authorized means to remove the remaining asphalt concrete without damage to the concrete slab
Add to section 60-3.02C(3):
Where a portion of the asphalt concrete surfacing is to remain, saw cut a 2-inch-deep true line along the edge to remain in place before removing asphalt concrete. Remove the asphalt concrete without damaging the surfacing to remain in place.

Delete the 3rd paragraph of section 60-3.04B(3)(a).

Replace the 9th paragraph of section 60-3.04B(3)(c) with:
Protect the overlay from moisture and do not allow traffic or equipment on the overlay (1) for a minimum of 4 hours cure time after final finishing and (2) until each rebound test result for the final finish shows a reading of at least 28 when tested under ASTM C805. The cure time must be extended if ordered. The rebound test may not be used to reduce the 4-hour cure time of the overlay.

Replace the 10th paragraph of section 60-4.09B(2)(a) with:
Steel parts must comply with ASTM A36/A36M or A576, Grade 1030 and must not be rimmed or capped steel.

Replace section 60-4.10 with:

60-4.10 BRIDGE SEAT EXTENDERS FOR RETROFITS
60-4.10A General
60-4.10A(1) Summary
Section 60-4.10 includes specifications for fabricating and installing bridge seat extenders.
Bridge seat extenders must comply with the specifications for miscellaneous bridge metal in section 75-3.
60-4.10A(2) Definitions
Reserved
60-4.10A(3) Submittals
Submit a work plan showing the method of grouting pipe seat extenders to prevent grout from entering the hinge area.
60-4.10A(4) Quality Assurance
Inspect bridge seat extender materials at the fabrication site.
Notify the Engineer:
1. When materials have been delivered to the fabrication site
2. At least 10 days before starting fabrication
60-4.10B Materials
60-4.10B(1) General
Reserved
60-4.10B(2) Pipe Seat Extenders
Pipe seat extenders must consist of double extra-strong steel pipes, HS threaded rods, nuts, and washers.
Double-extra strong steel pipe must comply with ASTM A53/A53M, Grade B. HS threaded rods, nuts, and washers must comply with section 55-1.02D(1).

Galvanize double-extra strong steel pipe under section 75-1.02B. After galvanizing, any alterations resulting in new exposed surfaces, including holes or cut ends, must be coated as specified for repairing damaged galvanized surfaces under section 75-1.02B.

Grout for bonding the pipe to the cored hole must comply with section 60-4.06B(2). Any filler materials or seals must not restrict joint movement.

60-4.10B(3) Slab Bridge Seat Extenders
Slab bridge seat extenders must consist of steel plates, support tubes, bolts, bars, nuts, washers, pins, and elastomeric bearing pads.

Slab bridge seat extender must comply with section 55. Elastomeric bearing pads must comply with section 51-3.02. The support tubes must comply with ASTM A500/A500M, Grade B.

Galvanize seat extender under section 75-1.02B. After galvanizing, any alterations resulting in new exposed surfaces, including holes or cut ends, must be coated as specified for repairing damaged galvanized surfaces under section 75-1.02B.

Epoxy mortar must consist of a mixture of epoxy binder and aggregate. The epoxy mortar must comply with section 95-1.02C. The mix proportions of epoxy mortar must be 1-part binder to 1-part aggregate by volume. Aggregate must consist of a combination of 1-part material passing the no. 30 sieve and 3-parts material passing the no. 20 sieve.

60-4.10C Construction
60-4.10C(1) General
Reserved.

60-4.10C(2) Pipe Seat Extenders
Reserved

60-4.10C(3) Slab Bridge Seat Extenders
Place epoxy mortar under section 95-1.03.

Place elastomeric bearing pads under section 51-3.02C. Bond elastomeric bearing pads to steel support tubes with adhesive complying with Federal Specification MMM-A-121.

60-4.10D Payment
The payment quantity for seat extender does not include the weight of nonmetallic materials used in constructing the seat extenders.

DIVISION VII DRAINAGE FACILITIES
Replace section 62 with:

62 STORMWATER TREATMENT
04-17-20

62-1 GENERAL
62-1.01 GENERAL

Earthwork must comply with section 19.
Concrete and joint seals must comply with section 51.
Sealant must comply with section 41-5.
Reinforcement must comply with section 52.
Underdrain must comply with section 68-2.
Miscellaneous metal must comply with section 75.
Cable railing must comply with section 83-2.07.

62-1.01B Definitions
Reserved

62-1.01C Submittals
At least 5 business days before placing permeable material, submit a certificate of compliance for the gradation of the material from the source.

No more than 5 business days after placing permeable material, submit:
1. At least one ASTM D6913 test on permeable material sampled at:
   1.1. Job site
   1.2. Authorized location
2. Verification that the permeable materials testing results meet the gradation requirements

62-1.01D Quality Assurance
Submit verification that the placed material complies with the gradation for the Class 4 and Class 5 permeable materials.

Submit verification of the uniformity coefficient for Class 5 permeable material.

For Department acceptance, the depth of the permeable material will be measured after the in-place washing is complete.

62-1.02 MATERIALS
62-1.02A General
Not Used

62-1.02B Class 4 Permeable Material
Class 4 permeable material must consist of sand, gravel, or crushed stone that is hard, durable, and clean. The material must be free from organic material, clay balls, or other deleterious substances.

The percentage composition by weight of Class 4 permeable material in place must comply with the gradation requirements shown in the following table:

<table>
<thead>
<tr>
<th>Class 4 Permeable Material Gradation Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sieve size</td>
</tr>
<tr>
<td>------------</td>
</tr>
<tr>
<td>2&quot;</td>
</tr>
<tr>
<td>1-1/2&quot;</td>
</tr>
<tr>
<td>3/4&quot;</td>
</tr>
<tr>
<td>3/8&quot;</td>
</tr>
<tr>
<td>No. 4</td>
</tr>
<tr>
<td>No. 8</td>
</tr>
<tr>
<td>No. 100</td>
</tr>
</tbody>
</table>

Class 4 permeable material must have a durability index of not less than 40.

62-1.02C Class 5 Permeable Material
Reserved

62-1.02D Miscellaneous Metal
Fabricate the parts shown in the table below from the corresponding materials shown:
## Miscellaneous Metal Parts

<table>
<thead>
<tr>
<th>Part</th>
<th>Material</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ladders</td>
<td>Steel</td>
</tr>
<tr>
<td>Handrails</td>
<td>Steel</td>
</tr>
<tr>
<td>Trash screen</td>
<td>Steel</td>
</tr>
<tr>
<td>Components of riser support brackets</td>
<td>Stainless steel complying with ASTM A276, Grade 304</td>
</tr>
<tr>
<td></td>
<td>CIP inserts must be ferrule loop type</td>
</tr>
</tbody>
</table>

### 62-1.02E Filter Fabric

Class D filter fabric must comply with the requirements shown in the following table:

#### Class D Filter Fabric

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permittivity (min and max, sec(^{-1}))</td>
<td>ASTM D4491</td>
<td>1.6–1.8</td>
</tr>
<tr>
<td>Apparent opening size, average roll value (min and max, US standard sieve size)</td>
<td>ASTM D4751</td>
<td>60–80</td>
</tr>
<tr>
<td>Grab breaking load, 1-inch grip, in each direction (min, lb)</td>
<td>ASTM D4632</td>
<td>120</td>
</tr>
<tr>
<td>Apparent elongation, in each direction (min, %)</td>
<td>ASTM D4632</td>
<td>50</td>
</tr>
<tr>
<td>UV resistance, retained grab breaking load, 500 hours (min, %)</td>
<td>ASTM D4355</td>
<td>70</td>
</tr>
</tbody>
</table>

### 62-1.03 CONSTRUCTION

#### 62-1.03A General

Placing filter fabric must comply with section 68-1.03B.

#### 62-1.03B Permeable Material

##### 62-1.03B(1) General

Before placement, wash permeable material:

1. To remove silt and clay particles
2. With potable water equal to at least 4 times the volume of the material being placed

After placement, wash permeable material:

1. With potable water
2. Until the discharged water has a turbidity reading of:
   2.1. 30 NTU or less for a project within the Tahoe Hydrologic Unit
   2.2. 200 NTU or less for a project outside the Tahoe Hydrologic Unit

Capture the wash water. Handle the wash water by any of the following means:

1. Dispose of
2. Use as dust control
3. Disperse onsite in an authorized location other than the BMP

#### 62-1.03B(2) Class 5 Permeable Material

Place Class 5 permeable material:

1. In a way that does not damage or displace the filter fabric
2. Using methods that produce a finished surface as shown

### 62-1.03C–62-1.03H Reserved

#### 62-1.04 Payment

Not Used
62-2 DESIGN POLLUTION PREVENTION INFILTRATION AREA

Reserved

62-3 INFILTRATION TRENCH

Reserved

62-4 INFILTRATION BASIN

Reserved

62-5 INFILTRATION GALLERY

Reserved

62-6 RESERVED

62-7 BIORETENTION

Reserved

62-8 DETENTION BASIN

Reserved

62-9 AUSTIN EARTH BERM

Reserved

62-10 AUSTIN VAULT SAND FILTER

Reserved

62-11 DELAWARE SAND FILTER

Reserved

62-12 GROSS SOLIDS REMOVAL DEVICE

Reserved

62-13 MULTI-CHAMBER TREATMENT TRAIN

Reserved

62-14 TRACTION SAND TRAP

Reserved

62-15–62-24 RESERVED

62-25 EXISTING STORMWATER TREATMENT

Reserved

64 PLASTIC PIPE

04-17-20

Add to section 64-2.01C:

If recycled resin is used for corrugated polyethylene pipe, submit the percent of recycled resin.

Replace the 2nd and 3rd paragraphs of section 64-2.02C with:

Type C and Type S corrugated polyethylene pipe must comply with AASHTO M 294.

HDPE compounds used in the manufacture of corrugated polyethylene pipe and fittings must comply with AASHTO M 294 except the mix must contain from 2 to 4 percent well-dispersed carbon black and at least 49 percent virgin resin.
Replace the 2nd paragraph of section 65-2.01D(3) with:

Pipes 24 inches in nominal diameter and smaller do not need to be tested to the load to produce a 0.01-inch-wide crack if the pipe is subjected to a load equivalent to the ultimate test load and complies with section 65-2.02. Instead of broken pipe pieces obtained as specified above, cores weighing at least 2.2 pounds from pipe sections selected by the Engineer may be used for the absorption test. Pipe sections that have been tested to the actual 0.01-inch-wide crack will not be load-tested further, and those sections that comply with or exceed the required strength and workmanship standards may be used in the work if authorized.

Replace the 2nd paragraph of section 65-2.01D(5) with:

Oval shaped reinforced concrete pipe 24 inches in nominal diameter and smaller does not need to be tested to the load to produce a 0.01-inch-wide crack if the pipe is subjected to a load equivalent to the ultimate test load and complies with section 65-2.02. Instead of broken pipe pieces obtained as specified above, cores weighing at least 2.2 pounds from pipe sections selected by the Engineer may be used for the absorption test. Pipe sections that have been tested to the actual 0.01-inch-wide crack will not be load-tested further, and those sections that comply with or exceed the required strength and workmanship standards may be used in the work if authorized.

Replace the 2nd paragraph of section 65-2.02A with:

The concrete for reinforced concrete pipe must contain at least 470 pounds of cementitious material per cubic yard and have a water to cementitious material ratio that does not exceed 0.40 by weight. You may use SCM. Circumferential reinforcement must have a minimum cover of 1 inch, except pipes with a nominal diameter of 18 inches or less must have a minimum cover of 3/4 inch.

Replace the 1st paragraph in section 66-1.02D with:

Coupling bands for corrugated metal pipe must comply with either section 66-1.02D or section 61-2.01D(2)(b).

Replace the 6th paragraph in section 66-1.02D with:

Joints for siphons and joints for pipes shown as watertight must be watertight under pressure and all conditions of expansion, contraction, and settlement, and must comply with section 61-2.01D(2)(a) for watertightness.
Replace the 4th paragraph of section 66-2.03 with:

Place cement treated structure backfill for slotted corrugated steel pipe as shown and under section 19-3.02F(3) for soil cement beddings. Cover the completed cement treated structure backfill with a curing seal of asphaltic emulsion, Grade SS1 or CSS1.

Replace section 71-3.01A(4)(b) with:

71-3.01A(4)(b) Preconstruction Meetings
71-3.01A(4)(b)(i) General
Reserved
71-3.01A(4)(b)(ii) Prerehabilitation Meeting
Before starting cleaning and preparation work, you must schedule and attend a prerehabilitation meeting with the Engineer. Include any subcontractors, manufacturers and other parties involved in the culvert work. Provide a meeting facility that is within 5 miles of the job site or at another location accepted by the Engineer.

71-3.01A(4)(b)(iii) Pregrouting Meeting
Before starting grouting work, you must schedule and conduct a grouting meeting with the Engineer and your personnel involved in the grouting work, including your:

1. Project superintendent
2. Supervisory personnel
3. Grouting foreman
4. Grouting subcontractors

Provide a meeting facility that is within 5 miles of the job site or at another location accepted by the Engineer.

Replace section 71-3.01A(4)(c) with:

71-3.01A(4)(c) Quality Control
71-3.01A(4)(c)(i) General
Reserved
71-3.01A(4)(c)(ii) Annular Space Grouting
The grout cast density at the point of placement must be from 53 to 68 lb/cu ft and the minimum compressive strength must be 300 psi at 28 days.

Test the grout for compressive strength under ASTM C495 except that specimens must be moist cured before the 28-day compressive strength test and not be oven dried. If the grouting plan shows multiple stages, the grouting plan must include test results that verify that the grout stiffness is adequate for placement of multiple lifts.

For each batch of grout, perform density and viscosity tests under ASTM C138 and ASTM C939 in the presence of the Engineer. Grout density must be within 3 lb/cu ft of the density in the authorized grout plan with mix design. The time of efflux (outflow) must not exceed 20 seconds as specified in ASTM C939 unless otherwise authorized.
For pipeliners with a stiffness of less than 29 psi, the grout pump's pressure measured at the point of injection must not exceed either of the following:

1. 5 psi
2. Manufacturer's instruction

For pipeliners with a stiffness of at least 29 psi, the grout pump's pressure measured at the point of injection must not exceed 7.25 psi.

The pipeliner must be able to withstand a static head of grout that is 6 inches above the highest crown elevation. The maximum grout pressure for a static grout head must not exceed the grout pump's maximum allowable pressure.

Install a grout pressure gauge and recorder immediately adjacent to each injection port. Continuously record on paper with ink the actual grouting pressure versus time. Record grout pressure to an accuracy of ±0.5 psi. Attach a gauge to a saddle-type diaphragm seal to prevent clogging with grout.

71-3.01A(4)(c)(iii) CCTV Recording

CCTV recordings must be made and submitted in high quality electronic media such as CD or DVD.

The CCTV equipment must include:

1. CCTV camera with articulating head
2. Transporter adapted for conditions of the culvert
3. Television monitor
4. Lighting
5. Cables and power sources

CCTV equipment must:

1. Be specifically designed and constructed for pipe inspection
2. Have camera lighting for minimizing reflective glare
3. Have an adjustable focal-distance range from 6 inches to infinity
4. Produce a minimum resolution of 356 lines per inch for both the camera and monitor
5. Have a remote-reading meter counter accurate to 1 percent over the length of the particular section being inspected

Verify the accuracy of the distance meter in the CCTV with a walking meter, roll-a-tape, or other authorized device.

Where human entry is possible for the entire length of the culvert, you may use a handheld video camera with lighting as an alternative to CCTV. Video and audio content must comply with the requirements for CCTV. Inspect at a rate that is not more than 30 feet per minute.

71-3.01A(4)(c)(iv) Photographs

Use a digital camera and lighting. Lighting and photo quality must be suitable to provide clear and focused photographs of the entire culvert surface under all conditions.

71-3.01A(4)(c)(v) Monitoring of Annular Space Grouting

Wherever a pipeliner with annular space grouting is described, monitor the grouting and record pressures throughout the grouting process. Verify compliance with the manufacturer’s instructions for each phase of the grouting process. Gauges must comply with ANSI B40, Grade 2A. The pressure gauges, recorder, and field equipment must be calibrated by an independent testing agency.

71-3.01A(4)(c)(vi) Pipeliners

Pipeliners must be continuous over the entire length of the culvert and must have no visual defect such as foreign inclusions, concentrated ridges, discoloration, pitting, pin holes, cracking or other deformities. The pipeliner must not be over-deflected. There must not be segregation or voids in the grout.
71-3.01A(4)(c)(vii) Deflection Testing of Pipeliners

If a pipeliner with annular space grouting is described, test the pipeliner for deflection. Test after grouting and in the presence of the Engineer.

For pipeliners with a nominal inside diameter of 36 inches or less, either pull a mandrel through the pipeliner by hand or use another authorized method. The mandrel must be:

1. Rigid and nonadjustable
2. Comprised of at least 9 legs and have an odd number of total legs
3. Longer than it is wide
4. Made of steel
5. Fitted with pulling rings at each end
6. Stamped or engraved on some segment other than a runner indicating pipeliner material specification, nominal size, and mandrel outside diameter (e.g., HDPE F 714-SDR 26-36" – 31.569")
7. Furnished in a suitable carrying case labeled with the same data as stamped on the mandrel
8. Authorized before use

For pipeliners with a nominal inside diameter greater than 36 inches, determine the deflection using a 1-inch diameter, rigid, nonadjustable metal bar; a minimum-radius rigid template; or other authorized method.

The pipeliner must not be over-deflected. For pipeliners 36 inches or less in nominal diameter, the mandrel must pass through the entire pipeliner. For pipeliners greater than 36 inches in nominal diameter, the deflection must be the lesser of either of the following:

1. 5 percent greater than the actual dimension of the pipeliner in place. This actual dimension includes the pipe joint system.
2. 6-1/2 percent of the nominal pipeliner dimension.

If more than 8 percent of the nominal pipeliner dimension is over-deflected, the pipeliner is rejected. If 8 percent or less of the nominal pipeliner dimension is over-deflected, the pipeliner may remain in place and the Department deducts 20 percent of the bid amount for that pipeliner.

Replace item 2 in the list in the first paragraph of section 71-3.01B(2) with:

2. Not less than 590 lb of cementitious material per cubic yard

Replace section 71-5.03B with:

71-5.03B Frames, Covers, and Grates

Adjust frames, covers, and grates must comply with section 78-23.03.

Delete the 2nd through 5th paragraphs of section 71-5.04.
Preformed expansion joint filler must comply with ASTM D1751. As an alternative, a semi-rigid, closed-cell polypropylene foam, preformed joint filler that complies with ASTM D8139 may be used.

Detectable warning surface must be on the Authorized Material List for detectable warning surfaces and must match yellow color no. 33538 of AMS-STD-595.

Thread-locking systems must (1) consist of a cleaner, primer, and anaerobic thread-locking adhesive and (2) be on the Authorized Material List for anaerobic thread-locking systems. Apply all components of the system under the manufacturer's instructions.

75-3.02C(3)  Resin Capsule Anchors
Reserved

Delete the 3rd paragraph of section 78-4.03 with:

Section 78-4.03 includes specifications for preparing and painting concrete surfaces.
78-4.03A(2) Definitions
Reserved

78-4.03A(3) Submittals
Submit the coating manufacturer's application instructions at least 7 days before use.

78-4.03A(4) Quality Assurance
Reserved

78-4.03B Materials
Coatings for concrete must comply with the specifications for acrylic emulsion paint for exterior masonry in section 91-4.02B.

Coatings must be white.

78-4.03C Construction
78-4.03C(1) General
Reserved

78-4.03C(2) Surface Preparation
Before painting, surfaces must be:

1. At least 28 days old.
2. Prepared under SSPC-SP 13/NACE no. 6. Pressure rinse the prepared surfaces before applying the paint.
3. Thoroughly dry. You may use artificial drying methods if authorized.

78-4.03C(3) Application
Apply at least 2 coats under the manufacturer's instructions and SSPC-PA 7. Protect adjacent surfaces during painting using an authorized method.

Paint text on structures and barriers in 2-1/2-inch high black letters. Black text must contrast with the background. If ordered, adjust text size and paint color to accommodate for paint location.

78-4.03D Payment
Not Used

Replace section 78-4.04 with:

78-4.04 STAINING CONCRETE AND SHOTCRETE
78-4.04A General

78-4.04A(1) Summary
Section 78-4.04 includes specifications for preparing and staining concrete and shotcrete surfaces.

78-4.04A(2) Definitions
acid stain: non-tintable, transparent stain that contains dilute acid.

water-based stain: semi-transparent or solid water-based coating in an acrylic emulsion vehicle, that can be tinted to match an AMS-STD-595 color.

78-4.04A(3) Submittals
78-4.04A(3)(a) General
Submit the stain and sealer manufacturer's product data and application instructions at least 7 days before starting staining activities.
78-4.04A(3)(b) Contractor Qualifications
Submit the following documentation at least 10 days before the prestaining meeting:

1. Summary of the staining contractor's experience that demonstrates compliance with section 78-4.04A(4)(c).
2. List of at least 3 projects completed in the last 5 years that demonstrate the staining contractor's ability to stain surfaces similar to the surfaces for this project. For each project include:
   2.1. Project description
   2.2. Name and phone number of the owner
   2.3. Staining completion date
   2.4. Color photos of the completed stained surface

78-4.04A(3)(c) Staining Quality Work Plan
Submit a staining quality work plan at least 10 days before the prestaining meeting. The work plan must include details for preparing and staining the surfaces to achieve the required color, and for sealing the surfaces, including:

1. Number of applications that will be used to apply the stain
2. For each application of the stain, a description of:
   2.1. Manufacturer, color, finish, and percentage strength mixture of the stain that will be applied
   2.2. Proposed methods and tools for applying the stain
3. Proposed methods for protecting adjacent surfaces during staining
4. Proposed methods and tools for applying the sealer

For acid stains, the work plan must also include a rinse water collection plan for containing all liquid, effluent, and residue resulting from preparing and staining the surfaces.

78-4.04A(4) Quality Assurance
78-4.04A(4)(a) General
Reserved

78-4.04A(4)(b) Test Panels
Stain the authorized test panel complying with section 51-1.01D(2)(c) or section 53-3.01D(3).

The test panel must be:

1. Stained using the same personnel, materials, equipment, and methods to be used in the work
2. Accessible for viewing
3. Displayed in an upright position near the work
4. Authorized for staining before starting the staining work

If ordered, construct additional test panels until a satisfactory color is attained. The preparing and staining of additional test panels is change order work.

The Engineer uses the authorized stained test panel to determine the acceptability of the stained surface.

Dispose of the test panels after the staining work is complete and authorized. Notify the Engineer before disposing of the test panels.

78-4.04A(4)(c) Contractor Qualifications
The staining contractor must have experience staining surfaces to simulate the appearance of natural rock formations or stone masonry, and must have completed at least 3 projects in the past 5 years involving staining of surfaces similar to the surfaces for this project.

78-4.04A(4)(d) Prestaining Meeting
Before starting staining activities, conduct a meeting to discuss the staining quality work plan. Meeting attendees must include the Engineer and all staining contractors.
78-4.04B Materials
78-4.04B(1) General
Reserved

78-4.04B(2) Stain
78-4.04B(2)(a) General
The stain must be:
1. Commercially available product designed specifically for exterior applications
2. Specifically manufactured for staining concrete surfaces

78-4.04B(2)(b) Acid Stain
Acid stain must:
1. Contain dilute acid that penetrates and etches the surfaces
2. Be a water-based solution of inorganic metallic salts
3. Produce abrasion-resistant color deposits

78-4.04B(2)(c) Water-based Stain
Water-based stain must be:
1. Acrylic emulsion
2. Non-fading and UV resistant
3. Capable of producing irregular, mottled tones

78-4.04B(3) Sealer
The sealer must be as recommended by the stain manufacturer, clear and colorless, and have a matte finish when dry.

78-4.04B(4) Joint Sealing Compound
Reserved

78-4.04C Construction
78-4.04C(1) General
At locations where there is exposed metal adjacent to the surfaces to be stained, seal the joint between the surfaces to be stained and the exposed metal with a joint sealing compound before applying the stain.

78-4.04C(2) Surface Preparation
Test surfaces for acceptance of the stain before applying the stain. Clean surfaces that resist accepting the stain and retest until passing.

Before staining, the surfaces must be:
1. At least 28 days old
2. Prepared under SSPC-SP 13/NACE no. 6
3. Thoroughly dry

78-4.04C(3) Application
78-4.04C(3)(a) General
Apply the stain under the manufacturer's instructions. Protect adjacent surfaces during staining. Drips, puddles, or other irregularities must be worked into the surface.

Apply the sealer under the manufacturer's instructions.

78-4.04C(3)(b) Acid Stain
Work the acid stain into the concrete using a nylon bristle brush in a circular motion.

After the last coat of stain has dried, rinse the stained surfaces with water and wet scrub them with a stiff-bristle nylon brush until the rinse water runs clear. Collect all rinse water.
78-23 ADJUST UTILITY FRAMES, COVERS, AND MANHOLES

78-23.01 GENERAL
Section 78-23 includes specifications for adjusting utility access box frames, covers, and manholes. Work performed on existing utility frames, covers, grates and manholes must comply with section 15.

78-23.02 MATERIALS
Not Used

78-23.03 CONSTRUCTION
Lower and raise utility frames, covers, grates and manholes by lowering before cold planing and raising after paving or surfacing. Before opening the lane to traffic, either (1) complete permanent paving or surfacing or (2) temporarily fill any depressions with HMA.

Do not adjust to final grade until the adjacent pavement or surfacing is complete.

For a structure that is to be raised, remove the cover or frame and trim the top of the structure to provide a suitable foundation for the new material.

Instead of using new materials similar in character to those in the existing structure, you may use raising devices to adjust a manhole to grade. Before starting paving work, measure and fabricate raising devices. Raising devices must:

1. Comply with the specifications for section 75 except that galvanizing is not required
2. Have a shape and size that matches the existing frame
3. Be match marked by painting identification numbers on the device and corresponding structure
4. Result in an installation that is equal to or better than the existing one in stability, support, and nonrocking characteristics
5. Be fastened securely to the existing frame without projections above the surface of the road or into the clear opening

Where manholes are to be lowered, remove the top portion to 3.5 feet below finished grade or to an authorized depth. Adjust the manhole using the taper needed to match the finished grade.

If a manhole cover is unstable or noisy under traffic, place a coil of asphalt-saturated rope, a plastic washer, or asphaltic compound on the cover seat. Before placement, obtain authorization for use of the material.

78-23.04 PAYMENT
Not Used

80 FENCES

10-18-19
Replace the 1st paragraph of section 80-2.02B with:

Line posts must comply with ASTM A702 except packaging of posts is not required. You may omit the anchor plate if the post is set in a concrete footing with a minimum cross-sectional dimension of 6 inches and a depth equal to the full penetration of the post.
Replace item 3 in the list in the 1st paragraph of section 80-2.02D with:

3. Be one of the following:
   3.1. 12-1/2 gauge, Class 3
   3.2. 13-1/2 gauge, Class 3
   3.3. 14 gauge, Class 3
   3.4. 15-1/2 gauge, Class 3

Replace the 2nd paragraph of section 80-3.02B with:

Posts and braces must comply with the strength requirements in ASTM F1043 for one of the following:

1. Group IA, regular grade, for round pipes
2. Group IC, 50,000 psi yield, for round pipes
3. Group II-L for roll-formed posts and braces

Replace the list in section 80-4.02B(1)(b) with:

1. Comply with ASTM A1064 and have a Class 1 zinc coating complying with ASTM A641
2. Be welded or woven galvanized steel wire fabric
3. Be made of at least 16-gauge wire
4. Be 36 inches wide

Replace the paragraph in section 80-4.02B(2) with:

The materials for a temporary desert tortoise fence must comply with section 80-4.02B(1).

Replace the 2nd sentence in the 1st paragraph of section 80-4.02C(2) with:

Embed the posts at maximum 10-foot intervals into the ground.

DIVISION IX  TRAFFIC CONTROL DEVICES

82  SIGNS AND MARKERS

1. Aluminum sheeting
2. Retroreflective sheeting
3. Color imaging methods and film
4. Protective-overlay film
Replace section 82-2.02C with:

82-2.02C Retroreflective Sheetning

Retroreflective sheeting used for the background and legend must comply with ASTM D4956-13 and must be on the Authorized Material List for signing and delineation materials.

Retroreflective sheeting must be Type XI, except for white background signs, it must be Type VIII or IX.

Warning sign plaques and panels must be retroreflective fluorescent orange or fluorescent yellow background.

Type VIII, IX, and XI retroreflective sheeting must have Class 1, 3, or 4 adhesive backing. Adhesive backing must be pressure sensitive and fungus resistant.

Retroreflective sheeting must be applied to sign panels at the fabrication plant under the retroreflective sheeting manufacturer’s instructions without appreciable stretching, tearing, or other damage.

Orientation of the legend must comply with the retroreflective sheeting manufacturer’s instructions.

Retroreflective sheeting on a sign panel with a minor dimension of 48 inches or less must be a single, contiguous sheet without splices except for the splices produced during the manufacture of the retroreflective sheeting. Sign panel with a minor dimension greater than 48 inches may have 1 horizontal splice in the retroreflective sheeting other than the splices produced during the manufacture of the retroreflective sheeting.

Unless the retroreflective sheeting manufacturer’s instructions require a different method, splices in the retroreflective sheeting must overlap by at least 1 inch. The retroreflective sheeting on either side of a splice must not exhibit a color difference under incident and reflected light.

Replace section 82-2.02D with:

82-2.02D Color Imaging Methods and Film

The material used for color imaging methods, film, and protective-overlay must be recommended by the retroreflective sheeting manufacturer.

Colored retroreflective sheeting must be used for the background.

Signs with green, red, blue, or brown backgrounds may use reverse-screened-process color on white retroreflective sheeting for the background color. The coefficient of retroreflection must be at least 70 percent of the coefficient of retroreflection specified in ASTM D4956 for the corresponding color of retroreflective sheeting.

The sign must have outdoor weatherability characteristics equivalent to those specified for the corresponding color of retroreflective sheeting in ASTM D4956.

Replace the 2nd paragraph of section 82-3.01A with:

Roadside signs include ground-mounted signs and Type N (CA), Type P (CA), and Type R (CA) marker panels.

Add to section 82-3.01B:

ground-mounted sign: Roadside sign or signs with a wide-flange metal post.
Replace section 82-3.01D with:

82-3.01D Quality Assurance
When delivered to the job site, treated posts must:
1. Comply with the specified grading requirements
2. Be dry
3. Have no visual evidence of preservative on the surface

Add to section 82-3.02B:

Mounting for a ground-mounted sign must be a wide-flange metal post fabricated from structural steel complying with ASTM A36/A36M. Nuts, bolts, and washers for the breakaway connections of a wide-flange steel post must comply with ASTM A325.

Delete the 3rd paragraph of section 82-3.02C.

Replace the 4th paragraph of section 82-3.02C with:

Posts must be treated under section 57-2.01B(3) and under AWPA U1, Use Category UC4A, Commodity Specification A. Posts must be incised, and the minimum retention of preservative must comply with AWPA requirements.

Replace section 82-5.01A with:

Section 82-5 includes specifications for fabricating and installing markers, including milepost markers.

Replace the 2nd paragraph in section 82-5.02E with:

A target plate for milepost marker or Type L-1 (CA) or Type L-2 (CA) object marker installed on a metal post must be manufactured from an aluminum sheet or zinc-coated steel sheet.

Replace section 82-5.02H with:

82-5.02H Milepost Markers
Letters and numerals on a milepost marker must be made with opaque black paint or film. The paint and film must have an equivalent outdoor weatherability as the retroreflective sheeting specified in ASTM D4956. Nonreflective, opaque, black film must be vinyl or acrylic material.

Film for letters and numerals must be computer cut and have pressure-sensitive adhesive.

Replace the 5th paragraph of section 82-5.03 with:

Use stencils to paint letters and numerals on milepost markers.
Add to the end of section 82-9.03:

82-9.03F  Installation of Sign Panels on Existing Posts
Install roadside sign panels on existing posts with fastening hardware under section 82-2.03A.

Replace the 1st paragraph of section 82-9.04 with:

Payment for furnishing sign panels of any type is not included in the payment for install sign panel on existing frame and post.
Payment for removing existing sign panel is included in the payment for install roadside sign panel on existing post.

83  RAILINGS AND BARRIERS
10-16-20
Add to the end of section 83-1.03:

83-1.03D  Miscellaneous Construction
Where shown, paint the structure name, bridge number, year constructed, and other bridge identification information. Painting concrete must comply with section 78-4.03C(3).
Bridge identification on the bridge barrier must be (1) painted at each structure approach, (2) visible to approaching traffic, and (3) located near the paving notch, if applicable.
For open bridge barrier rails, paint bridge identification on the widest rail element.
For structures with adjacent retaining walls or approaches where metal beam bridge railings extend beyond the structure, paint bridge identification on the concrete end block of the barrier.
For bents and piers, paint bridge identification corresponding to the name and number shown, on the face of the bridge barrier directly above the centerline of each bent or pier.

Replace section 83-2.01A(3) with:

For midwest guardrail systems and thrie beam barrier, install steel foundation tubes and soil plates in soil.

Replace section 83-2.02C(1)(c) with:

83-2.02C(1)(c)  Bolt Holes and Cuts in Wood Posts and Blocks
If copper naphthenate, Alkaline Copper Quaternary ammonium compound, or copper azole is used to treat wood posts and blocks, before inserting the bolts, fill the bolt holes with grease.
You may field bore the 2-3/8-inch-diameter holes shown for wood guardrail terminal posts and wood rail tensioning assembly posts.
If you perform field cutting or boring after treatment, manually treat with preservative under section 57-2.01C(3)(b).
Replace the 4th paragraph of section 83-2.03C with:

If median barrier delineation is shown, match the barrier marker spacing to the raised pavement marker spacing on the adjacent median edge line pavement delineation.

Replace the 3rd paragraph of section 83-2.05B(3) with:

Stud bolts must comply with the specifications for studs in clause 9 of AWS D1.1.

Replace the paragraph of section 83-3.03A(11) with:

Where concrete barrier markers are shown, cement the markers to the barrier under the manufacturer's instructions. Match the barrier marker spacing to the raised pavement marker spacing on the adjacent median edge line pavement delineation.

84 MARKINGS
10-18-19
Replace section 84-2 with:

84-2 TRAFFIC STRIPES AND PAVEMENT MARKINGS
10-19-18

84-2.01 GENERAL
84-2.01A Summary
Section 84-2 includes specifications for applying traffic stripes and pavement markings.
Traffic stripes and pavement markings must comply with ASTM D6628 for daytime and nighttime color.
Retroreflectivity must be measured under ASTM E1710 and the sampling protocol specified in ASTM D7585.

84-2.01B Definitions

pavement marking: Transverse marking which includes shoulder or gore marking, traffic island marking, word or numeral or symbol marking, arrow, limit line, stop line, yield line, crosswalk marking, speed measurement marking, speed reduction marking, speed hump marking, parking space marking, and route shield marking.

traffic stripe: Longitudinal centerline or lane line used for separating traffic lanes in the same direction of travel or in the opposing direction of travel or a longitudinal edge line marking the edge of the traveled way or the edge of a lane at a gore area separating traffic at an exit or entrance ramp. A traffic stripe is shown as a traffic line.

84-2.01C Submittals
For each lot or batch of traffic stripe material, primer, and glass beads, submit:

1. Certificate of compliance, including the material name, lot or batch number, and manufacture date
2. METS notification letter stating that the material is authorized for use, except for thermoplastic and primer
3. SDS
4. Manufacturer's Instructions
For each lot or batch of thermoplastic, submit a manufacturer’s certificate of compliance and the following test results from the California Test 423:

1. Brookfield Thermosel viscosity
2. Hardness
3. Yellowness index, white only
4. Daytime luminance factor
5. Yellow color, yellow only
6. Glass bead content
7. Binder content

The date of the test must be within 1 year of use.

Submit test results for each lot of beads specifying the EPA test methods used and tracing the lot to the specific test sample. The testing for lead and arsenic content must be performed by an independent testing laboratory.

Submit the thermoplastic test stripe to the Engineer.

Submit the retroreflectivity test result within 5 days of testing the traffic stripes and pavement markings. The data must include the retroreflectivity, time, date, and GPS coordinates for each measurement.

84-2.01D Quality Assurance
84-2.01D(1) General
Reserved
84-2.01D(2) Quality Control
Before starting permanent application of methyl methacrylate and two component paint traffic stripes and pavement markings, apply a test stripe on roofing felt or other suitable material in the presence of the Engineer. The test stripe section must be at least 50 feet in length.

Upon request, apply a thermoplastic test stripe on suitable material in the presence of the Engineer during the application of thermoplastic traffic stripes or markings. The test stripe must be at least 1 foot in length.

Remove loose glass beads before measuring the retroreflectivity. Obtain authorization to proceed with the application of traffic stripes and pavement markings.

Within 30 days of application, test the traffic stripes and pavement markings under the test methods and frequencies shown in the following table:

<table>
<thead>
<tr>
<th>Traffic Stripe Testing Frequency</th>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Minimum sampling and testing frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airlines</td>
<td>Initial retroreflectivity (min, mcd·m−2·lx−1)</td>
<td>ASTM E1710</td>
<td>ASTM D7585a</td>
</tr>
<tr>
<td>White</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yellow</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Use the referee evaluation protocol for project length less than 10 miles. For project lengths greater than or equal to 10 miles, add one evaluation for every additional mile.

Verify the glass bead application rate by stabbing the glass bead tank with a calibrated rod.

84-2.01D(3) Department Acceptance

The Engineer will perform a nighttime, drive-through, visual inspection of the retroreflectivity of the traffic stripes and pavement markings and notify you of any locations with deficient retroreflectivity. Test the retroreflectivity of the deficient areas to confirm striping and pavement markings meet the requirements.

The thermoplastic test stripe will be tested for yellow color, daytime luminance factor, and yellowness index requirements by METS.
84-2.02 MATERIALS

84-2.02A General
Reserved

84-2.02B Glass Beads
Each lot of glass beads must comply with EPA Test Method 3052 and 6010B or 6010C. Glass beads must contain less than 200 ppm each of arsenic and lead.

Type 1 glass beads must comply with AASHTO M 247.

Type 2 glass beads must comply with AASHTO M 247. At least 75 percent of the beads by count must be true spheres that are colorless and do not exhibit dark spots, air inclusions, or surface scratches when viewed under 20X magnification.

High-performance glass beads must be on the Authorized Material List for high-performance glass beads.

Large-gradation glass beads must be on the Authorized Material List for two component traffic paint.

Glass beads for methyl methacrylate must be on the Authorized Material List for methyl methacrylate traffic striping and pavement marking.

Glass beads for paint must comply with State Specification 8010-004.

Glass beads must be surface treated, according to the bead and the material manufacturer’s instructions, to promote adhesion with the specified material.

84-2.02C Thermoplastic
Thermoplastic must comply with State Specification PTH-02HYDRO, or PTH-02ALKYD.

Sprayable thermoplastic must comply with State Specification PTH-02SPRAY.

Each lot or batch of thermoplastic must be tested under California Test 423.

84-2.02D Methyl Methacrylate
Methyl methacrylate traffic paint must:
1. Be on the Authorized Material List for methyl methacrylate traffic striping and pavement marking
2. Be Category 2

84-2.02E Traffic Striping and Pavement Marking Tape
Traffic striping and pavement marking tape must be on the Authorized Material List for signing and delineation materials.

White tape must have an initial retroreflectivity of a minimum 700 mcd/m2.

Yellow tape must have an initial retroreflectivity of a minimum 500 mcd/m2.

When contrast is required for traffic stripping and pavement marking tape, the tape must be pre-formed and retroreflective, consisting of a white film with retroreflective beads and a contrasting black film border. The contrasting black border must be a nonreflective film bonded on each side of the white film to form a continuous roll. Each black border must be a minimum of 2 inches wide. The width of the tape must be at least 4 inches wider than the stripe width.

84-2.02F Two-Component Paint
Two-component traffic paint must be on the Authorized Material List for two component traffic paint.

84-2.02G Paint
Paint must comply with the requirements shown in following table:
# Paint Specifications

<table>
<thead>
<tr>
<th>Paint type</th>
<th>Color</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne traffic line</td>
<td>White, yellow, and black</td>
<td>State Specification PTWB-01R2</td>
</tr>
<tr>
<td>Waterborne traffic line for the international symbol of accessibility and other curb markings</td>
<td>Blue, red, and green</td>
<td>Federal Specification TT-P-1952E</td>
</tr>
</tbody>
</table>

84-2.02H–84-2.02L Reserved

84-2.03 CONSTRUCTION

84-2.03A General

Establish the alignment for traffic stripes and the layouts for pavement markings with a device or method that will not conflict with other traffic control devices.

Protect existing retroreflective pavement markers during work activities.

Remove existing pavement markers that are coated or damaged by work activities and replace with an equivalent marker on the Authorized Material List for signing and delineation materials.

A completed traffic stripe or pavement marking must:

1. Have well defined edges
2. Be uniform
3. Be free from runs, bubbles, craters, drag marks, stretch marks, and debris

A completed traffic stripe must:

1. Be straight on a tangent alignment
2. Be a true arc on a curved alignment
3. Not deviate from the width shown by more than:
   3.1. 1/4 inch on a tangent alignment
   3.2. 1/2 inch on a curved alignment

The length of the gaps and individual stripes that form a broken traffic stripe must not deviate by more than 2 inches from the lengths shown. The gaps and stripes must be uniform throughout the entire length of the traffic stripe.

Protect newly placed traffic stripes and pavement markings from traffic and work activities until the traffic stripes and pavement markings are dry or hard enough to bear traffic.

Use mechanical methods to remove dirt, contaminants, and loose material from the pavement surface before applying the traffic stripe or pavement marking.

Use abrasive blast cleaning to remove laitance and curing compound from the surface of new concrete pavement before applying the traffic stripe or pavement marking.

Construct recesses as shown in the following table:

<table>
<thead>
<tr>
<th>Recess Depth Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material</td>
</tr>
<tr>
<td>Thermo plastic</td>
</tr>
<tr>
<td>Two component traffic paint</td>
</tr>
<tr>
<td>Methyl methacrylate traffic paint</td>
</tr>
</tbody>
</table>

Construct recesses for double traffic stripes in a single pass.

Before applying the traffic stripes and pavement markings:

1. Allow wet ground recesses to dry a minimum of 24 hours
2. Remove all powdery residue from dry recess
3. Keep the recesses dry and free from debris

Apply traffic stripes and pavement markings before the end of the same work shift.

**84-2.03B Application of Traffic Stripes and Pavement Markings**

**84-2.03B(1) General**

Apply material for a pavement marking with a stencil or a preformed marking.

Immediately remove drips, overspray, improper markings, or material tracked by traffic, using an authorized method.

Apply a traffic stripe or a pavement marking only to a clean, dry surface during a period when the pavement surface temperature is above 50 degrees F.

Apply traffic stripe or pavement marking and glass beads in a single pass. You may apply the glass beads by hand on pavement markings.

Embed glass beads to a depth of 1/2 their diameters.

Distribute glass beads uniformly on traffic stripe and pavement markings.

Glass beads with integral color must match the color of the stripe or pavement marking.

Apply glass beads with two separate applicator guns when two gradations are specified.

Allow enough overlap distance between new and existing striping patterns to ensure continuity at the start and end of the transition.

The retroreflectivity of applied traffic stripes and pavement markings must comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Traffic stripe material</th>
<th>White (min, mcd·m⁻²·lx⁻¹)</th>
<th>Yellow (min, mcd·m⁻²·lx⁻¹)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paint</td>
<td>250</td>
<td>125</td>
</tr>
<tr>
<td>Thermoplastic</td>
<td>250</td>
<td>125</td>
</tr>
<tr>
<td>Thermoplastic with wet night enhanced visibility</td>
<td>700</td>
<td>500</td>
</tr>
<tr>
<td>Two component</td>
<td>250</td>
<td>125</td>
</tr>
<tr>
<td>Methyl methacrylate</td>
<td>500</td>
<td>300</td>
</tr>
<tr>
<td>Tape</td>
<td>700</td>
<td>500</td>
</tr>
</tbody>
</table>

**84-2.03B(2) Thermoplastic**

**84-2.03B(2)(a) General**

Apply primer or surface preparation adhesive under the manufacturer's instructions:

1. To all roadway surfaces except for asphaltic surfaces less than 6 months old
2. At a minimum rate of 1 gallon per 300 square feet
3. To allow time for the thermoplastic primer to dry and become tacky before application of the thermoplastic

Do not thin the primer.

Preheat thermoplastic using preheaters with mixers having a 360-degree rotation.

Apply thermoplastic in a single uniform layer by spray or extrusion methods.

Completely coat and fill voids in the pavement surface with the thermoplastic.

Apply recessed thermoplastic at a thickness so that the top is 0 to 1/16 inch below the pavement surface.
84-2.03B(2)(b) Extruded Thermoplastic
Apply extruded thermoplastic at a temperature of 400 to 425 degrees F or as recommended by the manufacturer.
Apply extruded thermoplastic for a traffic stripe at a rate of at least 0.36 lb of thermoplastic per foot of 6-inch-wide solid stripe. The applied traffic stripe must be at least 0.060 inch thick.
Apply extruded thermoplastic pavement markings at a thickness from 0.100 to 0.150 inch.
Apply Type 2 glass beads to the surface of the molten thermoplastic at a rate of at least 8 lb of beads per 100 sq ft.

84-2.03B(2)(c) Sprayable Thermoplastic
Apply sprayable thermoplastic at a temperature of 350 to 400 degrees F.
Apply sprayable thermoplastic for a traffic stripe at a rate of at least 0.24 lb of thermoplastic per foot of 6-inch-wide solid stripe. The applied stripe must be at least 0.040 inch thick.

84-2.03B(2)(d) Thermoplastic with Enhanced Wet-Night Visibility
Apply a thermoplastic traffic stripe or pavement marking with enhanced wet-night visibility in a single pass and in the following order:
1. Uniform layer of extruded thermoplastic
2. Layer of high-performance glass beads
3. Layer of Type 2 glass beads
Apply thermoplastic with enhanced wet-night visibility at a maximum speed of 8 mph.
Apply thermoplastic with enhanced wet-night visibility for a traffic stripe at a rate of at least 0.47 lb of thermoplastic per foot of 6-inch-wide solid stripe. The applied stripe must be at least 0.090 inch thick.
Apply thermoplastic with enhanced wet-night visibility for a pavement marking at a rate of at least 1.06 lb of thermoplastic per square foot of marking. The applied pavement marking must be at least 0.100 inch thick.
Apply high-performance glass beads at a rate of at least 6 lb of glass beads per 100 sq ft of stripe or marking. Apply Type 2, glass beads at a rate of at least 8 lb of glass beads per 100 sq ft of stripe or marking.

84-2.03B(3) Methyl Methacrylate
Apply the methyl methacrylate when the pavement surface and atmospheric temperatures are from 40 to 104 degrees F.
Apply methyl methacrylate paint at a minimum thickness of 0.090 inch.
Apply recessed methyl methacrylate paint at a minimum thickness of 0.200 inch.
Apply the glass beads recommended by the methyl methacrylate manufacturer.

84-2.03B(4) Traffic Striping and Pavement Marking Tape
Do not use traffic stripe and pavement marking tape on existing open graded friction course or chip seal.
Prepare pavement surface and use primer under the traffic tape manufacturer’s written instructions. Apply tape to clean and dry pavement surface. Roll or tamp the traffic tape in place.

84-2.03B(5) Two-Component Paint
Apply a two-component painted traffic stripe or pavement marking in a single pass and in the following order:
1. Coat of two-component paint
2. Application of large gradation glass beads recommended by the two-component paint manufacturer
3. Application of Type 1 glass beads
Apply two-component paint when the pavement surface temperature is above 39 degrees F and the atmospheric temperature is above 36 degrees F. The temperature of the paint must comply with the paint manufacturer's instructions.

Apply two-component paint and glass beads at a maximum speed of 10 mph.

Apply large-gradation glass beads at a minimum rate of 11.7 lb of beads per gallon of paint.

Apply Type 1 glass beads at a minimum rate of 8.3 lb of beads per gallon of paint.

Apply two-component paint for the traffic stripes and pavement markings at the thickness and application rates shown in the following table:

<table>
<thead>
<tr>
<th>Type of pavement</th>
<th>Stripe thickness (min, inch)</th>
<th>Application rate (min, sq ft/gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HMA open graded/chip seal</td>
<td>0.025</td>
<td>64</td>
</tr>
<tr>
<td>HMA dense graded</td>
<td>0.020</td>
<td>80</td>
</tr>
<tr>
<td>Concrete</td>
<td>0.020</td>
<td>80</td>
</tr>
</tbody>
</table>

Apply recessed two-component paint at a thickness between 0.020 and 0.025 inch.

84-2.03B(6) Paint

Do not apply paint if:

1. Fresh paint could become damaged by rain, fog, or condensation
2. Atmospheric temperature could drop below 50 degrees F during the drying period

Do not thin paint.

Use mechanical means to paint traffic stripes and pavement markings and to apply glass beads for traffic stripes.

The striping machine must be capable of superimposing successive coats of paint on the 1st coat and on existing stripes at a minimum speed of 5 mph.

Where the configuration or location of a traffic stripe is such that the use of a striping machine is not practicable, you may apply the traffic paint and glass beads by other methods and equipment if authorized.

Apply traffic stripes and pavement markings in 1 coat on existing pavement surfaces, at an approximate rate of 107 sq ft/gal.

Apply traffic stripes and pavement markings in 2 coats on a new pavement surface. The 1st coat of paint must be dry before applying the 2nd coat.

Apply 2-coat paint at the approximate rate of 215 sq ft/gal for each coat.

Paint a 1-coat, 3-inch-wide black stripe between the two 6-inch-wide yellow stripes of a double traffic stripe. If the two 6-inch-wide yellow stripes are applied in 2 coats, apply the black stripe concurrently with the 2nd coat of the yellow stripes.

On 2-lane highways:

1. If the 1st coat of the centerline stripe is applied in the same direction as increasing post miles, use the right-hand spray gun of the 3 spray guns to apply a single yellow stripe
2. If the 1st coat of the centerline stripe is applied in the same direction as decreasing post miles, use the left-hand spray gun of the 3 spray guns to apply a single yellow stripe
3. Apply the 2nd coat of centerline striping in the opposite direction of the 1st coat

Apply glass beads at an approximate rate of 5 lb of beads per gallon of paint.
Verify the application rate of paint by stabbing the paint tank with a calibrated rod. If the striping machine has paint gauges, the Engineer may measure the volume of paint using the gauges instead of stabbing the paint tank with a calibrated rod.

84-2.03B(7) Contrast Striping

Contrast striping consists of black striping placed on each side of a white stripe.

You may use permanent tape instead of paint or thermoplastic.

Apply contrast stripe paint in one coat.

Do not use glass beads or other reflective elements in contrast striping material.

84-2.03B(8)–84-2.03B(10) Reserved

84-2.04 PAYMENT
The payment quantity for a traffic stripe is the length measured along the line of the traffic stripe without deductions for gaps in the broken traffic stripe.

The payment quantity for a pavement marking is the area covered.

A double traffic stripe consisting of two 6-inch-wide yellow stripes are measured as 2 traffic stripes except for painted traffic stripes and sprayable thermoplastic traffic stripes. A double sprayable thermoplastic traffic stripe consisting of two 6-inch-wide yellow stripes are measured as single traffic stripe.

A double painted traffic stripe consisting of two 6-inch-wide yellow stripes separated by a 3-inch-wide black stripe is measured as a single traffic stripe.

The payment quantity for contrast striping is the length measured along the line of the traffic stripe without deductions for gaps in the broken traffic stripe.

Replace section 84-9 with:

84-9 EXISTING MARKINGS

84-9.01 GENERAL
84-9.01A Summary
Section 84-9 includes specifications for removing existing markings.

Work performed on existing markings must comply with section 15.

84-9.01B Definitions
Reserved

84-9.01C Submittals
Submit your proposed method for removing traffic stripes and pavement markings at least 7 days before starting the removal work. Allow 2 business days for the review.

84-9.02 MATERIALS
Not Used

84-9.03 CONSTRUCTION
84-9.03A General
Remove existing traffic stripes before making any changes to the traffic pattern.
Remove existing traffic stripes and pavement markings before applying the following materials:

1. Traffic stripe and pavement marking tape
2. Two component traffic stripes and pavement markings
3. Methyl methacrylate traffic stripes and pavement markings

Remove contrast stripes, traffic stripes and pavement markings, including any paint in the gaps, by methods that do not remove pavement to a depth of more than 1/8 inch.

Remove pavement markings such that the old message cannot be identified. Make any area removed by grinding rectangular. Water must not puddle in the ground areas. Fog seal ground areas on asphalt concrete pavement.

Sweep up or vacuum any residue before it can (1) be blown by traffic or wind, (2) migrate across lanes or shoulders, or (3) enter a drainage facility.

84-9.03B  Remove Traffic Stripes and Pavement Markings Containing Lead
Reserved
84-9.03C–84-9.03J  Reserved
84-9.04  PAYMENT
The payment quantity for remove traffic stripe is the measured length multiplied by:

1. 0.67 for a single 4-inch-wide traffic stripe
2 1.34 for a single 8-inch-wide traffic stripe
3. 2 for a double traffic stripe

The payment quantity for remove traffic stripe does not include the gaps in broken traffic stripes. Payment for removal of paint evident in a gap is included in the payment for remove traffic stripe of the type involved.

If no bid item is shown on the Bid Item List for remove pavement marking, remove pavement marking is paid for as remove traffic stripe of the types shown in the Bid Item List and the payment quantity for 1 square foot of pavement marking is 2 linear feet.

DIVISION X  ELECTRICAL WORK
86  GENERAL

Replace section 86-1.01B with:

86-1.01B  Definitions
accessible pedestrian signal: Accessible pedestrian signal as defined in the California MUTCD.
accessible walk indication: Activated audible and vibrotactile action during the walk interval.
actuation: Actuation as defined in the California MUTCD.
ambient sound level: Background sound level in dB at a given location.
ambient sound sensing microphone: Microphone that measures the ambient sound level in dB and automatically adjusts the accessible pedestrian signal speaker’s volume.
**audible speech walk message:** Audible prerecorded message that communicates to pedestrians which street has the walk interval.

**CALiPER:** Commercially Available LED Product Evaluation and Reporting. A U.S. Department of Energy program that individually tests and provides unbiased information on the performance of commercially available LED luminaires and lights.

**controller assembly:** Assembly for controlling a system's operations, consisting of a controller unit and auxiliary equipment housed in a waterproof cabinet.

**controller unit:** Part of the controller assembly performing the basic timing and logic functions.

**correlated color temperature:** Absolute temperature in kelvin of a blackbody whose chromaticity most nearly resembles that of the light source.

**detector:** Detector as defined in the *California MUTCD*.

**electrolier:** Assembly of a lighting standard and luminaire.

**flasher:** Device for opening and closing signal circuits at a repetitive rate.

**illuminance gradient:** Ratio of the minimum illuminance on a 1-foot square of sign panel to that on an adjacent 1-foot square of sign panel.

**inductive loop detector:** Detector capable of being actuated by an inductance change caused by a vehicle passing or standing over the loop. An inductive loop detector includes a loop or group of loops installed in the roadway and a lead-in cable installed and connected inside a controller cabinet.

**junction temperature:** Temperature of the electronic junction of the LED device. The junction temperature is critical in determining photometric performance, estimating operational life, and preventing catastrophic failure of the LED.

**L70:** Extrapolated life in hours of the luminaire when the luminous output depreciates 30 percent from the initial values.

**lighting standard:** Pole and mast arm supporting the luminaire.

**link:** Part of a system which provides a data connection between a transmitter and receiver.

**LM-79:** Test method from the Illumination Engineering Society of North America specifying the test conditions, measurements, and report format for testing solid state lighting devices, including LED luminaires.

**LM-80:** Test method from the Illumination Engineering Society of North America specifying the test conditions, measurements, and report format for testing and estimating the long-term performance of LEDs for general lighting purposes.

**luminaire:** Assembly that houses the light source and controls the light emitted from the light source.

**mid-span access method:** Procedure in which fibers from a single buffer tube are accessed and spliced to a multi buffer tube cable without cutting the unused fibers in the buffer tube, or disturbing the remaining buffer tubes in the cable.

**National Voluntary Laboratory Accreditation Program:** U.S. Department of Energy program that accredits independent testing laboratories.

**optical time domain reflectometer:** Fiber optic test equipment that is used to measure the total amount of power loss between two points and over the corresponding distance. It provides a visual and printed display of the relative location of system components such as fiber sections, splices and connectors as well as the losses that are attributed to each component and or defects in the fiber.

**pedestrian change interval:** Pedestrian change interval as defined in the *California MUTCD*.

**powder coating:** Coating applied electrostatically using exterior-grade, UV-stable, polymer powder.

**power factor:** Ratio of the real power component to the complex power component.
power meter: Portable fiber optic test equipment that, when coupled with a light source, is used to perform end-to-end attenuation testing. Its display indicates the amount of power injected by the light source at the designed wavelength of the system under testing that arrives at the receiving end of the link.

pretimed controller assembly: Assembly operating traffic signals under a predetermined cycle length.

programming mechanism: Device to program the accessible pedestrian signal operation.

pull box: Box with a cover that is installed in an accessible place in a conduit run to facilitate the pulling in of wires or cables.

push button information message: Push button information message as defined in the California MUTCD.

push button locator tone: Push button locator tone as defined in the California MUTCD.

segment: Continuous cable terminated by 2 splices, 2 connectors or 1 splice and 1 connector.

signal face: Signal face as defined in the California MUTCD.

signal head: Signal head as defined in the California MUTCD.

signal indication: Signal indication as defined in the California MUTCD.

signal section: Signal section as defined in the California MUTCD.

signal standard: Pole with or without mast arms carrying 1 or more signal faces.

street side lumens: Lumens from a luminaire directed to light up areas between the fixture and the roadway, such as traveled ways and freeway lanes.

surge protection device: Subsystem or component that protects equipment against short-duration voltage transients in power line.

total harmonic distortion: Ratio of the rms value of the sum of the squared individual harmonic amplitudes to the rms value of the fundamental frequency of a complex waveform.

traffic-actuated controller assembly: Assembly for operating traffic signals under the varying demands of traffic as registered by detector actuation.

traffic phase: Traffic phase as defined in the California MUTCD.

vehicle: Vehicle as defined in the California Vehicle Code.

vibrotactile pedestrian device: Vibrotactile pedestrian device as defined in the California MUTCD.

Delete the 9th and 10th paragraphs of section 86-1.01C(1).

Replace section 86-1.01C(3) with:

86-1.01C(3) Luminaires
Submit for a luminaire:
1. Maximum power in watts
2. Maximum designed junction temperature
3. Heat sink area in square inches
4. Designed junction-to-ambient thermal resistance calculation with thermal resistance components clearly defined
5. L70 in hours when extrapolated for the average nighttime operating temperature
6. Life expectancy based on the junction temperature
7. Manufacturer’s data sheet for the power supply, including the rated life
Submit the manufacturer’s QC test data for luminaires as an informational submittal.

**Replace section 86-1.01C(4) with:**

86-1.01C(4) **Reserved**

**Replace the 3rd paragraph of section 86-1.02B(1) with:**

Conduit used for horizontal directional drilling must be high density polyethylene Type IPS, SDR 9 and comply with ASTM F2160.

**Replace the 8th paragraph of section 86-1.02B(1) with:**

High density polyethylene for innerduct must:
1. Comply with ASTM D3485, D3035, D2239, and D2447, and NEMA TC7 and TC2
2. Have a minimum tensile yield strength of 3300 psi under ASTM D638
3. Have a density of 59.6187 lb/ft³ ± 0.3121 lb/ft³ under ASTM D1505

**Replace the 9th paragraph of section 86-1.02B(1) with:**

Tracer wire must be a minimum no. 12 solid copper conductor with orange insulation Type TW, THW, RHW, or USE. For direct burial, the tracer wire insulation must be Type UF.

**Replace section 86-1.02C with:**

86-1.02C **Pull Boxes**

86-1.02C(1) **General**

A pull box cover must have a marking on the top that is:
1. Clearly defined
2. Uniform in depth
3. Parallel to the longer side
4. From 1 to 3 inches in height

The cover marking must include CALTRANS and one of the following:
1. **SERVICE** for service circuits from a service equipment enclosure to a subpanel
2. **SERVICE IRRIGATION** for circuits from a service equipment enclosure to an irrigation controller
3. **SERVICE BOOSTER PUMP** for circuits from a service equipment enclosure to the booster pump
4. **TDC POWER** for circuits from a service equipment enclosure to telephone demarcation cabinet
5. **LIGHTING** for a lighting system
6. **SIGN ILLUMINATION** for a sign illumination system
7. **SIGNAL AND LIGHTING** for a signal and lighting system
8. **RAMP METER** for a ramp metering system
9. **TMS** for a traffic monitoring station
10. **FLASHING BEACON** for a flashing beacon system
11. **CMS** for a changeable message sign system
12. **INTERCONNECT** for an interconnect conduit and cable system
13. **FIBER OPTIC** for fiber optic cable system
14. **ELECTRICAL SYSTEMS** if more than one system is shared in the same pull box

The cover marking must not include **CALTRANS**, only the following:

1. **ELECTRICAL SERVICE** for circuits from an electrical utility to a service equipment enclosure
2. **TELEPHONE SERVICE** for circuits from a telephone utility to a telephone demarcation cabinet

A metal pull box cover must include a fitting for a bonding conductor.

The hardware must be stainless steel containing 18 percent chromium and 8 percent nickel.

**86-1.02C(2) Roadway Pull Boxes**

**86-1.02C(2)(a) General**

A pull box cover must have a nonskid surface.

The pull boxes and covers must not have exposed fibers or reinforcement on the finish surfaces that are exposed.

The load rating must be:

1. Stenciled or stamped on the inside and outside of the pull box
2. Stamped on the outside of the cover

If a transformer or other device is to be placed in the pull box, include recesses for a hanger.

Hold-down bolts must:

1. Be a Penta Head 1/2-13UNC
2. Have a thread lock material
3. Withstand a torque from 55 to 60 ft-lb
4. Withstand a minimum pull-out strength of 750 lb

The opening in which the cover sets must have length and width dimensions 1/8 inch greater than the cover.

**86-1.02C(2)(b) Nontraffic Pull Boxes**

A nontraffic pull box and cover must comply with ANSI/SCTE 77, "Specification for Underground Enclosure Integrity," for Tier 22 load rating and must be gray or brown.

An extended pull box must be a minimum 22 inches deep and may be a single box or a box with an extension made of the same material as the pull box. The extension may be another pull box if the bottom edge of the pull box fits into the opening for the cover.

The hold down bolts, nuts, and washers must be a captive design.

The pull box must have a 1/2-13 coarse-thread insert with drainage hole, to secure the hold down bolts.

The cover must have a 1/2 inches by 4 inches pull slot with a 3/16-inch center pin.

The cover markings must be cast in the mold of the cover or be engraved on a metal or UV resistant ABS plate secured to the cover with stainless steel screws.

**86-1.02C(2)(c) Traffic Pull Boxes**

A traffic pull box and cover must comply with AASHTO HS20-44 and load tested under AASHTO M 306.

A traffic pull box must be reinforced with a galvanized steel Z bar welded frame. The frame must be anchored to the box with 2-1/4-inch-long concrete anchors with a 1/4-inch diameter. The pull box must have 4 concrete anchors, one in each corner, and two near the middle one on each of the longer sides, except for a no. 3-1/2(T) pull box.
The frame must have nuts fabricated with the frame or spot welded to the underside of the frame, to secure the hold down bolts.

The nuts must be zinc-plated carbon steel, vibration-resistant, and have a wedge ramp at the root of the thread.

The cover must:
1. Be steel, reinforced and galvanized post fabrication.
2. Be countersunk approximately 1/4 inch to accommodate the bolt head. When tightened, the hold down bolt head must be no more than 1/8 inch above the top of the cover.
3. Have a 1/2-inch by 2-inch pull slot with a guard under the cover to prevent entry of more than 3 inches below the bottom surface of the cover without deflection.

Before galvanizing a steel cover, the manufacturer must apply the cover marking by one of the following methods:

1. Use a cast iron strip at least 1/4-inch thick with letters raised a minimum of 1/16 inch. Fasten the strip to the cover with 1/4-inch, flathead, stainless steel machine bolts and nuts. Peen the bolts after tightening.
2. Use a sheet steel strip at least 0.027-inch thick with letters raised a minimum of 1/16 inch. Fasten the strip to the cover by spot welding, tack welding, or brazing with 1/4-inch stainless steel rivets or 1/4-inch, roundhead, stainless steel machine bolts and nuts. Peen the bolts after tightening.
3. Bead weld the letters on the cover such that the letters are raised a minimum of 3/32 inch.

86-1.02C(2)(d) Tamper Resistant Pull Boxes
86-1.02C(2)(d)(i) General
Not Used

86-1.02C(2)(d)(ii) Tamper-Resistant Nontraffic Pull Box
86-1.02C(2)(d)(ii)(A) General
A tamper resistant nontraffic pull box must include a pull box with one of the following:
1. Anchored cover
2. Lockable cover
3. Pull box insert

86-1.02C(2)(d)(ii)(B) Anchored Cover
The anchored cover must:
1. Be of 1/2-inch-thick mild steel, hot dip galvanized, post fabrication.
2. Have spikes removed from the galvanized surfaces.
3. Have a center space for a top lock nut that must be torqued to 200 ft-lb.
4. Have a center opening for a stainless-steel threaded cap to cover the lock nut.
5. Weigh a minimum of 85 lb.
6. Include an all-around security skirt of 1/4-inch thick steel. The skirt must be sized to encase a nontraffic pull box or sized to fit within a traffic pull box.
7. Be welded to the skirt.

86-1.02C(2)(d)(ii)(C) Lockable Cover
The lockable cover must:
1. Be manufactured from minimum 3/16-inch-thick galvanized steel or a polymer of minimum strength equal to 3/16-inch steel.
2. Be secured to the pull box with a locking mechanism of equal or greater strength than the manufactured material.
3. Have 1/2-by-2-inch slot holes for lifting.
4. Have dimensions complying with one of the following:
   4.1. Department's standards for pull box covers as shown if the lockable cover is secured to the inside lip of the pull box.
4.2. Department’s standards for the length and width as shown for pull box covers if the lockable cover is secured to the top of the pull box.

86-1.02C(2)(d)(ii)(D) Pull Box Insert
The pull box insert must:
1. Be made of minimum 3/16-inch-thick or 10 gauge mild hot-dipped galvanized steel
2. Have a minimum of 2 mounting brackets that rest under the side or end wall
3. Be lockable with a padlock having a minimum 3/8-inch shackle
4. Have dimensions complying with the Department’s standards for the length and width as shown for pull box covers

86-1.02C(2)(d)(iii) Tamper Resistant Traffic Pull Box
A tamper resistant traffic pull box must include a pull box with an anchored cover.

86-1.02C(3) Structure Pull Boxes
A no. 7 pull box must:
1. Be 12 by 12 by 12 inches.
2. Be manufactured with 0.075-inch sheet steel.
3. Have 3/4-inch flanges on the top and bottom.
4. Have one 1-inch and one 1-1/2-inch knockouts on each side, except for the covers.
5. Have drilled and tapped holes on the top and the bottom flanges for the cover screws. The hole pattern and spacing must be the same at the top and bottom.
6. Have covers that secure to the box with eight 1/4-inch diameter, 20NC brass machine screws.

A no. 8 pull box must:
1. Be 12 by 12 by 12 inches.
2. Be manufactured with 0.135-inch sheet steel.
3. Mount to the structure with three 3/8-inch diameter machine screws per side.
4. Have 1-1/2-inch knockouts on each side, except the cover.
5. Have drilled and tapped holes on the sides and the bottom for the cover screws. The holes must be reinforced with a 1-by-1-by-0.135-inch bar inside the box.
6. Have a cover with 3/4-inch flanges on the sides and bottom with the corners welded at the bottom. The cover must secure to the box with, three 1/4-inch diameter by 1/2-inch long cadmium plated brass or stainless steel, machine screws.

A no. 9 pull box must:
1. Be 24 by 9-1/2 by 6-1/4 inches.
2. Be manufactured with 0.075-inch sheet steel.
3. Have a rain tight hood.
4. Have a 1-1/2-by-4-1/2-by-0.135-inch strap welded to the back of the box at each corner, parallel to the long side. The strap must have a 1/4-inch hole on the exposed end.
5. Have a 1-inch lip around the opening.
6. Have drilled and tapped holes with a minimum 1/4-inch thread length, at the ends of the bottom lip for the cover screws.
7. Have a 3-inch knockout on each side at the bottom and at the center of the bottom.
8. Have a 2-inch knockout on each side at the top and at both ends of the bottom.
9. Have an L 5/8-by-7/8-by-0.075-inch formed angle spot welded to the inside of the top on both sides and on the bottom.
10. Have a cover manufactured with 0.125-inch steel, that secures to the box with two 3/8-inch diameter by 3/4-inch long stainless-steel flathead screws with 11/16-inch diameter countersink holes. The cover must include a 1/16-inch neoprene gasket.

A no. 9A pull box must:
1. Be 20 by 8 by 8-1/2 inches.
2. Be manufactured with 0.075-inch sheet steel.
3. Have 3/4-inch flanges on the top.
4. Have drilled holes on the short sides for the cover screws. The holes must have a stainless-steel hex nut or a 1/4-by-5/8-by-8-inch bar spot welded to the bottom of the flange.
5. Have a 3-inch knockout on each side at the top and at the center of the bottom.
6. Have a 2-inch knockout on each side at the bottom and at both ends of the bottom.
7. Have a cover manufactured with 0.105-inch steel, that secures to the box with four 3/8-inch diameter stainless steel hex head cap screws, two on each short side. The cover must have a rain tight hood and include a 1/16-inch neoprene gasket.

Pull box corner joints must be lapped and spot welded or riveted.

Concentric and eccentric multiple size knockouts are not be allowed.

**Replace section 86-1.02D(3) with:**

**86-1.02D(3) Warning Tape**

Warning tape must be orange color polyolefin film, minimum elongation of 500 percent before breakage, water and corrosion resistant, and comply with requirements shown in the following table:

**Warning Tape Requirements**

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thickness (min, mil)</td>
<td>4</td>
</tr>
<tr>
<td>Width (in)</td>
<td>4</td>
</tr>
<tr>
<td>Tensile strength of material (min, psi)</td>
<td>2800</td>
</tr>
<tr>
<td>Message spacing intervals (ft)</td>
<td>3</td>
</tr>
</tbody>
</table>

The warning tape must have a printed message that reads: **CAUTION: CALTRANS FACILITIES BELOW.**
The printed text height and color must be 1 inch, black color text over bright orange background.

**Replace the 2nd paragraph of section 86-1.02E with:**

Each sensor must:
1. Have a dissipation factor less than 0.04 nF when measured in the 20 nF range
2. Have resistance greater than 20 Megaohms
3. Be 1/4 inch wide by 6 feet long by 1/16 inch thick
4. Have a RG-58C/U coaxial screen transmission cable, jacketed with high-density polyethylene, rated for direct burial and resistant to nicks and cuts
5. Operate over a temperature range from -40 to 160 degrees F
6. Have a signal to noise ratio equal to or greater than 10 to 1
7. Have an output signal of a minimum 250 mV ± 20 percent for a wheel load of 400 lb at 55 mph and 70 degrees F
8. Have an insulation resistance greater than 500 MΩ
9. Have a life cycle of a minimum 25 million equivalent single axle loadings
Replace section 86-1.02F(1) with:

86-1.02F(1) General
Conductors and cables must be clearly and permanently marked the entire length of their outer surface with:

1. Manufacturer's name or trademark
2. Insulation-type letter designation
3. Conductor size
4. Voltage
5. Number of conductors for a cable

The minimum insulation thickness and color code requirements must comply with NEC.

Replace the 2nd paragraph of section 86-1.02F(2)(a) with:

Conductors must be identified as shown in the following table:

<table>
<thead>
<tr>
<th>Circuit</th>
<th>Signal phase or function</th>
<th>Identification</th>
<th>Copper size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Insulation color</td>
<td>Base</td>
</tr>
</tbody>
</table>

*Note: stripe symbol not specified in the table.*
<table>
<thead>
<tr>
<th>Component</th>
<th>Voltage</th>
<th>Signal Colors</th>
<th>Circuit Type</th>
<th>Code</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Signals (vehicle)</strong></td>
<td>2, 6</td>
<td>Red, yellow, brown</td>
<td>Black</td>
<td>2, 6</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>4, 8</td>
<td>Red, yellow, brown</td>
<td>Orange</td>
<td>4, 8</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>1, 5</td>
<td>Red, yellow, brown</td>
<td>None</td>
<td>1, 5</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>3, 7</td>
<td>Red, yellow, brown</td>
<td>Purple</td>
<td>3, 7</td>
<td>14</td>
</tr>
<tr>
<td>Ramp meter 1</td>
<td>2, 6</td>
<td>Red, yellow, brown</td>
<td>None</td>
<td>No band required</td>
<td>14</td>
</tr>
<tr>
<td>Ramp meter 2</td>
<td>4, 8</td>
<td>Red, yellow, brown</td>
<td>Black</td>
<td>No band required</td>
<td>14</td>
</tr>
<tr>
<td>Pedestrian signals</td>
<td>2p, 6p</td>
<td>Red, brown</td>
<td>Black</td>
<td>2p, 6p</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>4p, 8p</td>
<td>Red, brown</td>
<td>Orange</td>
<td>4p, 8p</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>1p, 5p</td>
<td>Red, brown</td>
<td>None</td>
<td>1p, 5p</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>3p, 7p</td>
<td>Red, brown</td>
<td>Purple</td>
<td>3p, 7p</td>
<td>14</td>
</tr>
<tr>
<td>Push button assembly or accessible pedestrian signal</td>
<td>2p, 6p</td>
<td>Blue</td>
<td>Black</td>
<td>P-2, P-6</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>4p, 8p</td>
<td>Blue</td>
<td>Orange</td>
<td>P-4, P-8</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>1p, 5p</td>
<td>Blue</td>
<td>None</td>
<td>P-1, P-5</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>3p, 7p</td>
<td>Blue</td>
<td>Purple</td>
<td>P-3, P-7</td>
<td>14</td>
</tr>
<tr>
<td>Traffic signal controller cabinet</td>
<td></td>
<td>Ungrounded circuit conductor</td>
<td>Black</td>
<td>CON-1</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Grounded circuit conductor</td>
<td>White</td>
<td>CON-2</td>
<td>6</td>
</tr>
<tr>
<td>Highway lighting pull box to luminaire</td>
<td></td>
<td>Ungrounded - line 1</td>
<td>Black</td>
<td>None</td>
<td>No band required</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ungrounded - line 2</td>
<td>Red</td>
<td>None</td>
<td>No band required</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Grounded</td>
<td>White</td>
<td>None</td>
<td>No band required</td>
</tr>
<tr>
<td>Multiple highway lighting</td>
<td></td>
<td>Ungrounded - line 1</td>
<td>Black</td>
<td>None</td>
<td>ML1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ungrounded - line 2</td>
<td>Red</td>
<td>None</td>
<td>ML2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ungrounded - line 3</td>
<td>White</td>
<td>None</td>
<td>ML3</td>
</tr>
<tr>
<td>Lighting control</td>
<td></td>
<td>Black</td>
<td>None</td>
<td>C1</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Red</td>
<td>None</td>
<td>C2</td>
<td>14</td>
</tr>
<tr>
<td>Service</td>
<td></td>
<td>Black</td>
<td>None</td>
<td>C1</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Black</td>
<td>None</td>
<td>C1</td>
<td>14</td>
</tr>
<tr>
<td>Sign lighting</td>
<td></td>
<td>Black</td>
<td>None</td>
<td>SL-1</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Red</td>
<td>None</td>
<td>SL-2</td>
<td>10</td>
</tr>
<tr>
<td>Flashing beacons</td>
<td></td>
<td>Red or yellow</td>
<td>None</td>
<td>FB-Location</td>
<td>14</td>
</tr>
<tr>
<td>Grounded circuit conductor</td>
<td></td>
<td>White</td>
<td>Black</td>
<td>No band required</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td></td>
<td>White</td>
<td>None</td>
<td>No band required</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td></td>
<td>White</td>
<td>None</td>
<td>No band required</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td></td>
<td>White</td>
<td>None</td>
<td>No band required</td>
<td>14</td>
</tr>
<tr>
<td>Spares</td>
<td>Black</td>
<td>None</td>
<td>No band required</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>-------</td>
<td>---------</td>
<td>------------------</td>
<td>----</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

ªOn overlaps, the insulation is striped for the 1st phase in the designation, e.g., phase (2+3) conductor is striped as for phase 2.

ºBand for overlap and special phases as required

ªFlashing beacons having separate service do not require banding.

Delete the 4th paragraph of section 86-1.02F(2)(a).

Replace the 2nd paragraph of section 86-1.02F(2)(c)(ii) with:

An equipment grounding conductor must be insulated.

Replace the 3rd paragraph of section 86-1.02F(3)(d)(ii) with:

Cable must comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Cable type</th>
<th>Conductor quantity and type</th>
<th>Cable jacket thickness (mils)</th>
<th>Maximum nominal outside diameter (inch)</th>
<th>Conductor color code</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Average</td>
<td>Minimum</td>
<td></td>
</tr>
<tr>
<td>Code</td>
<td>Items</td>
<td>Quantity</td>
<td>Width</td>
<td>Height</td>
</tr>
<tr>
<td>-------</td>
<td>-------</td>
<td>----------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>3CSC</td>
<td>3 no. 14</td>
<td>44</td>
<td>36</td>
<td>0.40</td>
</tr>
<tr>
<td>5CSC</td>
<td>5 no. 14</td>
<td>44</td>
<td>36</td>
<td>0.50</td>
</tr>
<tr>
<td>9CSC</td>
<td>1 no. 12, 8 no. 14</td>
<td>60</td>
<td>48</td>
<td>0.65</td>
</tr>
<tr>
<td>12CSC</td>
<td>1 no. 12, 11 no. 14</td>
<td>60</td>
<td>48</td>
<td>0.80</td>
</tr>
<tr>
<td>28CSC</td>
<td>1 no. 10, 27 no. 14</td>
<td>80</td>
<td>64</td>
<td>0.90</td>
</tr>
</tbody>
</table>
Replace section 86-1.02F(3)(d)(iv) with:

86-1.02F(3)(d)(iv) Railroad Preemption Cables
A railroad preemption cable must be a 19-conductor cable having a polyvinyl chloride or polyethylene jacket. The cable jacket must be rated for 600 V(ac) and 75 degrees C.

The railroad preemption cable color code must be as shown in the following table:

<table>
<thead>
<tr>
<th>Conductor no.</th>
<th>Color Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Black</td>
</tr>
<tr>
<td>2</td>
<td>White</td>
</tr>
<tr>
<td>3</td>
<td>Red</td>
</tr>
<tr>
<td>4</td>
<td>Green</td>
</tr>
<tr>
<td>5</td>
<td>Orange</td>
</tr>
<tr>
<td>6</td>
<td>Blue</td>
</tr>
<tr>
<td>7</td>
<td>White/black stripe</td>
</tr>
<tr>
<td>8</td>
<td>Red/black stripe</td>
</tr>
<tr>
<td>9</td>
<td>Green/black stripe</td>
</tr>
<tr>
<td>10</td>
<td>Orange/black stripe</td>
</tr>
<tr>
<td>11</td>
<td>Blue/black stripe</td>
</tr>
<tr>
<td>12</td>
<td>Black/white stripe</td>
</tr>
<tr>
<td>13</td>
<td>Red/white stripe</td>
</tr>
<tr>
<td>14</td>
<td>Green/white stripe</td>
</tr>
<tr>
<td>15</td>
<td>Blue/white stripe</td>
</tr>
<tr>
<td>16</td>
<td>Black/red stripe</td>
</tr>
<tr>
<td>17</td>
<td>White/red stripe</td>
</tr>
<tr>
<td>18</td>
<td>Orange/red stripe</td>
</tr>
<tr>
<td>19</td>
<td>Blue/red stripe</td>
</tr>
</tbody>
</table>

The individual conductors in the cable must:
1. Be stranded and comply with ASTM B286
2. Have Type THW insulation
3. Be 16 AWG

Replace the 3rd paragraph of section 86-1.02G with:

The self-adhesive reflective labels must:
1. Be from 3 to 5 mils thick
2. Have all black capital characters on a white background
3. Extend beyond the character by a minimum of 1/4 inch

Replace the 4th paragraph of section 86-1.02H with:

PVC electrical tape must have a minimum thickness of 6 mils.
Replace section 86-1.02K with:

86-1.02K Luminaires

86-1.02K(1) General

A luminaire must:

1. Be self-contained, not requiring assembly.
2. Comply with UL 1598 for luminaires in wet locations.
3. Have a power supply with ANSI/IEC 60529 rating of at least IP65.
4. Weigh less than 35 lb.
5. Have a minimum 60,000 hours L70 rating under LM-80 and TM-21 at an ambient temperature of 25 degrees C.
6. Operate over a temperature range from -40 to 130 degrees F.
7. Be operationally compatible with photoelectric controls.
8. Have a nominal correlated color temperature of 3000 K under ANSI C78.377 and a color rendering index of 70 or greater.
9. Have a maximum effective projected area of 1.4 sq ft when viewed from either side or end.
11. Have a power factor of 0.90 or greater. The total harmonic distortion, current, and voltage induced into a power line by a luminaire must not exceed 20 percent. Test voltage will be at 120 V(ac), 240 V(ac), or 480 V(ac).
12. Comply with the maximum power consumption and isofootcandle curves as shown.
13. Be on the Authorized Material List for LED luminaires or must be submitted and passed testing for addition to the AML.

A luminaire must include a surge protection device to withstand high-repetition noise transients caused by utility line switching, lightning strikes, and other interferences. The device must protect the luminaire from damage and failure due to transient voltages and currents as defined in Tables 1 and 4 of ANSI/IEEE C64.41.2 for location category C-High. The surge protection device must comply with UL 1449 and ANSI/IEEE C62.45 based on ANSI/IEEE C62.41.2 definitions for standard and optional waveforms for location category C-High.

The luminaire must operate over the voltage range:

1. From 95 to 277 V(ac) for luminaires rated 120, 240, or 277 V(ac)
2. From 347 to 480 V(ac) for luminaires rated 480 V(ac)

The fluctuations of line voltage must have no visible effect on the luminous output.

The luminaire’s housing, external bolts, screws, hinges, hinge pins, and door closure devices must withstand a 1008 hour cyclic salt fog spray/UV test under ASTM D5894 and an evaluation under ASTM D714 with a blister rating of 8 or greater and no more than medium density.

The luminaire’s housing must be marine-grade alloy with less than 0.2 percent copper or die cast aluminum.

The housing must be designed to prevent the buildup of water on its top surface. Exposed heat sink fins must be oriented to allow water to run off the luminaire and carry dust and other accumulated debris away from the unit. The optical assembly of the luminaire must be protected against dust and moisture intrusion to at least an ANSI/IEC 60529 rating of IP66. The power supply enclosure must be protected to at least an ANSI/IEC 60529 rating of IP43.

If the components are mounted on a down-opening door, the door must be hinged and secured to the luminaire’s housing separately from other components. The door must be secured to the housing to prevent accidental opening. A safety cable must mechanically connect the door to the housing.

A luminaire must have a barrier-type terminal block secured to the housing to connect field wires. The terminal screws must be captive and equipped with wire grips for conductors up to no. 6.

Terminals must be identified and marked.
If needed, each refractor or lens must be made of UV-inhibiting high-impact plastic, such as acrylic or polycarbonate, or heat and impact-resistant glass. The refractor or lens must be resistant to scratching. Polymeric materials, except for the lenses of enclosures containing either the power supply or electronic components of the luminaire, must be made of UL94 V-0 flame-retardant materials.

The luminaire must be permanently marked inside the unit and outside of its packaging box. Marking consists of:

1. Manufacturer's name or trademark
2. Month and year of manufacture
3. Model, serial, and lot numbers
4. Rated voltage, wattage, and power in VA

An LED luminaire must:

1. Comply with Class A emission limits under 47 CFR 15(B) for unintentional radiators.
2. Have a power supply with:
   2.1. 2 leads to accept standard 0-10 V(dc) control.
   2.2. Dimming control compatible with IEC 60929, Annex E. If the control leads are open or the analog control signal is lost, the circuit must default to 100-percent power.
   2.3. Case temperature self-rise of 77 degrees F or less above ambient temperature in free air with no additional heat sinks.
3. Not be cooled by fans or other mechanical devices.

86-1.02K(2) Roadway Luminaires

A roadway luminaire must:

1. Have a housing color that matches a color no. 26152 to 26440, 36231 to 36375, or 36440 of AMS-STD-595
2. Have an ANSI C136.41-compliant, locking-type, photocontrol receptacle with dimming connections and a watertight shorting cap
3. Have an uplight rating of "U0" per IES TM-15-11
4. Have equipment identification character labels outside the unit on the side that will face the road. Equipment identification characters consist of:
   4.1. R1 for Roadway 1, R2 for Roadway 2, R3 for Roadway 3, and R4 for Roadway 4
   4.2. Rated wattage

The luminaire's housing must have a slip fitter that must:

1. Fit on mast arms with outside diameters from 1-5/8 to 2-3/8 inches
2. Be adjustable to a minimum of ±5 degrees from the axis of the tenon in a minimum of 5 steps: +5, +2.5, 0, -2.5, -5
3. Have clamping brackets that:
   3.1. Are made of corrosion-resistant materials or treated to prevent galvanic reactions
   3.2. Do not bottom out on the housing bosses when adjusted within the designed angular range
   3.3. Do not permanently set more than 1/32 inch when tightened

86-1.02K(3) Overhead Sign Luminaires

An overhead sign luminaire must:

1. Have a uniformity average to minimum ratio of 10:1 for the distribution of light reflected on a 16' wide by 12' high sign panel
2. Not allow more than 2.5 percent of the rated lumens to project above 65 degrees measured up from the horizontal plane in the direction of the sign panel
3. Mount at a maximum height of 12 inches above the top of the mounting rails
4. Mount directly to the sign structure as shown or with a mounting adapter that meets the material requirements of the luminaire's housing
Replace section 86-1.02M with:

86-1.02M Photoelectric Controls

Photoelectric control types are as shown in the following table:

<table>
<thead>
<tr>
<th>Control type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Pole-mounted photoelectric unit. Test switch and a 15-A circuit breaker per ungrounded conductor, housed in an enclosure.</td>
</tr>
<tr>
<td>II</td>
<td>Pole-mounted photoelectric unit. Contactor, a 15-A circuit breaker per ungrounded conductor, and test switch located in a service equipment enclosure.</td>
</tr>
<tr>
<td>III</td>
<td>Pole-mounted photoelectric unit. Contactor, a 15-A circuit breaker per ungrounded conductor, and a test switch housed in an enclosure.</td>
</tr>
<tr>
<td>IV</td>
<td>A photoelectric unit that plugs into a NEMA twist-lock receptacle, integral with the luminaire.</td>
</tr>
<tr>
<td>V</td>
<td>A photoelectric unit, contactor, a 15-A circuit breaker per ungrounded conductor, and test switch located in a service equipment enclosure.</td>
</tr>
</tbody>
</table>

The pole-mounted adaptor for Type I, II, and III photoelectric controls must include a terminal block and cable supports or clamps to support the wires.

Photoelectric unit must:

1. Have a screen to prevent artificial light from causing cycling.
2. Have a rating of 60 Hz, 105-130 V(ac), 210-240 V(ac), or 105-240 V(ac).
3. Operate at a temperature range from -20 to 55 degrees C.
4. Consume less than 10 W.
5. Be a 3-prong, twist-lock type with a NEMA IP 65 rating, ANSI C136.10-compliant.
6. Have a fail-on state.
7. Fit into a NEMA-type receptacle.
8. Turn on from 1 to 5 footcandles and turn off from 1.5 to 5 times the turn-on level. Measurements must be made by procedures in EEI-NEMA Standards for Physical and Electrical Interchangeability of Light-Sensitive Control Devices Used in the Control of Roadway Lighting.

Type I, II, III, and V photoelectric controls must have a test switch to allow manual operation of the lighting circuit. Switch must be:

1. Single-hole mounting, toggle type
2. 15 A, single pole and single throw
3. Labeled Auto-Test on a nameplate

Photoelectric control's contactor must be:

1. Normally open
2. Mechanical-armature type with contacts of fine silver, silver alloy, or equal or better material
3. Installed to provide a minimum space of 2-1/2 inches between the contactor terminals and the enclosure's sides

The terminal blocks must be rated at 25 A, 600 V(ac), molded from phenolic or nylon material, and be the barrier type with plated-brass screw terminals and integral marking strips.

Replace section 86-1.02N with:

86-1.02N Fused Splice Connectors

The fused splice connector for 240 and 480 V(ac) circuits must simultaneously disconnect both ungrounded conductors. The connector must not have exposed metal parts except for the head of the
stainless steel assembly screw. The head of the assembly screw must be recessed a minimum of 1/32 inch below the top of the plastic boss that surrounds the head.

The connector must protect the fuse from water or weather damage. Contact between the fuse and fuse holder must be spring loaded.

Fuses must:
1. Be standard, midget, ferrule type
2. Have a nontime-delay feature
3. Be 13/32 by 1-1/2 inches

Fuse ratings for luminaires are shown in the following table:

<table>
<thead>
<tr>
<th>Circuit voltage</th>
<th>Fuse voltage rating</th>
<th>Soffit and roadway luminaires</th>
</tr>
</thead>
<tbody>
<tr>
<td>120 V(ac)</td>
<td>250 V(ac)</td>
<td>5 A</td>
</tr>
<tr>
<td>240 V(ac)</td>
<td>250 V(ac)</td>
<td>5 A</td>
</tr>
<tr>
<td>480 V(ac)</td>
<td>500-600 V(ac)</td>
<td>5 A</td>
</tr>
</tbody>
</table>

Fuse ratings for transformers are shown in the following table:

<table>
<thead>
<tr>
<th>Circuit voltage</th>
<th>Fuse voltage rating</th>
<th>Single phase (two wires) Transformers (primary side)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1 kVA</td>
</tr>
<tr>
<td>120 V(ac)</td>
<td>250 V(ac)</td>
<td>10 A</td>
</tr>
<tr>
<td>240 V(ac)</td>
<td>250 V(ac)</td>
<td>6 A</td>
</tr>
<tr>
<td>480 V(ac)</td>
<td>500-600 V(ac)</td>
<td>3 A</td>
</tr>
</tbody>
</table>

Replace section 86-1.02P(1) with:

86-1.02P(1) General
The enclosures must be rated NEMA 3R and include a dead front panel and a hasp with a 7/16-inch-diameter hole for a padlock.

Except for a service equipment enclosure, an enclosure must:
1. Be manufactured from steel and either galvanized, cadmium plated, or powder coated
2. Mount to a standard, pole, post, or sign structural frame
3. Provide a minimum space of 2-1/2 inches between the internal components and the enclosure's sides

The enclosure's machine screws and bolts must not protrude outside the cabinet wall.

The fasteners on the exterior of an enclosure must be vandal resistant and not be removable. The exterior screws, nuts, bolts, and washers must be stainless steel.

Replace the 1st paragraph of section 86-1.02P(2) with:

Service equipment enclosure must:
1. Comply with the Electric Utility Service Equipment Requirements Committee
2. Meet the requirements of the service utility
3. Be watertight
4. Be factory wired and manufactured from steel and galvanized or have factory-applied, rust-resistant prime and finish coats, except Types II and III
5. Be marked as specified in NEC to warn of potential electric-arc flash hazards

Delete the 5th paragraph of 86-1.02P(2).

Add between 6th and 7th paragraphs of section 86-1.02P(2):

Service equipment enclosure must have the meter view windows located on the front side of the enclosure for Types III-AF, BF, CF and DF.
Service equipment enclosure must have the meter view windows located on the back side of the enclosure for Types III-AR, BR, CR and DR.

Replace the 7th paragraph of section 86-1.02P(2) with:

The meter area must have a sealable, lockable, weather-tight cover that can be removed without the use of tools.

Delete the 2nd sentence of the 9th paragraph of section 86-1.02P(2).

Delete section 86-1.02P(3).

Replace the 1st paragraph of section 86-1.02Q(2) with:

A Department-furnished controller assembly consists of a controller cabinet with a controller unit and all auxiliary equipment required to operate the system. The Department does not furnish anchor bolts.

Replace section 86-1.02Q(4)(a) with:

86-1.02Q(4)(a) General
The doors of a telephone demarcation cabinet must be attached using continuous aluminum steel piano hinges.

Replace section 86-1.02Q(5) with:

86-1.02Q(5) Battery Backup System Cabinets
A battery backup system includes the cabinet, batteries, and the Department-furnished electronics assembly.

The electronics assembly includes the inverter/charger unit, manual bypass, and the battery harness.

The cabinet for a battery backup system must:
1. Comply with TEES
2. Be submitted and pass testing for addition to the Authorized Material List
Add between the 2nd and 3rd paragraphs of section 86-1.02R(2):

Bracket arms must be long enough to allow proper alignment of signals and backplate installation.

Add to the end of section 86-1.02R(3):

Backplates for signal and lighting systems must have a 2-inch retroreflective strip on the face around the perimeter. The strip must be Type XI fluorescent yellow retroreflective sheeting on the Authorized Material List for signing and delineation materials.

Replace item 2 in the list in the 5th paragraph of section 86-1.02R(4)(a)(iii) with:

2. Be a black color throughout, including the door, matching color no. 17038, 27038, or 37038 of AMS-STD-595

Replace section 86-1.02S(3)(c) with:

86-1.02S(3)(c) LED Countdown Pedestrian Signal Face Modules

An LED countdown PSF module must:

2. Be manufactured with materials that comply with ASTM D3935.
3. Have circuit boards that comply with TEES, chapter 1, section 6.
4. Have symbols that are at least 9 inches high and 5-1/4 inches wide each. The 2-digit countdown display, Upraised Hand, and Walking Person indications must be electronically isolated from each other. The 3 indications must not share a power supply or interconnect circuitry.
5. Use ultra-bright-type LED rated for 60,000 hours of continuous operation. Individual LEDs must be wired such that a loss or failure of 1 LED will not result in a loss of more than 5 percent of the module's light output. Failure of an individual LED in a string must not result in a loss of an entire string or other indication.
6. Have a manual control to turn on and off the 2-digit countdown display.
7. Have the lot number, month, and year of manufacture permanently marked on the back.
8. Have prominent and permanent vertical markings for accurate indexing and orientation within the pedestrian signal housing. Markings must be a minimum of 1 inch in height and include an up arrow and the word up or top.

Upon initial testing at 25 degrees C, the module must have at least the luminance values shown in the following table:

<table>
<thead>
<tr>
<th>PSF module symbol</th>
<th>Luminance (fL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upraised hand and 2-digit countdown timer</td>
<td>1,094</td>
</tr>
<tr>
<td>Walking person</td>
<td>1,547</td>
</tr>
</tbody>
</table>

The module must not exceed the power consumption requirements shown in the following table:
Maximum Power Consumption Requirements

<table>
<thead>
<tr>
<th>PSF module display</th>
<th>At 24 ºC</th>
<th>At 74 ºC</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Upraised Hand</em></td>
<td>10.0 W</td>
<td>12.0 W</td>
</tr>
<tr>
<td><em>Walking Person</em></td>
<td>9.0 W</td>
<td>12.0 W</td>
</tr>
<tr>
<td>2-digit countdown timer</td>
<td>6.0 W</td>
<td>8.0 W</td>
</tr>
</tbody>
</table>

If the pedestrian change interval is interrupted, then the 2-digit countdown timer and display must reset to the full pedestrian change interval before being initiated the next time. The 2-digit countdown display on the PSF module must go dark within a second after displaying "0".

Add to the beginning of section 86-1.02T:

04-19-19
Accessible pedestrian signal must be on the Authorized Material List for Accessible Pedestrian Signals.

Delete the 2nd paragraph of section 86-1.02T.

Replace the 5th and 6th paragraphs of section 86-1.02T with:

10-19-18
The color of a metallic housing must match color no. 33538 of AMS-STD-595.
The color of a plastic housing must match color no. 17038, 27038, or 37038 of AMS-STD-595.

Replace the 7th paragraph of section 86-1.02T with:

04-19-19
Accessible pedestrian signal must:
1. Have controllable and programmable volume level and messaging
2. Be weatherproof and shockproof

Replace the 11th paragraph of section 86-1.02T with:

10-19-18
The cable between the accessible pedestrian signal assembly and the pedestrian signal head must be rated for outdoor use and have a:
1. Minimum four no. 18 stranded or larger tinned copper conductors with a minimum insulation thickness of 15 mils
2. Cable jacket with a minimum thickness of 20 mils and rated for a minimum:
   2.1. 300 V(ac)
   2.2. 80 degrees C
3. Nominal outside diameter less than 350 mils
4. Conductor color code of black, white, red and green

Replace the 1st paragraph of section 86-1.02U with:

10-19-18
The housing for a push button assembly must be made of die-cast aluminum, permanent mold-cast aluminum, or UV-stabilized self-extinguishing structural plastic.
The housing must have a uniform color that matches color no. 17038, 27038, or 37038 of AMS-STD-595.
Replace the 2nd paragraph of section 86-1.02W(4) with:

The cured hot-melt rubberized asphalt sealant must comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cone penetration, 25 °C, 150 g, 5 s (max, 1/10 mm)</td>
<td>ASTM D5329</td>
<td>35</td>
</tr>
<tr>
<td>Flow, 60 °C, 5 hr (max, mm)</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Resilience, 25 °C (min, %)</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Softening point (min, °C)</td>
<td>ASTM D36</td>
<td>82</td>
</tr>
<tr>
<td>Ductility, 25 °C, 5 cm/min (min, cm)</td>
<td>ASTM D113</td>
<td>30</td>
</tr>
<tr>
<td>Flash point, Cleveland Open Cup (min, °C)</td>
<td>ASTM D92</td>
<td>288</td>
</tr>
<tr>
<td>Viscosity, no. 27 spindle, 20 rpm, 190 °C (Pa•s)</td>
<td>ASTM D4402</td>
<td>2.5–3.5</td>
</tr>
</tbody>
</table>

Replace the 2nd paragraph of section 86-1.02Y with:

A transformer must be a dry type designed for operation on a 60 Hz supply. The transformer must have a decal showing a connection diagram. The diagram must show either color coding or wire tagging with primary (H1, H2) or secondary (X1, X2) markers and the primary and secondary voltage and volt-ampere rating. A transformer must comply with the electrical requirements shown in the following table:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rating (V(ac))</td>
<td>120/240, 120/480, 240/120, 240/480, 480/120, or 480/240</td>
</tr>
<tr>
<td>Efficiency (%)</td>
<td>&gt; 95</td>
</tr>
<tr>
<td>Secondary voltage regulation and tolerance from half load to full load (%)</td>
<td>±3</td>
</tr>
</tbody>
</table>

87 ELECTRICAL SYSTEMS

Replace Reserved in section 87-1.01C with:

Submit a digital file for geographic information system mapping for:
1. Conduit
2. Pull boxes
3. Cabinets
4. Service equipment enclosures
5. Standards

The digital file must consist of:
1. Longitudinal and latitude coordinates, under the WGS84 reference coordinate system. The coordinates must be in decimal format having 6 significant figures after the decimal point. Coordinates must be read at the center of pull boxes, cabinet, standards, and service equipment enclosures; and on top of conduit at 20-foot intervals before backfill.
2. Type, depth and size for conduits.
3. Type for pull boxes, standards, cabinets, and service equipment enclosures.

Replace item 4 in the list in the 1st paragraph of section 87-1.01D(2)(a) with:

4. Luminaires

Replace the 2nd paragraph of section 87-1.01D(2)(a) with:

Submit a sample size as shown in the following table:

<table>
<thead>
<tr>
<th>Electrical Material Sampling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract quantity</td>
</tr>
<tr>
<td>--------------------</td>
</tr>
<tr>
<td>1–8</td>
</tr>
<tr>
<td>9–15</td>
</tr>
<tr>
<td>16–25</td>
</tr>
<tr>
<td>26–90</td>
</tr>
<tr>
<td>91–150</td>
</tr>
<tr>
<td>151–280</td>
</tr>
<tr>
<td>281–500</td>
</tr>
<tr>
<td>501–1200</td>
</tr>
</tbody>
</table>

Replace the 2nd paragraph of section 87-1.01D(2)(c) with:

Test the battery backup system in the presence of the Engineer by turning off the service power to the electrical system to be powered by the battery backup system. The electrical system must remain in full continuous operation for 30 minutes. If the test fails, correct the problem and retest the system. After successful completion of the test, turn on the service power for the electrical system.

Replace section 87-1.01D(2)(d) with:

87-1.01D(2)(d) Piezoelectric Axle Sensors

Piezoelectric axle sensors test consists of:

1. Demonstrating for each sensor:
   1.1. Capacitance is within 20 percent of the value shown on the sensor's data sheet
   1.2. Dissipation factor is less than 0.04 nF when measured in the 20 nF range
   1.3. Resistance is greater than 20 Megaohms
2. Collecting a minimum of 100 vehicle records for each lane and demonstrating:
   2.1. Volume is within ±3 percent accuracy
   2.2. Vehicle classification is within 95 percent accuracy by type

Replace the 7th paragraph of section 87-1.03A with:

Notify the Engineer immediately if an existing facility is damaged by your activities:

1. Damaged existing traffic signal systems must be repaired or replaced within 24 hours. If the system cannot be fixed within 24 hours or it is located on a structure, provide a temporary system until the system can be fixed.
2. Damaged existing lighting systems must be repaired or replaced by nightfall. If the system cannot be fixed by nightfall, provide a temporary system until the system can be fixed.

Add to the end of section 87-1.03A:

Collect the geographic information system mapping data.

Replace the 12th paragraph of section 87-1.03B(1) with:

For Type 1, 2, and 5 conduits, use threaded bushings and bond them using a jumper. For other types of conduit, use nonmetallic bushings or end bell.

Replace the 3rd paragraph of section 87-1.03B(3)(a) with:

Place a minimum of 2 inches of sand bedding in a trench before installing the conduit and 18 inches of slurry cement over the conduit before placing additional backfill material.

The slurry must be pigmented to match color no. 21105 of AMS-STD-595.

Replace the 1st sentence in the 6th paragraph of section 87-1.03B(3)(c) with:

Backfill trench with slurry concrete under section 19-3.02E.

Replace the 9th paragraph of section 87-1.03B(3)(c) with:

Install innerducts as one continuous unit between vaults. Innerducts may be interrupted inside pull boxes located between vaults and cabinets.

Replace section 87-1.03C with:

87-1.03C Installation of Pull Boxes
87-1.03C(1) General
Install pull boxes no more than 200 feet apart.
Place the cover on the box when not working in it.

87-1.03C(2) Roadway Pull Boxes
87-1.03C(2)(a) General
You may install larger pull boxes than specified or shown and additional pull boxes to facilitate the work except in structures.

Where a roadway pull box is adjacent to a post or standard, place the pull box within 5 feet from the post or standard on the downstream side of traffic when practical.

Install a pull box on a minimum 6-inch deep bed of crushed rock and grout it before installing conductors. The grout must be from 0.5 to 1 inch thick and sloped toward the drain hole. Place a layer of roofing
paper between the grout and the crushed rock sump. Make a 1-inch drain hole through the grout at the center of the pull box.

Set the pull box such that the top is 1-1/4 inches above the surrounding grade in unpaved areas and leveled with the finished grade in sidewalks and other paved areas.

Grout around conduits that are installed through the sides of the pull box.

Bond and ground the metallic conduit before installing conductors and cables in the conduit.

Bond metallic conduits in a nonmetallic pull box using bonding bushings and bonding jumpers.

Do not install pull boxes in concrete pads, curb ramps, or driveways.

Reconstruct the sump of a pull box if disturbed by your activities. If the sump was grouted, remove and replace the grout.

87-1.03C(2)(b) Nontraffic Pull Boxes
For a buried nontraffic pull box, install the electronic marker and set the box such that the top is from 6 to 8 inches below the surrounding grade. Place a 20-mil-thick plastic sheet made of HDPE or PVC virgin compounds to prevent water from entering the box.

When a pull box is in a structure, modify the base as required.

Place mortar between a nontraffic pull box and a pull box extension.

Where a nontraffic pull box is in the vicinity of a curb in an unpaved area, place the box adjacent to the back of the curb if practical.

If you replace the cover on a nontraffic pull box, anchor it to the box.

Perform the electronic marker test.

87-1.03C(2)(c) Traffic Pull Boxes
Place minor concrete around and under a traffic pull box as shown.

Bolt the steel cover to the box when not working in it.

Bond the steel cover to the conduit with a minimum 3-foot-long jumper and bolt it down after installing the conductors and cables.

87-1.03C(2)(d) Tamper-Resistant Pull Boxes
Install the tamper-resistant pull boxes under the manufacturer’s instructions.

87-1.03C(3) Structure Pull Boxes
Install structure pull boxes parallel to the structure.

After removing the knockouts, flatten the surrounding area.

Bond conduit to a structure pull box using locknuts on the inside and outside of the box.

Cover pull boxes with a 1/4-inch plywood during pouring of PCC. For a no. 9 pull box, the upper edge of the plywood must fit against the lower edge of the rain tight hood.

Install no. 7 pull box with bottom flanges flush with the bottom of the box girder. Place top and bottom covers and seal the pull box during PCC pouring.

For no. 9 and 9A pull boxes:
1. Form a 1:1 chamfer around the cover
2. Use the drain hole in the center if the box is horizontal and the low end drain hole if the box is inclined
3. Mounted in a sloping parapet, drill a 1/2-inch elongated drain hole in the center if the box is horizontal or the low end if the box is inclined
Replace section 87-1.03D with:

87-1.03D Battery Backup System Cabinets
Install the battery backup system cabinet to the right side of the controller cabinet. If installation on the right side is not possible, obtain authorization for installation on the left side.

Construct access opening between controller cabinet and battery backup cabinet using:

1. 2-inch nylon-insulated, steel chase nipple
2. 2-inch steel sealing locknut
3. 2-inch nylon-insulated, steel bushing

Remove the jumper between the terminals labeled \textit{BBS-1} and \textit{UBS-1} and the jumper between the terminals labeled \textit{BBS-2} and \textit{UBS-2} in the 7-position terminal block in the controller cabinet before connecting the Department-furnished electronics assembly.

Install the electronics assembly and batteries in the battery backup system cabinet. Obtain authorization for installation of the electronics assembly in the controller cabinet.

Replace section 87-1.03E(2) with:

Dig a trench for the electrical conduits or direct burial cables. Do not excavate until the installation of the conduit or direct burial cables.

Place excavated material in a location that will not interfere with traffic or surface drainage.

After placing the conduit or direct burial cable, backfill the trench.

Compact the backfill to a minimum relative compaction of:

1. 95 percent when placed within the hinge points and in areas where pavement is to be constructed
2. 90 percent when placed outside the hinge points and not under pavement

Restore the sidewalks, pavement, and landscaping at a location before starting excavation at another location.

Replace section 87-1.03E(3) with:

87-1.03E(3) Concrete Pads, Foundations, and Pedestals
Construct foundations for standards, poles, metal pedestals, and posts under section 56-3.

Construct concrete pads, foundations, and pedestals for controller cabinets, telephone demarcation cabinets, and service equipment enclosures on firm ground.

Install anchor bolts using a template to provide proper spacing and alignment. Moisten the forms and ground before placing the concrete. Keep the forms in place until the concrete sets for at least 24 hours to prevent damage to the surface.

Use minor concrete for pads, foundations, and pedestals.

Construct a pad in front of a Type III service equipment enclosure. The pad must be 24 inches in length, 4 inches in thickness, and must match the width of the foundation.

In unpaved areas, place the top of the foundation 6 inches above the surrounding grade, except place the top:

1. 1 foot 6 inches above the grade for 336L cabinets
2. 1 foot 8 inches above the grade for Type C telephone demarcation cabinets
3. 2 inches above the grade for Type III service equipment enclosures

The pad must be 2 inches above the surrounding grade in unpaved areas.

In and adjacent to the sidewalk and other paved areas, place the top of the foundation 4 inches above the surrounding grade, except place the top:

1. 1 foot 6 inches above the grade for 336L cabinets
2. 1 foot 8 inches above the grade for Type C telephone demarcation cabinets
3. Level with the finished grade for Type G and Type A cabinets and Type III service equipment enclosures

The pad must be level with the finished grade in paved areas.

Apply an ordinary surface finish under section 51-1.03F.

Allow the foundation to cure for at least 7 days before installing any equipment.

Add between the 3rd and 4th paragraphs of section 87-1.03F(1):

Provide conductor and cable slack to comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Conductor and Cable Slack Requirements</th>
<th>Slack (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signal standard</td>
<td>1</td>
</tr>
<tr>
<td>Lighting standard</td>
<td>1</td>
</tr>
<tr>
<td>Signal and lighting standard</td>
<td>1</td>
</tr>
<tr>
<td>Pull box</td>
<td>3</td>
</tr>
<tr>
<td>Splice</td>
<td>3</td>
</tr>
<tr>
<td>Controller cabinet</td>
<td>6</td>
</tr>
<tr>
<td>Standards with slip base</td>
<td>0</td>
</tr>
</tbody>
</table>

Replace the last paragraph of section 87-1.03F(1) with:

Install a tracer wire.

Replace section 87-1.03F(2) with:

87-1.03F(2) Cables
87-1.03F(2)(a) General
Reserved

87-1.03F(2)(b) Communication Cables
87-1.03F(2)(b)(i) General
Terminate the ends of the communication cables as shown.

87-1.03F(2)(b)(ii) Category 5E and 6 Cables
Do not splice category 5E and 6 cables.

87-1.03F(2)(b)(iii) Telephone Cables
Do not splice telephone cables between the telephone demarcation point and the controller cabinet.
87-1.03F(2)(c) Copper Cables
87-1.03F(2)(c)(i) General
Reserved

87-1.03F(2)(c)(ii) Detector Lead-in Cables
Install a Type B or C detector lead-in cable in conduit.

Seal the ends of the lead-in cable before installing it in the conduit to prevent moisture from entering the cable.

Splice loop conductors for each direction of travel for the same phase, terminating in the same pull box, to a separate lead-in cable running from the pull box adjacent to the loop detector to a sensor unit mounted in the controller cabinet. Install the lead-in cable without splices except at the pull box when connecting to loop wire.

Verify in the presence of the Engineer that the loops are operational before making the final splices between loop conductors and the lead-in cable.

Identify and tag each lead-in cable with the detector designation at the cabinet and pull box adjacent to the loops.

87-1.03F(2)(c)(iii) Conductors Signal Cables
Do not splice signal cables except for a 28-conductor cable.

Provide identification at the ends of terminated conductors in a cable as shown.

Provide identification for each cable in each pull box showing the signal standard to which it is connected except for the 28-conductor cable.

Connect conductors in a 12-conductor cable as shown in the following table:

<table>
<thead>
<tr>
<th>Color code</th>
<th>Termination</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>Red signal</td>
<td>2, 4, 6, or 8</td>
</tr>
<tr>
<td>Yellow</td>
<td>Yellow signal</td>
<td>2, 4, 6, or 8</td>
</tr>
<tr>
<td>Brown</td>
<td>Green signal</td>
<td>2, 4, 6, or 8</td>
</tr>
<tr>
<td>Red/black stripe</td>
<td>Red signal</td>
<td>1, 3, 5, or 7</td>
</tr>
<tr>
<td>Yellow/black stripe</td>
<td>Yellow signal</td>
<td>1, 3, 5, or 7</td>
</tr>
<tr>
<td>Brown/black stripe</td>
<td>Green signal</td>
<td>1, 3, 5, or 7</td>
</tr>
<tr>
<td>Black/red stripe</td>
<td>Spare or as required for red or DON'T WALK</td>
<td>--</td>
</tr>
<tr>
<td>Black/white stripe</td>
<td>Spare or as required for yellow</td>
<td>--</td>
</tr>
<tr>
<td>Black</td>
<td>Spare or as required for green or WALK</td>
<td>--</td>
</tr>
<tr>
<td>Red/white stripe</td>
<td>Pedestrian signal DON'T WALK</td>
<td>--</td>
</tr>
<tr>
<td>Brown/white stripe</td>
<td>Pedestrian signal WALK</td>
<td>--</td>
</tr>
<tr>
<td>White</td>
<td>Terminal block</td>
<td>Neutral</td>
</tr>
</tbody>
</table>

Provide identification for each 28-conductor cable C1 or C2 in each pull box. The cable labeled C1 must be used for signal phases 1, 2, 3, and 4. The cable labeled C2 must be used for signal phases 5, 6, 7, and 8.

Connect conductors in a 28-conductor cable as shown in the following table:
### 28CSC Color Code and Functional Connection

<table>
<thead>
<tr>
<th>Color code</th>
<th>Termination</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red/black stripe</td>
<td>Red signal</td>
<td>2 or 6</td>
</tr>
<tr>
<td>Yellow/black stripe</td>
<td>Yellow signal</td>
<td>2 or 6</td>
</tr>
<tr>
<td>Brown/black stripe</td>
<td>Green signal</td>
<td>2 or 6</td>
</tr>
<tr>
<td>Red/orange stripe</td>
<td>Red signal</td>
<td>4 or 8</td>
</tr>
<tr>
<td>Yellow/orange stripe</td>
<td>Yellow signal</td>
<td>4 or 8</td>
</tr>
<tr>
<td>Brown/orange stripe</td>
<td>Green signal</td>
<td>4 or 8</td>
</tr>
<tr>
<td>Red/silver stripe</td>
<td>Red signal</td>
<td>1 or 5</td>
</tr>
<tr>
<td>Yellow/silver stripe</td>
<td>Yellow signal</td>
<td>1 or 5</td>
</tr>
<tr>
<td>Brown/silver stripe</td>
<td>Green signal</td>
<td>1 or 5</td>
</tr>
<tr>
<td>Red/purple stripe</td>
<td>Red signal</td>
<td>3 or 7</td>
</tr>
<tr>
<td>Yellow/purple stripe</td>
<td>Yellow signal</td>
<td>3 or 7</td>
</tr>
<tr>
<td>Brown/purple stripe</td>
<td>Green signal</td>
<td>3 or 7</td>
</tr>
<tr>
<td>Red/2 black stripes</td>
<td>Pedestrian signal DONT WALK</td>
<td>2 or 6</td>
</tr>
<tr>
<td>Brown/2 black stripes</td>
<td>Pedestrian signal WALK</td>
<td>2 or 6</td>
</tr>
<tr>
<td>Red/2 orange stripes</td>
<td>Pedestrian signal DONT WALK</td>
<td>4 or 8</td>
</tr>
<tr>
<td>Brown/2 orange stripes</td>
<td>Pedestrian signal WALK</td>
<td>4 or 8</td>
</tr>
<tr>
<td>Red/2 silver stripes</td>
<td>Overlap A, C</td>
<td>OLA(^a), OLC(^a)</td>
</tr>
<tr>
<td>Brown/2 silver stripes</td>
<td>Overlap A, C</td>
<td>OLA(^c), OLC(^c)</td>
</tr>
<tr>
<td>Red/2 purple stripes</td>
<td>Overlap B, D</td>
<td>OLB(^a), OLD(^a)</td>
</tr>
<tr>
<td>Brown/2 purple stripes</td>
<td>Overlap B, D</td>
<td>OLB(^c), OLD(^c)</td>
</tr>
<tr>
<td>Blue/black stripe</td>
<td>Pedestrian push button</td>
<td>2 or 6</td>
</tr>
<tr>
<td>Blue/orange stripe</td>
<td>Pedestrian push button</td>
<td>4 or 8</td>
</tr>
<tr>
<td>Blue/silver stripe</td>
<td>Overlap A, C</td>
<td>OLA(^b), OLC(^b)</td>
</tr>
<tr>
<td>Blue/purple stripe</td>
<td>Overlap B, D</td>
<td>OLB(^b), OLD(^b)</td>
</tr>
<tr>
<td>White/black stripe</td>
<td>Pedestrian push button common</td>
<td>--</td>
</tr>
<tr>
<td>Black/red stripe</td>
<td>Spare</td>
<td>--</td>
</tr>
<tr>
<td>Black</td>
<td>Spare</td>
<td>--</td>
</tr>
<tr>
<td>White</td>
<td>Terminal block</td>
<td>Neutral</td>
</tr>
</tbody>
</table>

OL = Overlap; A, B, C, and D = Overlapping phase designation

\(^a\)For red phase designation

\(^b\)For yellow phase designation

\(^c\)For green phase designation

Use the neutral conductor only with the phases associated with that cable. Do not intermix neutral conductors from different cables except at the signal controller.

**87-1.03F(2)(c)(iv) Signal Interconnect Cable**

Do not splice the cable unless authorized.

If splices are authorized, insulate the conductor splices with heat-shrink tubing and overlap the insulation at least 0.6 inch. Cover the splice area of the cable with heat-shrink tubing and overlap the cable jacket at least 1-1/2 inches. Provide a minimum of 3 feet of slack at each splice.

**87-1.03F(2)(c)(v) Railroad Preemption Cables**

Do not splice railroad preemption cable from controller cabinet to railroad cabinet.

Terminate individual conductors with ferrule connectors in the controller cabinet.

Provide identification on both ends of the cable and connect the cable end in the controller cabinet as shown in the following table:
### Color Code and Functional Connection

<table>
<thead>
<tr>
<th>Conductor no.</th>
<th>Color Code</th>
<th>Controller Cabinet Field Terminal Connections</th>
<th>Conductor Identification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Black</td>
<td>Not Used</td>
<td>Spare</td>
</tr>
<tr>
<td>2</td>
<td>White</td>
<td>Not Used</td>
<td>Spare</td>
</tr>
<tr>
<td>3</td>
<td>Red</td>
<td>FT8-A145</td>
<td>Health Status DC+</td>
</tr>
<tr>
<td>4</td>
<td>Green</td>
<td>Not Used</td>
<td>Spare</td>
</tr>
<tr>
<td>5</td>
<td>Orange</td>
<td>FT7-A134</td>
<td>Simultaneous DC-</td>
</tr>
<tr>
<td>6</td>
<td>Blue</td>
<td>FT7-A131</td>
<td>Advance DC-</td>
</tr>
<tr>
<td>7</td>
<td>White/black strip</td>
<td>FT7-A134</td>
<td>Simultaneous Primary DC-</td>
</tr>
<tr>
<td>8</td>
<td>Red/black strip</td>
<td>FT8-A144</td>
<td>Gate Down/Island</td>
</tr>
<tr>
<td>9</td>
<td>Green/black stripe</td>
<td>Feld Terminal FT8-A142</td>
<td>Advance Pedestrian Preemption</td>
</tr>
<tr>
<td>10</td>
<td>Orange/black strip</td>
<td>FT7-A135</td>
<td>Simultaneous Primary DC-</td>
</tr>
<tr>
<td>11</td>
<td>Blue/black strip</td>
<td>FT7-A132</td>
<td>Advance Primary</td>
</tr>
<tr>
<td>12</td>
<td>Black/white strip</td>
<td>FT8-A143</td>
<td>Gate Down/Island DC-</td>
</tr>
<tr>
<td>13</td>
<td>Red/white strip</td>
<td>FT8-A143</td>
<td>Advance Pedestrian Preemption DC-</td>
</tr>
<tr>
<td>14</td>
<td>Green/white stripe</td>
<td>FT8-A141</td>
<td>Advance Pedestrian DC-</td>
</tr>
<tr>
<td>15</td>
<td>Blue/white stripe</td>
<td>FT7-A133</td>
<td>Advance Secondary</td>
</tr>
<tr>
<td>16</td>
<td>Black/red strip</td>
<td>FT8-A146</td>
<td>Health Status DC-</td>
</tr>
<tr>
<td>17</td>
<td>White/red strip</td>
<td>FT7-A136</td>
<td>Simultaneous Secondary</td>
</tr>
<tr>
<td>18</td>
<td>Orange/red strip</td>
<td>FT7-A136</td>
<td>Simultaneous Secondary</td>
</tr>
<tr>
<td>19</td>
<td>Blue/red stripe</td>
<td>Not Used</td>
<td>Spare</td>
</tr>
</tbody>
</table>

Keep all exposed conductors the same length and individually insulate spare conductors against each other.

Provide a minimum 6 feet of slack in the pull box adjacent to the railroad cabinet.

Connect the cable end in the railroad cabinet as directed by the railroad agency representative.

**Delete the 4th paragraph of 87-1.03F(3)(a).**

**Replace the 1st paragraph of section 87-1.03F(3)(c)(ii) with:**

Install a Type 1 or 2 inductive loop conductor except use Type 2 for Type E and F loop detectors.

**Delete the last paragraph of section 87-1.03G.**

**Replace the 4th paragraph of section 87-1.03H(2) with:**

Use Method B as follows:

1. Cover the splice area completely with an electrical insulating coating and allow it to dry.
2. Apply 3 layers of half-lapped, PVC electrical tape.
3. Apply 2 layers of butyl-rubber, stretchable tape with liner.
4. Apply 3 layers of half-lapped, PVC, pressure-sensitive, adhesive tape.
5. Cover the entire splice with an electrical insulating coating and allow it to dry.
87-3  SIGN ILLUMINATION SYSTEMS

87-3.01 GENERAL
Section 87-3 includes specifications for constructing sign illumination systems.

Sign illumination system includes:
1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Overhead sign luminaires
6. Service equipment enclosure
7. Photoelectric control

The components of a sign illumination system are shown on the project plans.

87-3.02 MATERIALS
Reserved

87-3.03 CONSTRUCTION
Perform the conductor test.

Install overhead sign luminaires under the manufacturer's instructions.

Do not modify the sign structure or mounting channels.

Perform the operational tests for the system.

87-3.04 PAYMENT
Not Used

Replace section 87-4 with:

87-4 SIGNAL AND LIGHTING SYSTEMS

87-4.01 GENERAL
Section 87-4 includes specifications for constructing signal and lighting systems.

Signal and lighting system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors and cables
5. Standards
6. Signal heads
7. Service equipment enclosure
8. Department-furnished controller assembly
9. Detectors
10. Telephone demarcation cabinet
11. Accessible pedestrian signals
12. Push button assemblies
13. Pedestrian signal heads
14. Luminaires
15. Photoelectric control
16. Fuse splice connectors
17. Battery backup system
18. Flashing beacons
19. Flashing beacon control assembly

The components of a signal and lighting system are shown on the project plans.

87-4.02 MATERIALS

87-4.02A General
Not used

87-4.02B Railroad Preemption
A wire jumper for railroad preemption must be:

1. Stranded
2. 14 AWG
3. White with red stripes
87-4.03 CONSTRUCTION

87-4.03A General
Set the foundation for a standard such that the mast arm is perpendicular to the centerline of the roadway.

Tighten the cap screws of the roadway luminaire's clamping bracket to 10 ft-lb.

Label the month and year of the installation inside the luminaire housing's door.

Perform the conductor and operational tests for the system.

87-4.03B Railroad Preemption
Connect the C16 harness plug to the C16 socket on the Output File no. 2LX in the controller cabinet.

Connect the terminated conductors of the C16 harness to terminal block TB9 on input panel no.1 in the controller cabinet as shown in the following table:

<table>
<thead>
<tr>
<th>Pin</th>
<th>Label</th>
<th>TB9</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>J-12D</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>J-12J</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>J-13D</td>
<td>7</td>
</tr>
<tr>
<td>4</td>
<td>J-13J</td>
<td>8</td>
</tr>
<tr>
<td>5</td>
<td>J-14D</td>
<td>10</td>
</tr>
<tr>
<td>6</td>
<td>J-14J</td>
<td>11</td>
</tr>
</tbody>
</table>

Terminate wire jumpers with spade connectors on both ends.

Connect three wire jumpers approximately 4 feet in length as show in the following table:

<table>
<thead>
<tr>
<th>Jumper Connections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jumper</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

Connect three wire jumpers approximately 2 inches in length as show in the following table:

<table>
<thead>
<tr>
<th>Jumper Connections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jumper</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

87-4.04 PAYMENT
Not Used

Replace section 87-7.02 with:

87-7.02 MATERIALS
Flashing beacon control assembly includes:

1. Enclosure.
2. Barrier-type terminal blocks rated for 25 A, 600 V(ac), made of molded phenolic or nylon material and have plated-brass screw terminals and integral marking strips.
3. Solid state flasher complying with section 8 of NEMA standards publication no. TS 1 for 10 A, dual circuits.
4. 15-A, circuit breaker per ungrounded conductor.
5. Single-hole-mounting toggle type, single-pole, single-throw switches rated at 12-A, 120 V(ac). Switches must be furnished with an indicating nameplate reading Auto - Test. A 15-A circuit breaker may be used in place of the toggle switch.

Replace section 87-8 with:

87-8 PEDESTRIAN HYBRID BEACON SYSTEMS

87-8.01 GENERAL

87-8.01A Summary

Section 87-8 includes specifications for constructing pedestrian hybrid beacon system.

A pedestrian hybrid beacon system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors and cables
5. Standards
6. Pedestrian hybrid beacon face
7. Pedestrian signal heads
8. Service equipment enclosure
9. Department-furnished controller assembly
10. Accessible pedestrian signals
11. Push button assemblies
12. Luminaires
13. Fuse splice connectors
14. Battery backup system

The components of a pedestrian hybrid beacon system are shown on the project plans.

87-8.01B Definitions
Reserved

87-8.01C Submittals
Reserved

87-8.01D Quality Assurance

87-8.01D(1) General
Reserved

87-8.01D(2) Quality Control
Verify the sequence for the pedestrian hybrid beacon system per California MUTCD, Chapter 4F, Figure 4F-3 "Sequence for a Pedestrian Hybrid Beacon" during the operational test.

Test the battery backup system.

87-8.02 MATERIALS

87-8.02A General
The pedestrian hybrid beacon system must comply with California MUTCD, Chapter 4F.

87-8.02B Pedestrian Hybrid Beacon Face
A pedestrian hybrid beacon face consists of two red indications on the top and one yellow indication on the bottom.
87-8.03 CONSTRUCTION
Install pedestrian hybrid beacon system under sections 87-4.03A.
Install battery backup system.

87-8.04 PAYMENT
Not Used

Replace the 1st paragraph of section 87-12.03 with:
Install changeable message sign on sign structure under section 56-2.

Add to the list in the 2nd paragraph of section 87-14.01A:
8. Signs

Replace section 87-14.02 with:

87-14.02 MATERIALS
87-14.02A General
Vehicle speed feedback sign consists of a housing, display window, and radar unit.

Sign must:
1. Comply with the California MUTCD, Chapter 2B
2. Have an operating voltage of 120 V(ac) for permanent installations
3. Have a maximum weight of 45 lb
4. Have a wind load rating of 90 mph
5. Have an operating temperature range from -34 to 165 degrees F
6. Have a retroreflective white sheeting background

87-14.02B Housings
Housing must:
1. Be weatherproof (NEMA 3R or better) and vandal resistant
2. Be made of 0.09-inch-gauge welded aluminum with the outer surfaces being UV resistant
3. Have the manufacturer's name, model number, serial number, date of manufacture, rated voltage and rated current marked inside
4. Have the internal components easily accessible for field repair without removal of the sign

87-14.02C Display Windows
Display window consists of a cover, LED character display, and dimming control. Character display and cover must deflect together without damage to the internal electronics and speed detection components.

Cover must be:
1. Vandal resistant and shock absorbent
2. Field replaceable with the removal of external stainless-steel, tamper proof fasteners

Cover must be made of a minimum 0.25-inch-thick, shatter-resistant polycarbonate.

LED character display must:
1. Consist of two 7-segment, solid-state, numeric characters, which must:
1.1. Be a minimum:
   1.1.1. 18 inches in height for freeways and expressways
   1.1.2. 14 inches in height for conventional highways
1.2. Have a width-to-height ratio between 0.7 and 1.0
1.3. Have a stroke width-to-height ratio of 0.2
1.4. Be visible from a minimum distance of 1500 feet and legible from a minimum distance of 750 feet
1.5. Consist of a minimum 16 LEDs, which must:
   1.5.1. Be amber and have a wavelength from 590 to 600 nm and rated for minimum 60,000 hours
   1.5.2. Maintain a minimum 85 percent of the initial light output after 48 months of continuous use over the temperature range

2. Be capable of displaying the detected vehicle speed within 1 second
3. Remain blank when no vehicles are detected within the radar detection zone
4. Have the option to flash the pre-set speed limit when the detected vehicle speed is 5 miles higher than the pre-set speed
5. Be viewable only by the approaching traffic

Dimming control must:
1. Automatically adjust the character light intensity to provide optimum character visibility and legibility under all ambient lighting conditions
2. Have minimum 3 manual dimming modes of different intensities

87-14.02D Radar Units
Radar unit must:
1. Be able to detect up to 3 lanes of approaching traffic
2. Operate with an internal, low power, 24.159 GHz (K-band)
3. Be FCC approved Part 15 certified
4. Have a speed accuracy of ±1 mph
5. Have a maximum 15 W power consumption

Add between the 1st and 2nd paragraphs of section 87-14.03:
Install R2-1 SPEED LIMIT sign.

Add to the list in the 2nd paragraph of section 87-18.01:
4. 12 position terminal block

Replace section 87-18.02 with:

87-18.02 MATERIALS
Terminal block must comply with TEES, chapter 1, section 3.

Replace the 2nd paragraph of section 87-18.03 with:
Install the terminal block on the input panel in the controller cabinet.
Connect the signal interconnect cable to the terminal block as shown on the following table:
Signal Interconnect Termination

<table>
<thead>
<tr>
<th>Terminal Block</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BLUE</td>
</tr>
<tr>
<td>2</td>
<td>BLACK</td>
</tr>
<tr>
<td>3</td>
<td>RED</td>
</tr>
<tr>
<td>4</td>
<td>BLACK</td>
</tr>
<tr>
<td>5</td>
<td>BROWN</td>
</tr>
<tr>
<td>6</td>
<td>BLACK</td>
</tr>
<tr>
<td>7</td>
<td>GREEN</td>
</tr>
<tr>
<td>8</td>
<td>BLACK</td>
</tr>
<tr>
<td>9</td>
<td>YELLOW</td>
</tr>
<tr>
<td>10</td>
<td>BLACK</td>
</tr>
<tr>
<td>11</td>
<td>WHITE</td>
</tr>
<tr>
<td>12</td>
<td>BLACK</td>
</tr>
</tbody>
</table>

Replace 87-19 with:

87-19 FIBER OPTIC CABLE SYSTEMS

87-19.01 GENERAL

87-19.01A Summary
Section 87-19 includes specifications for constructing fiber optic cable systems.

A fiber optic cable system includes:

1. Conduit and accessories
2. Vaults
3. Warning tape
4. Fiber optic cables
5. Fiber optic splice enclosures
6. Fiber distribution units
7. Fiber optic markers
8. Fiber optic connectors and couplers

The components of a fiber optic system are shown on the project plans.

87-19.01B Definitions
Reserved

87-19.01C Submittals
At least 15 days before cable installation, submit:

1. Manufacturer's procedures for pulling fiber optic cable
2. Test reports from a laboratory accredited to International Standards Organization/International Electrotechnical Commission 17025 by the American Association for Laboratory Accreditation (A2LA) or the ANSI-ASQ National Accreditation Board (ANAB) for:
   2.1. Water penetration
   2.2. Cable temperature cycling
   2.3. Cable impact
   2.4. Cable tensile loading and fiber strain
   2.5. Cable compressive loading
   2.6. Compound flow
   2.7. Cyclic flexing
3. Proof of calibration for the test equipment including:
   3.1. Name of calibration facility
   3.2. Date of calibration
3.3. Type of equipment, model number and serial number
3.4. Calibration result

Submit optical time-domain reflectometer data files for each test in a Microsoft Excel format.

After performing the optical time-domain reflectometer test and the power meter and light source test, submit within 4 business days a hard copy and electronic format:

1. Cable Verification Worksheet
2. Segment Verification Worksheet
3. Link Loss Budget Worksheet

The worksheets are available at the Division of Construction website.

87-19.01D Quality Assurance
87-19.01D(1) General
Reserved
87-19.01D(2) Quality Control
Notify the Engineer 4 business days before performing field tests. Include exact location of the system or components to be tested. Do not proceed with the testing until authorized. Perform each test in the presence of the Engineer.

The optical time-domain reflectometer test consists of:

1. Inspecting the cable segment for physical damage.
2. Measuring the attenuation levels for wavelengths of 1310 and 1550 nm in both directions for each fiber using the optical time-domain reflectometer.
3. Comparing the test results with the data sheet provided with the shipment. If there are attenuation deviations greater than 5 percent, the test will be considered unsatisfactory and the cable segment will be rejected. The failure of any single fiber is a cause for rejection of the entire segment. Replace any rejected cable segments and repeat the test.

The power meter and light source test consists of:

1. Testing each fiber in a link using a light source at one end of the link and a power meter at the other end
2. Measuring and recording the power loss for wavelengths of 1310 and 1550 nm in both directions

Index matching gel is not allowed.

Installation and splicing of the fiber optic cable system must be performed by a certified fiber optic installer.

The optical time-domain reflectometer test and the power meter and light source test must be performed by a certified fiber optic technician.

The certification for the fiber optic installer and fiber optic technician must be from an organization recognized by the International Certification Accreditations Council and must be current throughout the duration of the project.

87-19.02 MATERIALS
87-19.02A General
All metal components of the fiber optic cable system must be corrosion resistant.

All connectors must be factory-installed and tested.

Patch cords, pigtails, and connectors must comply with ANSI/TIA-568.

Pigtails must have a minimum 80 N pull out strength.

A splice cassette may be used in place of a pigtail and a splice tray.
Each cable reel must have a weatherproof label or tag with information specified in ANSI/ICEA S-87-640 including:

1. Contractor’s name
2. Contract number
3. Number of fibers
4. Cable attenuation loss per fiber at 1310 and 1550 nm

The labeled or tagged information must also be in a shipping record in a weatherproof envelope. The envelope must be removed only by the Engineer.

87-19.02B Vaults

A vault must:

1. Comply with section 86-1.02C and AASHTO HS 20-44, and load tested under AASHTO M 306.
2. Be a minimum:
   2.1. 4 feet wide by 4 feet high by 4 feet long nominal inside dimensions for box type.
   2.2. 4 feet high by 4 feet outside diameter for round type.
3. Have a minimum access of:
   3.1. 30 inches diameter for round type.
   3.2. 3 feet wide by 3 feet long for box type.
4. Be precast either modular or monolithic.
5. Have cable racks installed on the interior sides. A rack must:
   5.1. Be fabricated from ASTM A36 steel plate.
   5.2. Support a minimum of 100 pounds per rack arm.
   5.3. Support a minimum of 4 splice enclosures and a minimum of 4 cables with a minimum slack of 50 feet each.
   5.4. Be hot-dip galvanized after manufacturing.
   5.5. Be bonded and grounded.
6. Have a minimum:
   6.1. Two 4-inch diameter knockouts on each side for box type.
   6.2. Two 4-inch diameter knockouts placed every 90 degrees for round type.
7. Have a minimum 2-inch-diameter drain hole at the center of base.

Entry points for knockouts must not cause the cable to exceed its maximum bend radius.

The access cover must:

1. Be a two-piece torsion-assisted sections or a minimum 30-inch-diameter cast iron.
2. Have inset lifting pull slots.
3. Have markings CALTRANS and FIBER OPTIC.

87-19.02C Fiber Optic Cable

The fiber optic cable must:

1. Comply with 7 CFR parts 1755.900, 1755.901, and 1755.902, and ANSI/ICEA S-87-640
2. Be a singlemode, zero-dispersion, and have non-gel loose type buffer tubes
3. Have no splices
4. Have a Type H or Type M outer jacket
5. Be shipped on a reel
6. Have 10 feet of length on each end of the cable accessible for testing

87-19.02D Fiber Optic Splice Enclosures

A fiber optic splice enclosure must:

1. Not exceed 36 inches in length, 8 inches in width, and 8 inches in height
2. Be made of thermoplastic material, weather proof, chemical and UV resistant, and re-sealable
3. Accommodate a minimum of 8 internal splice trays
4. Have from 1/4 to 1 inch in diameter cable entry ports
5. Have brackets, clips and cable ties
6. Have means to anchor the dielectric member of the fiber optic cable
7. Include grounding hardware

**87-19.02E Fiber Distribution Units**
The fiber distribution unit consists of a housing, a patch panel, a 12-multicolor pigtail, and a splice tray.
The fiber distribution unit must be self-contained and pre-assembled.

The housing must:
1. Be a 19-inch rack-mountable modular-metal enclosure
2. Be a one rack unit
3. Have cable clamps to secure buffer tube to the chassis
4. Have cable accesses with rubber grommets or similar material to prevent the cable from coming in contact with the bare metal
5. Be weatherproof
6. Have a hinged top door with a latch or thumbscrew to hold it in the closed position

A patch panel must have a minimum of 12-singlefiber type connector sleeves.

A pigtail must:
1. Be a simplex single mode fiber in a 900 µm tight buffer with a 12-inch-outer-diameter PVC jacket
2. Have a fiber optic connector attached on one end and bare fiber on the other end
3. Be at least 3 feet in length
4. Have the manufacturer's part number on the jacket

Pigtails must be single-fiber or ribbon type.

**87-19.02F Patch Cords**
Patch cords must:
1. Be a singlemode fiber in a 900 µm tight buffer with a 0.12-inch-outer-diameter PVC jacket
2. Have fiber optic connectors attached on both ends
3. Be at least 6 feet in length
4. Have manufacturer's part number on the jacket

Duplex patch cords must be of round cable structure, and not have zip-cord structure.

**87-19.02G Splice Trays**
Splice trays must:
1. Have brackets to spool incoming fibers a minimum of 2 turns.
2. Have means to secure and protect incoming buffer tubes, pigtails, and a minimum of 12 heat shrink fusion splices.
3. Be stackable.
4. Have a snap-on or hinged cover. The cover may be transparent.

**87-19.02H Fiber Optic Markers**
Fiber optic markers must be:
1. Type K-2 (CA) object markers for vaults or pull boxes.
2. Disk markers for paved areas and transition points from unpaved to paved areas. The disk marker must be metallic, lead free and 4 inches in diameter, and must have a mounting stem at the center of the disk. The mounting stem must be a minimum 3 inches long and a minimum 0.70 inch in diameter.
3. Non-reflective Class 1, Type F, flexible post delineators for unpaved areas.

**87-19.02I Fiber Optic Connectors and Couplers**
Connectors must be:
1. 0.1-inch ceramic ferrule pre-radiused type
2. Capped when not used

Couplers must be made of the same material as the connector's housing and have ceramic sleeves.

Singlemode fiber optic connectors must have a yellow strain relief boot or a yellow base.

**87-19.03 CONSTRUCTION**

**87-19.03A General**

Perform the optical time-domain reflectometer test:

1. On the fiber optic cable upon its arrival to the job site and before its installation. Complete the Cable Verification Worksheet. Do not install the fiber optic cable until the Engineer’s written approval is received.
2. After the fiber optic cable segments have been pulled, but before breakout and termination. Complete the Segment Verification Worksheet.
3. Once the passive cabling system has been installed and is ready for activation. If the measured individual fusion splice losses exceed -0.30 dB, re-splice and retest. At the conclusion of the optical time-domain reflectometer test, perform the power meter and light source test. If the measured link loss exceeds the calculated link loss, replace the unsatisfactory cable segments or splices and retest. Complete the Link Loss Budget Worksheet.

**87-19.03B Vaults Installation**

Install a vault as shown and with the side facing the roadway a minimum of 2 feet from the edge of pavement or back of dike, away from traffic.

Install the top of the vault flush with surrounding grade in paved areas and 2 inches above the surrounding grade in unpaved areas.

Place 6 inches of minor concrete around vaults. In unpaved areas, finish top of concrete at a 2 percent slope away from cover. In paved areas, finish top of concrete to match existing slope.

Bolt the steel cover to the vault when not working in it.

**87-19.03C Fiber Optic Cable Installation**

Install fiber optic cable by a certified installer or a representative from the fiber optic cable manufacturer during installation.

When using mechanical aids to install fiber optic cable:

1. Maintain a cable bend radius at least twenty times the outside diameter of the cable
2. Use cable grips having a ball bearing swivel
3. Use a pulling force on a cable not to exceed 500 pound-foot or manufacturer's recommended pulling tension, whichever is less

When installing the cable using the air blown method, the cable must withstand a static air pressure of 110 psi.

Lubricate the cable using a lubricant recommended by the cable manufacturer.

Install fiber optic cable without splices except where shown.

Provide a minimum of 65 feet of slack for each fiber optic cable at each vault. Divide the slack equally on each side of the splice enclosure.

Install tracer wires in the fiber optic conduits and innerducts as shown. Provide a minimum 3 feet of slack tracer wire in each pull box and splice vault from each direction. You may splice tracer wire at intervals of not less than 500 feet and only inside splice vaults or pull boxes.
If a fiber optic cable and tracer wire is installed in an innerduct, pulling a separate fiber optic cable into a spare duct to replace damaged fiber will not be allowed.

Apply a non-hygroscopic filling compound to fiber optic cable openings.

Seal the ends of conduit and innerducts after cables are installed.

Install strain relief for fiber optic cable entering a fiber optic enclosure.

Identify fibers and cables by direct labeling, metal tags, or bands fastened in such a way that they will not move. Use mechanical methods for labeling.

Provide identification on each fiber optic cable or each group of fiber optic cables in each vault and at the end of terminated fibers. Fiber optic cable must be identified as shown in the following table:
Cable identification example: The cable code S 048 SV SM 084 02470 SV SC 082 02510 describes a singlemode, 48 strand, cable starting at a fiber optic vault in San Mateo County on Route 84 at post mile 24.70, and ending at another fiber optic vault in Santa Clara County on Route 82 at post mile 25.10.

**Cable Identification**

<table>
<thead>
<tr>
<th>Sequence Order</th>
<th>Description</th>
<th>Code</th>
<th>Numbers of characters</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fiber type</td>
<td>S: Singlemode</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Fiber count</td>
<td>###: Example 048</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Begin point</td>
<td>T: TMC</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>H: Hub</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>V: Video Node</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>D: Data Node</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>C: Cable Node</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TV: Camera</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CM: CMS</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>E: Traffic Signal</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>RM: Ramp Meter</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TM: Traffic Monitoring/Count Station/Vehicle Count Station (VDS, TMS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>HA: Highway Advisory Radio</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>EM: Extinguishable Message Sign</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>RW: Roadway Weather Information System</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>WM: Weigh In Motion</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>WS: Weigh-Station Bypass System</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SV: Vault</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SC: Splice Cabinet</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Begin point county abbreviation</td>
<td>AA or AAA: Examples: Orange (ORA), San Mateo (SM)</td>
<td>2 or 3</td>
</tr>
<tr>
<td>5</td>
<td>Begin point route number</td>
<td>###: Examples: 005, 082, 114</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>Begin point post mile</td>
<td>######: 02470 (example 024.70): Actual PM value to the 1/100 value</td>
<td>5</td>
</tr>
<tr>
<td>7</td>
<td>End Point</td>
<td>In the same way as for Begin Point</td>
<td>1 or 2</td>
</tr>
<tr>
<td>8</td>
<td>End point county abbreviation</td>
<td>In the same way as for Begin Point County Abbreviation</td>
<td>2 or 3</td>
</tr>
<tr>
<td>9</td>
<td>End point route number</td>
<td>In the same way as Begin Point Route Number</td>
<td>3</td>
</tr>
<tr>
<td>10</td>
<td>End point post mile</td>
<td>In the same way as Begin Point Post Mile</td>
<td>5</td>
</tr>
</tbody>
</table>

Place labels on the cables at the following points:

1. Fiber optic vault and pull box entrances and exits
2. Splice enclosures entrance and exit
3. Fiber distribution unit entrance

Lace fiber optic cable inside controller cabinets and secure to the cage.

Support the fiber optic cable within 6 inches from a termination and every 2 feet.
Secure fiber optic cables to the cable racks. Store excess cable in a figure 8 fashion.

**87-19.03D  Fiber Optic Cable Splices**

Use fusion splicing for fiber optic cables.

Splice single-buffer tube cable to multi-buffer tube cable using the mid-span access method under manufacturer’s instructions. Any mid-span access splice or fiber distribution unit termination must involve only those fibers being spliced as shown.

Place fiber splices in the splice enclosures installed in the vaults.

**87-19.03E  Splice Enclosures Installation**

Maintain an equal amount of slack on each side of the splice enclosure.

Secure the fiber optic splices in splice tray.

Secure the splice trays to the inner enclosure.

Label cables and buffer tubes.

Do not seal fiber splice enclosure until authorized and the power meter and light source test is performed. Seal the enclosure under manufacturer's instructions.

Flash test the outer enclosure under manufacturer's instructions in the presence of the Engineer. Visually inspect the enclosure. If bubbles are present, identify the locations where the bubbles are present, take corrective actions and repeat the flash test until no bubbles are present.

Attach the splice enclosure to the side wall of a vault or hub with a minimum 2 feet distance between the ground and the bottom of the enclosure.

Secure fiber optic cables to the chassis using cable clamps for fiber optic units.

Connect a minimum of one bonding conductor to a grounding electrode after mounting the fiber optic enclosure to the wall. If there are multiple bonding conductors, organize the conductors in a neat way.

**87-19.03F  Fiber Optic Distribution Unit Installation**

Spool incoming buffer tubes 2 feet in the splice tray and expose 1 foot of individual fibers.

Maintain a minimum 2-inch-bend radius during and after installation in the splice tray.

Splice incoming fibers in the splice tray.

Restrain each fiber in the splice tray. Do not apply stress on the fiber when located in its final position.

Secure buffer tubes near the entrance of the splice tray.

Secure splice trays under manufacturer's instructions.

Label splice tray after splicing is completed.

Install patch cords in fiber distribution units and patch panels. Permanently label each cord and each connector in the panel with the system as shown.

**87-19.03G  Fiber Optic Markers Installation**

Install fiber optic markers at 12-inch offset on the side furthest away from the edge of travel way:

1. For fiber optic cable at 500 feet apart in areas where the distance between vaults or pull boxes is greater than 500 feet
2. Adjacent to vaults and pull boxes
3. For fiber optic cable turns at:
   3.1. Beginning of the turn
   3.2. Middle of the arc
   3.3. End of the turn

When a fiber optic cable crosses a roadway or ramp, install a disk marker over the conduit trench on:
1. Every shoulder within 6 inches from the edge of pavement
2. Delineated median
3. Each side of a barrier

Install markers under section 81 except each retroreflective face must be parallel to the road centerline and facing away from traffic.

87-19.04 PAYMENT
Not Used

Replace section 87-20 with:

87-20 TEMPORARY ELECTRICAL SYSTEMS

87-20.01 GENERAL
Section 87-20 includes specifications for providing, maintaining, and removing temporary electrical systems.
Temporary systems may be mounted on wood posts or trailers.
Obtain the Department's authorization for the type of temporary electrical system and its installation method.
A temporary system must operate on a continuous, 24-hour basis.
A temporary electrical system must have a primary power source and a back-up power source from:
1. Commercial utility company
2. Generator system
3. Photovoltaic system

87-20.02 MATERIALS

87-20.02A General
Temporary wood poles must comply with section 48-6.
The components of a temporary system are shown on the project plans.
If you use Type UF-B cable, the minimum conductor size must be no. 12.
A back-up power source must:
1. Have an automatic transfer switch
2. Start automatically and transfer the system load upon reaching the operating voltage in the event of a power source failure
A trailer must be equipped with devices to level and plumb the temporary system.

87-20.02B Generators
A generator must:
1. Be 120 V(ac) or 120/240 V(ac), 60 Hz, 2.5 kW minimum, continuous-duty type
2. Be powered by a gasoline, LPG, or diesel engine operating at approximately 1,800 rpm with an automatic oil feed
3. Be equipped to provide automatic start-stop operation with a 12 V starting system
4. Have generator output circuits that have overcurrent protection with a maximum setting of 15 A
5. Have a spark arrester complying with Pub Cont Code § 4442

87-20.02C Automatic Transfer Switches
An automatic transfer switch must provide:
1. Line voltage monitoring in the event of a power outage that signals the back-up power source to start
2. Start delay, adjustable from 0 to 6 seconds, to prevent starting if the power outage is only momentary and a stop delay, adjustable from 0 to 8 minutes, to allow the back-up power source to unload
3. Transfer delay from 0 to 120 seconds to allow the back-up power source to stabilize before connecting to the load and retransfer delay from 0 to 32 minutes to allow the line voltage to stabilize
4. Mechanical interlock to prevent an application of power to the load from both sources and to prevent backfeeding from the back-up power source to the primary power source

87-20.02D–87-20.02G  Reserved

87-20.02H  Temporary Flashing Beacon Systems
A temporary flashing beacon system consists of a flashing beacon system, wood pole, and a power source.

The system must comply with the specifications for flashing beacon systems in section 87-7.

87-20.02I  Temporary Lighting Systems
A temporary lighting system consists of a lighting system, a power source, and wood poles.

The system must comply with the specifications for lighting systems in section 87-2.

87-20.02J  Temporary Signal Systems
A temporary signal system consists of a signal and lighting system, wood poles and posts, and a power source.

The system must comply with the specifications for signal and lighting systems in section 87-4, except signal heads may be mounted on a wood pole, mast arm, tether wire, or a trailer.

87-20.02K  Temporary Radar Speed Feedback Sign Systems
A temporary radar speed feedback sign system must comply with the specifications for a radar speed feedback sign system in section 87-14, except, the LED character display must remain blank when no vehicles are detected or when the detected vehicle speed is 10 miles less than the preset speed.

87-20.03  CONSTRUCTION
87-20.03A  General
Provide electrical and telecommunication services for temporary systems. Do not use existing services unless authorized.

Provide power for the temporary electrical systems.

Commercial power must be 120 V(ac) or 120/240 V(ac) single phase. Make arrangements with the utility company for providing service. Protect the power source in a locked enclosure. Provide keys to all locks to the Engineer.

Install conductors and cables in a conduit, suspended from wood poles at least 25 feet above the roadway, or use direct burial conductors and cables.

Install conduit outside the paved area at a minimum of 12 inches below grade for Type 1 and 2 conduit and at a minimum of 18 inches below grade for Type 3 conduit.

Install direct burial conductors and cables outside the paved area at a minimum depth of 24 inches below grade.

Place the portions of the conductors installed on the face of wood poles in either Type 1, 2, or 3 conduit between the point 10 feet above grade at the pole and the pull box. The conduit between the pole and the pull box must be buried at a depth of at least 18 inches below grade.

Place conductors across structures in a Type 1, 2, or 3 conduit. Attach the conduit to the outside face of the railing.

Mount the photoelectric unit at the top of the standard or wood post.
You may abandon in place conductors and cables in sawed slots or in conduit installed below the ground surface.

**87-20.03B–87-20.03G Reserved**

**87-20.03H Temporary Flashing Beacon Systems**

Protect each flashing beacon with a fused splice connector on the line side. Wherever conductors are run overhead, install the fused splice connector in the line side outside of the control assembly.

**87-20.03I Temporary Lighting Systems**

Protect each luminaire with a fused splice connector on the line side. Wherever conductors are run overhead, install the fused splice connectors in the line side before entering the mast arm.

**87-20.03J Temporary Signal Systems**

You may splice conductors that run to a terminal compartment or a signal head on a pole to the through conductors of the same phase in a pull box adjacent to the pole. Do not splice conductors or cables except in a pull box or in a NEMA 3R enclosure.

The Department provides the timing for the temporary signal.

Maintain the temporary signal except for the Department-furnished controller assembly.

**87-20.03K Reserved**

**87-20.04 PAYMENT**

Not Used

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Add between the 1st and 2nd paragraphs of section 87-21.03A:

Remove foundation under section 56-3.01C(2)(a).

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Add to section 87-21.03A:

Remove electrical equipment, designated as a hazardous waste.

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Replace item 7 in the list in the 2nd paragraph of section 87-21.03B(2) with:

7. Camera system

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DIVISION XI MATERIALS

**90 CONCRETE**

Add to section 90-1.01B:

**CIP structural concrete members**: CIP components of bridge structures, piling, retaining walls, sound walls, box culverts, drainage inlets, approach slabs, bridge railing, and bridge barriers.
Replace section 90-1.01C(6) with:

90-1.01C(6) Mix Design

90-1.01C(6)(a) General
Submit the concrete mix design before using the concrete in the work and before changing the mix proportions or an aggregate source.

90-1.01C(6)(b) Cast-In-Place Structural Concrete Members

For CIP structural concrete members, submit with your mix design results from the tests specified in 90-1.01D(10)(b)(iv) and the results from the tests shown in the following table:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specific gravity and absorption of coarse aggregate</td>
<td>ASTM C127</td>
</tr>
<tr>
<td>Specific gravity and absorption of fine aggregate</td>
<td>ASTM C128</td>
</tr>
<tr>
<td>Durability index for fine aggregate</td>
<td>California Test 229</td>
</tr>
<tr>
<td>Soundness</td>
<td>California Test 214</td>
</tr>
<tr>
<td>Resistance to degradation</td>
<td>ASTM C131</td>
</tr>
<tr>
<td>Organic impurities</td>
<td>California Test 213</td>
</tr>
<tr>
<td>Chloride concentration of water for washing aggregates and mixing concrete</td>
<td>California Test 422</td>
</tr>
<tr>
<td>Sulfate concentration of water for washing aggregates and mixing concrete</td>
<td>California Test 417</td>
</tr>
<tr>
<td>Impurities in water for washing aggregates and mixing concrete</td>
<td>ASTM C191 or ASTM C266 and ASTM C109</td>
</tr>
</tbody>
</table>

Replace section 90-1.01C(8) with:

90-1.01C(8) Testing

90-1.01C(8)(a) General
If the concrete is tested for shrinkage, submit the test data with the mix design.

If prequalification is specified, submit certified test data or trial batch test reports under section 90-1.01D(5)(b).

If 56 days are allowed for the concrete to attain the compressive strength described, submit test results under section 90-1.01D(5)(a).

90-1.01C(8)(b) Cast-In-Place Structural Concrete Members
For CIP structural concrete members, submit test results within 3 business days after completing each QC test. For submittal of test results, go to:

http://dime.dot.ca.gov/

For CIP structural concrete members, include the following with the test results:

1. Contract number
2. Mix design number
3. Test sample identification number
4. Date and time of test
5. Batch plant
6. Batch number
7. Bridge number and description of element
8. Supporting data and calculations
9. Name, certification number, and signature of the QC tester
If additional compressive strength test results are needed for CIP structural concrete members to facilitate your schedule, submit a plot of the strength projection curve.

Add to the end of section 90-1.01C:

90-1.01C(11) Quality Control Plan for Cast-In-Place Structural Concrete Members
Section 90-1.01C(11) applies to CIP structural concrete members.
Submit 3 copies of the QC plan for review.
Submit an amended QC plan or an addendum to the QC plan when there are any changes to:
1. Concrete plants
2. Testing laboratories
3. Plant certification or laboratory accreditation status
4. Tester or inspector qualification status
5. QC personnel
6. Procedures and equipment
7. Material sources
8. Material testing

Allow the Department 5 business days to review an amended QC plan or an addendum to the QC plan.

90-1.01C(12) Concrete Materials Quality Control Summary Report for Cast-In-Place Structural Concrete Members
Section 90-1.01C(12) applies to CIP structural concrete members.
During concrete production for CIP structural concrete members, submit a concrete materials QC summary report at least once a month. The report must include:
1. Inspection reports.
2. Test results.
3. Documentation of:
   3.1. Test result evaluation by the QC manager
   3.2. Any discovered problems or deficiencies and the corrective actions taken
   3.3. Any testing of repair work performed
   3.4. Any deviations from the specifications or regular practices with explanation
4. Certificate of compliance for the structural concrete material signed by the QC manager. The certificate must state that the information contained in the report is accurate, the minimum testing frequencies specified in section 90-1.01D(10)(b)(iv) are met, and the materials comply with the Contract.

90-1.01C(13) Polymer Fibers
For concrete used in concrete bridge decks or PCC deck overlays, submit:
1. Fiber manufacturer’s product data and application instructions
2. Certificate of compliance for each shipment and type of fiber

Replace the 3rd paragraph of section 90-1.01D(5)(a) with:

If the concrete is designated by compressive strength, the strength of concrete that is not steam cured is determined from cylinders cured under Method 1 of California Test 540.
Add to the end of section 90-1.01D:

90-1.01D(7) Qualifications for Cast-In-Place Structural Concrete Members
Section 90-1.01D(7) applies to CIP structural concrete members.

QC laboratory testing personnel must have an ACI Concrete Laboratory Testing Technician, Level 1 certification or an ACI Aggregate Testing Technician, Level 2 certification, whichever certification includes the test being performed.

QC field testing personnel and field and plant inspection personnel must have an ACI Concrete Field Testing Technician, Grade I certification.

90-1.01D(8) Certifications for Cast-In-Place Structural Concrete Members
Each concrete plant used for CIP structural concrete members must have a current:

1. Certification for ready mixed concrete production facilities from the National Ready Mixed Concrete Association. Plant Certification Checklist and supporting documentation must be available upon request.
2. Authorization under the Department's MPQP.

Each QC testing laboratory must be an authorized laboratory with current accreditation from the AASHTO Accreditation Program for the tests performed.

90-1.01D(9) Preconstruction Meeting for Cast-In-Place Structural Concrete Members
Section 90-1.01D(9) applies to CIP structural concrete members.

Before concrete placement, hold a meeting to discuss the requirements for structural concrete QC. The meeting attendees must include the Engineer, the QC manager, and at least 1 representative from each concrete plant performing CIP structural concrete activities for the Contract.

90-1.01D(10) Quality Control
90-1.01D(10)(a) General
Reserved

90-1.01D(10)(b) Cast-In-Place Structural Concrete Members
90-1.01D(10)(b)(i) General
Section 90-1.01D(10)(b) applies to CIP structural concrete members.

Develop, implement, and maintain a QC program that includes inspection, sampling, and testing of structural concrete materials for CIP structural concrete members.

Perform all sampling, testing, and inspecting required to control the process and to demonstrate compliance with the Contract and the authorized QC plan.

Provide a QC field inspector at the concrete delivery point while placement activities are in progress.

Provide a testing laboratory and the testing personnel for QC testing.

The QC inspector and the QC manager must be fully authorized by the Contractor to reject material.

QC testers and inspectors must be your employees or must be hired by a subcontractor providing only QC services. QC testers and inspectors must not be employed or compensated by a subcontractor or by other persons or entities hired by subcontractors who will provide other services or materials for the project.

If lightweight concrete, RSC, or SCC is used as structural concrete, you must also comply with the sampling and testing specifications of that section.

90-1.01D(10)(b)(ii) Quality Control Plan
The QC plan must detail the methods used to ensure the quality of the work and provide the controls to produce concrete. The QC plan must include:
1. Names and documentation of certification or accreditation of the concrete plants and testing laboratories to be used
2. Names, qualifications, and copies of certifications for the QC manager and all QC testing and inspection personnel to be used
3. Organization chart showing QC personnel and their assigned QC responsibilities
4. Example forms, including forms for certificates of compliance, hard copy test result submittals, and inspection reports
5. Methods and frequencies for performing QC procedures, including inspections and material testing
6. Procedures to control quality characteristics, including standard procedures to address properties outside of the specified operating range or limits, and example reports to document nonconformances and corrective actions taken
7. Procedures for verifying:
   7.1. Materials are properly stored during concrete batching operations
   7.2. Batch plants have the ability to maintain the concrete consistency during periods of extreme heat and cold
   7.3. Admixture dispensers deliver the correct dosage within the accuracy requirements specified
   7.4. Delivery trucks have a valid National Ready Mixed Concrete Association certification card
8. Procedures for verifying that the weighmaster certificate for each load of concrete shows:
   8.1. Concrete as batched complies with the authorized concrete mix design weights
   8.2. Moisture corrections are being accurately applied to the aggregates
   8.3. Cementitious materials are from authorized sources
   8.4. Any water that is added after batching at the plant
9. Procedures for visually inspecting the concrete during discharge operations

Allow the Department 5 business days to review an amended QC plan or an addendum to the QC plan.

**90-1.01D(10)(b)(iii) Quality Control Manager**
Assign a QC manager. The QC manager must have one of the following qualifications:

1. Civil engineering license in the State
2. ACI Concrete Laboratory Testing Technician, Level 1 certification
3. NICET Level II concrete certification
4. ICC Reinforced Concrete Special Inspector certification
5. ASQ Certified Manager of Quality/Organizational Excellence with the qualifying 10 years of experience and body of knowledge in the field of concrete

During concrete placement, the QC manager must be at the plant or job site within 3 hours of receiving notification from the Engineer.

**90-1.01D(10)(b)(iv) Quality Control Testing Frequencies**
For each mix design used to produce CIP structural concrete, perform sampling and testing in compliance with the following tables:

<table>
<thead>
<tr>
<th>Aggregate QC Tests</th>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Minimum testing frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Aggregate gradation</td>
<td>California Test 202</td>
<td>Once per each day of pour</td>
</tr>
<tr>
<td></td>
<td>Sand equivalent</td>
<td>California Test 217</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cleanliness value</td>
<td>California Test 227</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Moisture content of fine aggregate</td>
<td>California Test 226</td>
<td>1–2 times per each day of pour, depending on conditions</td>
</tr>
</tbody>
</table>
Concrete QC Tests

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Minimum testing frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slump</td>
<td>ASTM C143/C143M</td>
<td>Once per 100 cu yd or each day of pour, whichever is more frequent, and when requested by the Engineer</td>
</tr>
<tr>
<td>Uniformity(^a)</td>
<td>ASTM C143/C143M, California Test 533, and California Test 529</td>
<td>When ordered by the Engineer</td>
</tr>
<tr>
<td>Air content, (freeze-thaw area)</td>
<td>California Test 504(^b)</td>
<td>If concrete is air entrained, once per 30 cu yd or each day of pour, whichever is more frequent</td>
</tr>
<tr>
<td>Air content, (non-freeze-thaw area)</td>
<td>California Test 504(^b)</td>
<td>If concrete is air entrained, once per 100 cu yd or each day of pour, whichever is more frequent</td>
</tr>
<tr>
<td>Temperature</td>
<td>California Test 557</td>
<td>Once per 100 cu yd or each day of pour, whichever is more frequent</td>
</tr>
<tr>
<td>Density</td>
<td>California Test 518</td>
<td></td>
</tr>
<tr>
<td>Compressive strength(^c,d)</td>
<td>California Test 521</td>
<td></td>
</tr>
</tbody>
</table>

\(^a\)As specified in section 90-1.01D(4).
\(^b\)Use ASTM C173/C173M for lightweight concrete.
\(^c\)Mark each cylinder with the Contract number, the date and time of sampling, and the weighmaster certificate number.
\(^d\)You may need additional test samples to facilitate your schedule.

90-1.01D(10)(b)(v) Inspection Reports

Document each inspection performed by a QC inspector in an inspection report that includes:

1. Contract number
2. Mix design number
3. Date and time of inspection
4. Plant location
5. Concrete placement location
6. Batch number
7. Reviewed copies of weighmaster certificates
8. Description of the inspection performed
9. Name, certification number, and signature of the QC inspector

90-1.01D(10)(b)(vi) Rejection of Material

If any of the QC concrete test results fail to comply with the specified requirements, the batch of concrete must not be incorporated in the work. Notify the Engineer. Repeat the QC concrete tests on each subsequent batch until the test results comply with the specified requirements.

If 3 consecutive batches fail to comply with the specified requirements, (1) revise concrete operations as necessary to bring the concrete into compliance and (2) increase the frequency of QC testing. The revisions must be authorized before resuming production. After production resumes, you must receive authorization before returning to the QC testing frequency authorized in the QC plan.

90-1.01D(11) Department Acceptance

90-1.01D(11)(a) General

Reserved

90-1.01D(11)(b) Cast-In-Place Structural Concrete Members

The Department accepts concrete incorporated into CIP structural concrete members based on only the Department’s test results. QC test results will not be used for Department acceptance.
Replace the table in the 1st paragraph of section 90-1.02A with:

<table>
<thead>
<tr>
<th>Type of work</th>
<th>Maximum length change of laboratory cast specimens at 28 days drying (average of 3) (percent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paving and approach slab concrete</td>
<td>0.050</td>
</tr>
<tr>
<td>Bridge deck concrete</td>
<td>0.032</td>
</tr>
</tbody>
</table>

Add to the end of section 90-1.02A:

For new bridge decks or PCC deck overlays, fibers must comply with ASTM D7508. Microfibers must be from 1/2 to 2 inches long. Macrofibers must be from 1 to 2-1/2 inches long.

Replace the table in section 90-1.02G(6) with:

<table>
<thead>
<tr>
<th>Type of work</th>
<th>Nominal Penetration</th>
<th>Slump Penetration</th>
<th>Maximum Penetration</th>
<th>Slump Penetration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete pavement</td>
<td>0–1</td>
<td>--</td>
<td>1.5</td>
<td>--</td>
</tr>
<tr>
<td>Nonreinforced concrete members</td>
<td>0–1.5</td>
<td>--</td>
<td>2</td>
<td>--</td>
</tr>
<tr>
<td>Reinforced concrete structures with:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sections over 12 inches thick</td>
<td>0–1.5</td>
<td>1–3</td>
<td>2.5</td>
<td>5</td>
</tr>
<tr>
<td>Sections 12 inches thick or less</td>
<td>0–2</td>
<td>1–4</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Concrete placed under water</td>
<td>--</td>
<td>6–8</td>
<td>--</td>
<td>9</td>
</tr>
<tr>
<td>CIP concrete piles</td>
<td>2.5–3.5</td>
<td>5–7</td>
<td>4</td>
<td>8</td>
</tr>
</tbody>
</table>

Replace the introductory clause of the 6th paragraph of section 90-1.02H with:

For pavement, the total cementitious material must be composed of one of the following options, by weight:

Add after the 6th paragraph of section 90-1.02H:

For structures, the total cementitious material must be composed of one of the following options, by weight:

1. 25 percent natural pozzolan or fly ash with a CaO content of up to 10 percent and 75 percent portland cement.
2. 20 percent natural pozzolan or fly ash with a CaO content of up to 10 percent, 5 percent silica fume, and 75 percent portland cement.
3. 12 percent silica fume, metakaolin, or UFFA, and 88 percent portland cement.
4. 50 percent GGBFS and 50 percent portland cement.
5. 25 to 50 percent fly ash with a CaO content of up to 10 percent, and no natural pozzolan. The remaining portion of the cementitious material must be portland cement or a combination of portland cement and UFFA, metakaolin, GGBFS, or silica fume.
Replace section 90-1.03B(2) with:

90-1.03B(2) Water Method

The water method must consist of keeping the concrete continuously wet by applying water for a curing period of at least 7 days after the concrete is placed.

Keep the concrete surface wet by applying water with an atomizing nozzle that forms a mist until the surface is covered with curing media. Do not allow the water to flow over or wash the concrete surface. At the end of the curing period, remove curing media.

Use any of the following curing media to retain moisture:

1. Mats, rugs, or carpets
2. Earth or sand blankets
3. Sheeting materials complying with the durability and water vapor transmission rate specified in section 5 of ASTM C171

To ensure proper coverage during curing:

1. Cover the entire concrete surface with the curing media
2. Secure the curing media joints to retain moisture
3. Keep the curing media within 3 inches of the concrete at all points along the surface being cured

Monitor concrete surface temperature during curing. Ensure that surface temperature is maintained at 140 degrees F or below. If the surface temperature exceeds 140 degrees F, determine cause and provide alternative curing methods to the Engineer for authorization.

Add to section 90-3.01D:

90-3.01D(5) Shrinkage

Items 2 and 3 in the 1st paragraph of section 90-1.01D(3) do not apply.

Test the RSC for shrinkage as specified in section 90-1.01D(3) except:

1. Remove each specimen from the mold at the time of 1 hour +/- 15 min before the initial comparator reading and place the specimen in lime-saturated water at 73 ± 3 degrees F until the initial comparator reading
2. Take a comparator reading at an age of 10 times the final set time or 24 hours, whichever is earlier, and record it as the initial reading

Delete the 2nd paragraph of section 90-3.02A.

Replace the 7th paragraph of section 90-3.02B(4) with:

The volumetric mixer must be equipped such that accuracy checks can be made. Recalibrate the proportioning devices at a minimum of every 90 days or when you change the source or type of any ingredient.

Replace the 2nd paragraph of section 90-4.01A with:

The specifications for (1) shrinkage in section 90-1.02A, (2) shrinkage reducing chemical admixture in section 51-1.02B, and (3) polymer fibers in section 51-1.02B do not apply to PC concrete members.
Add to section 90-4.01C(1):
Submit your QC test results for the tests performed under section 90-4.01D as an informational submittal. The QC test results must be submitted electronically through the Data Interchange for Materials Engineering website within 3 business days of completion of each QC test and must include the concrete mix design number.

92 ASPHALT BINDERS
10-16-20
Add to the beginning of section 92-1.01D(3):
Take samples of asphalt binder under California Test 125.

Delete the 2nd sentence in the 3rd paragraph of section 92-1.01D(3).

94 ASPHALTIC EMULSIONS
10-16-20
Replace section 94 with:

94-1.01 GENERAL
94-1.01A Summary
Section 94 includes specifications for furnishing asphaltic emulsions.

94-1.01B Definitions
Reserved

94-1.01C Submittals
Submit an SDS for each shipment of asphaltic emulsion to the job site.

If you use the asphaltic emulsion before the Department’s sampling and testing is complete, submit a certificate of compliance for each shipment to the job site. The certificate of compliance must include:

1. Shipment number and date
2. Source asphalt emulsion plant, consignee, and destination
3. Type and description of material with specific gravity and quantity
4. Contract or purchase order number
5. Signature by the manufacturer of the material
6. Certified test results

If no certificate of compliance is submitted, do not use asphaltic emulsion until authorized.

94-1.01D Quality Assurance
Take samples of asphaltic emulsion under California Test 125.
Store samples in clean and airtight sealed containers. Samples taken must be placed in wide mouth plastic containers and taken in the presence of the Engineer. Samples must be stored at temperatures from 40 to 120 degrees F until submitted for testing.

94-1.02 MATERIALS

94-1.02A General

Asphaltic emulsions must be composed of a bituminous material uniformly emulsified with water and an emulsifying or a stabilizing agent. Polymer-modified asphaltic emulsion must contain a polymer.

Rapid-setting asphaltic emulsions must be tested within 7 days after delivery to job site. All other asphaltic emulsions must be tested within 14 days of delivery to job site. The asphaltic emulsion must be homogeneous after thorough mixing and not separated by freezing. Asphaltic emulsion separated by freezing will not be tested.

94-1.02B Slow-Setting Anionic Asphaltic Emulsions

Slow-setting anionic asphaltic emulsion must comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saybolt Furol viscosity, at 25 °C (Saybolt Furol seconds)</td>
<td>AASHTO T 59</td>
<td>20–100</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Cement mixing test (max, %)</td>
<td></td>
<td>2.0</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td></td>
<td>0.10</td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %)³</td>
<td></td>
<td>57</td>
</tr>
</tbody>
</table>

Tests on residue:
- Penetration, 25 °C (dmm)
- Ductility, 25 °C (min, mm)
- Solubility in trichloroethylene (min, %)

³Distillation is the defining test if there is a conflict with evaporation.

94-1.02C Slow-Setting Cationic Asphaltic Emulsions

Slow-setting cationic asphaltic emulsion must comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saybolt Furol viscosity, at 25 °C (Saybolt Furol seconds)</td>
<td>AASHTO T 59</td>
<td>20–100</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Particle charge²</td>
<td></td>
<td>Positive</td>
</tr>
<tr>
<td>Cement mixing test (max, %)</td>
<td></td>
<td>2.0</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td></td>
<td>0.10</td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %)²</td>
<td></td>
<td>57</td>
</tr>
</tbody>
</table>

Tests on residue:
- Penetration, 25 °C (dmm)
- Ductility, 25 °C (min, mm)
- Solubility in trichloroethylene (min, %)

²Must comply with a pH requirement of 6.7 maximum under ASTM E70 if the particle charge test result is inconclusive.

³Distillation is the defining test if there is a conflict with evaporation.
94-1.02D Rapid-Setting Cationic Asphaltic Emulsions

Rapid-setting cationic asphaltic emulsion must comply with the requirements shown in the following table:

### Rapid-Setting Cationic Asphaltic Emulsion Requirements

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Grade CRS-1</td>
</tr>
<tr>
<td>Saybolt Furol viscosity, at 50 °C (Saybolt Furol seconds)</td>
<td></td>
<td>20–100</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td>AASHTO T 59</td>
<td>1</td>
</tr>
<tr>
<td>Demulsibility (min, %) a</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>Particle charge b</td>
<td></td>
<td>Positive</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td></td>
<td>0.10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Grade CRS-1</td>
</tr>
<tr>
<td>Penetration, 25 °C (dmm)</td>
<td>AASHTO T 49</td>
<td>100–250</td>
</tr>
<tr>
<td>Ductility, 25 °C, 50 mm/minute (min, mm)</td>
<td>AASHTO T 51</td>
<td>400</td>
</tr>
<tr>
<td>Solubility in trichloroethylene (min, %)</td>
<td>AASHTO T 44</td>
<td>97.5</td>
</tr>
</tbody>
</table>

aUse 35 ml of 0.8% sodium dioctyl sulfosuccinate solution.
bMust comply with a pH requirement of 6.7 maximum under ASTM E70 if the particle charge test result is inconclusive.
cDistillation is the defining test if there is a conflict with evaporation.

94-1.02E Cationic Emulsified Recycling Agent

Cationic emulsified recycling agent for cold-in-place recycling must comply with the requirements shown in the following table:

### Cationic Emulsified Asphalt Requirements

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Emulsified recycling agent</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td>AASHTO T 59</td>
<td>0.10</td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %) a</td>
<td></td>
<td>63</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Emulsified recycling agent</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td>AASHTO T 59</td>
<td>Positive</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tests on residue:</th>
<th>AASHTO T 49</th>
<th>40–120</th>
</tr>
</thead>
<tbody>
<tr>
<td>Penetration, 25 °C (dmm)</td>
<td>AASHTO T 51</td>
<td>400</td>
</tr>
<tr>
<td>Ductility, 25 °C (min, mm)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creep stiffness:</td>
<td>AASHTO T 313</td>
<td>-12</td>
</tr>
<tr>
<td>Test temperature (°C)</td>
<td></td>
<td>300</td>
</tr>
<tr>
<td>S-value (max, MPa)</td>
<td></td>
<td>0.300</td>
</tr>
<tr>
<td>M-value (min)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

aDistillation is the defining test if there is a conflict with evaporation.
bMust comply with a pH requirement of 6.7 maximum under ASTM E70 if the particle charge test result is inconclusive.

94-1.02F Rapid-Setting Polymer-Modified Asphaltic Emulsions

Rapid-setting polymer-modified asphaltic emulsion must comply with the requirements shown in the following table:

## Table of Contents

- [94-1.02D Rapid-Setting Cationic Asphaltic Emulsions](#)
  - Rapid-setting cationic asphaltic emulsion must comply with the requirements shown in the following table:
    - ### Rapid-Setting Cationic Asphaltic Emulsion Requirements
    - Quality characteristic | Test method | Requirement |
      | | Grade CRS-1 | Grade CRS-2 | Grade CRS-1h | Grade CRS-2h |
      | Saybolt Furol viscosity, at 50 °C (Saybolt Furol seconds) | | 20–100 | 100–400 | 20–100 | 100–400 |
      | Storage stability test, 1 day (max, %) | AASHTO T 59 | 1 |
      | Demulsibility (min, %) a | | 40 |
      | Particle charge b | | Positive |
      | Sieve test (max, %) | | 0.10 |
      | Penetration, 25 °C (dmm) | AASHTO T 49 | 100–250 | 40–90 |
      | Ductility, 25 °C, 50 mm/minute (min, mm) | AASHTO T 51 | 400 | 400 |
      | Solubility in trichloroethylene (min, %) | AASHTO T 44 | 97.5 | 97.5 |
  - aUse 35 ml of 0.8% sodium dioctyl sulfosuccinate solution.
  - bMust comply with a pH requirement of 6.7 maximum under ASTM E70 if the particle charge test result is inconclusive.
  - cDistillation is the defining test if there is a conflict with evaporation.
- [94-1.02E Cationic Emulsified Recycling Agent](#)
  - Cationic emulsified recycling agent for cold-in-place recycling must comply with the requirements shown in the following table:
    - ### Cationic Emulsified Asphalt Requirements
    - Quality characteristic | Test method | Requirement |
      | | Emulsified recycling agent |
      | Sieve test (max, %) | AASHTO T 59 | 0.10 |
      | Residue from distillation or evaporation test (min, %) a | | 63 |
      | Sieve test (max, %) | AASHTO T 59 | Positive |
      | Tests on residue: | AASHTO T 49 | 40–120 |
      | Penetration, 25 °C (dmm) | AASHTO T 51 | 400 |
      | Ductility, 25 °C (min, mm) | | |
      | Creep stiffness: | AASHTO T 313 | -12 |
      | Test temperature (°C) | | 300 |
      | S-value (max, MPa) | | 0.300 |
      | M-value (min) | | |
  - aDistillation is the defining test if there is a conflict with evaporation.
  - bMust comply with a pH requirement of 6.7 maximum under ASTM E70 if the particle charge test result is inconclusive.
- [94-1.02F Rapid-Setting Polymer-Modified Asphaltic Emulsions](#)
  - Rapid-setting polymer-modified asphaltic emulsion must comply with the requirements shown in the following table:
Rapid-Setting Polymer-Modified Asphaltic Emulsion Requirements

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saybolt Furol viscosity, at 50 °C</td>
<td>AASHTO T 59c</td>
<td>PMCRS-2</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td></td>
<td>PMCRS-2h</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Demulsibility (min, %)</td>
<td></td>
<td>40b</td>
</tr>
<tr>
<td>Particle charge</td>
<td></td>
<td>Positive</td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %)</td>
<td></td>
<td>65</td>
</tr>
</tbody>
</table>

Tests on residue:
- Penetration, 25 °C (dmm) AASHTO T 49 100–200 40–90
- Ductility, 25 °C (min, mm) AASHTO T 51 400 400
- Torsional recovery (min, %) California Test 332 20 20
  or
- Elastic recovery, 25 °C (min, %) California Test 301 65 65
- Penetration, 4 °C, 200 g for 60 seconds (min, dmm) AASHTO T 49 6 6
- Ring and Ball Softening Point (min, °C) AASHTO T 53 57 57

- Use 35 ml of 0.8% sodium dioctyl sulfosuccinate solution.
- Must comply with a pH requirement of 6.7 maximum under ASTM E70 if the particle charge test result is inconclusive.
- Distillation is the defining test if there is a conflict with evaporation.
- Elastic recovery is the defining test if there is a conflict with torsional recovery.
- Distillation temperature of 350 °F.

94-1.02G Bonded Wearing Course Asphaltic Emulsions

Bonded wearing course asphaltic emulsion must comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saybolt Furol viscosity, at 25 °C</td>
<td>AASHTO T 59c</td>
<td>20–100</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td></td>
<td>0.05</td>
</tr>
<tr>
<td>Particle charge</td>
<td></td>
<td>Positive</td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %)</td>
<td></td>
<td>63</td>
</tr>
</tbody>
</table>

Tests on residue:
- Penetration, 25 °C (dmm) AASHTO T 49 70–150
- Torsional recovery (min, %) California Test 332 40

- Must comply with a pH requirement of 6.7 maximum under ASTM E70 if the particle charge test result is inconclusive.
- Distillation is the defining test if there is a conflict with evaporation.
- Distillation temperature of 350 °F.
- Measure the entire arc of recovery at 25 °C.

94-1.02H Rapid-Setting Polymer-Modified Rejuvenating Asphaltic Emulsions

Rapid-setting polymer-modified rejuvenating asphaltic emulsion must comply with the requirements shown in the following table:
Rapid-Setting Polymer-Modified Rejuvenating Asphaltic Emulsion Requirements

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement Grade PMRE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saybolt Furol viscosity, at 50 °C (Saybolt Furol seconds)</td>
<td>AASHTO T 59d</td>
<td>50–350</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td>AASHTO T 59d</td>
<td>1</td>
</tr>
<tr>
<td>Sieve (max, %)</td>
<td></td>
<td>0.30</td>
</tr>
<tr>
<td>Oil distillate (max, %)</td>
<td></td>
<td>0.5</td>
</tr>
<tr>
<td>Particle charge a</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>Demulsibility (min, %) b</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %) c</td>
<td>65</td>
<td></td>
</tr>
<tr>
<td>pH</td>
<td>ASTM E70</td>
<td>2.0–5.0</td>
</tr>
</tbody>
</table>

Tests on residue:
- Viscosity, at 60 °C (max, Pa-s) AASHTO T 202 e, f 5000
- Penetration, 4 °C (dmm) AASHTO T 49 40–70
- Elastic recovery, 25 °C (min, %) AASHTO T 301 g 60

<table>
<thead>
<tr>
<th>Tests on residue:</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viscosity, at 60 °C (cSt)</td>
<td>AASHTO T 201</td>
<td>50–175</td>
</tr>
<tr>
<td>Flash point (min, °C)</td>
<td>AASHTO T 48</td>
<td>193</td>
</tr>
<tr>
<td>Saturate (max, % by weight)</td>
<td>ASTM D2007</td>
<td>30</td>
</tr>
<tr>
<td>Asphaltene (max)</td>
<td>ASTM D2007</td>
<td>1.0</td>
</tr>
</tbody>
</table>

Tests on rejuvenating agent Rolling Thin-Film Oven Test residue:
- Weight change (max, %) AASHTO T 240 6.5 |
- Viscosity ratio (max) a |

<table>
<thead>
<tr>
<th>Tests on rejuvenating agent Rolling Thin-Film Oven Test residue:</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight change (max, %)</td>
<td>AASHTO T 240</td>
<td>6.5</td>
</tr>
<tr>
<td>Viscosity ratio (max) a</td>
<td></td>
<td>3</td>
</tr>
</tbody>
</table>

Rejuvenating agent for rapid-setting polymer-modified rejuvenating asphaltic emulsion must comply with the requirements shown in the following table:

Rejuvenating Agent Requirements

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viscosity, at 60 °C (cSt)</td>
<td>AASHTO T 201</td>
<td>50–175</td>
</tr>
<tr>
<td>Flash point (min, °C)</td>
<td>AASHTO T 48</td>
<td>193</td>
</tr>
<tr>
<td>Saturate (max, % by weight)</td>
<td>ASTM D2007</td>
<td>30</td>
</tr>
<tr>
<td>Asphaltene (max)</td>
<td>ASTM D2007</td>
<td>1.0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tests on rejuvenating agent Rolling Thin-Film Oven Test residue:</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight change (max, %)</td>
<td>AASHTO T 240</td>
<td>6.5</td>
</tr>
<tr>
<td>Viscosity ratio (max) a</td>
<td></td>
<td>3</td>
</tr>
</tbody>
</table>

a Rolling Thin-Film Oven Test (RTFOT) viscosity divided by the original viscosity.

94-1.021 Quick-Setting Asphaltic Emulsions
Quick-setting asphaltic emulsion must comply with the requirements shown in the following table:
### Quick-Setting Asphaltic Emulsion Requirements

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Anionic</td>
</tr>
<tr>
<td>Saybolt Furol viscosity, at 25 °C (Saybolt Furol seconds)</td>
<td>AASHTO T 59</td>
<td>15–90</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Particle charge(^a)</td>
<td>AASHTO T 49</td>
<td>100–200</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td>AASHTO T 51</td>
<td>400</td>
</tr>
<tr>
<td></td>
<td>AASHTO T 44</td>
<td>97.5</td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %)(^b)</td>
<td>57</td>
<td></td>
</tr>
</tbody>
</table>

\(^a\)If the result of the particle charge test is inconclusive; the asphaltic emulsion must be tested for pH under ASTM E70. Grade QS-1h asphaltic emulsion must have a minimum pH of 7.3. Grade CQS-1h asphaltic emulsion must have a maximum pH of 6.7.

\(^b\)Distillation is the defining test if there is a conflict with evaporation.

### 94-1.02J Quick-Setting Polymer-Modified Cationic Asphaltic Emulsions

Quick-setting polymer-modified cationic asphaltic emulsion must comply with the requirements shown in the following table:

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saybolt Furol viscosity, at 25 °C (Saybolt Furol seconds)</td>
<td>AASHTO T 59(^d)</td>
<td>15–90</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td></td>
<td>0.30</td>
</tr>
<tr>
<td>Particle charge(^a)</td>
<td></td>
<td>Positive</td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %)(^f)</td>
<td>60</td>
<td></td>
</tr>
</tbody>
</table>

\(^a\)If the result of the particle charge test is inconclusive; the asphaltic emulsion must be tested for pH under ASTM E70.

\(^f\)Distillation is the defining test if there is a conflict with evaporation.

### 94-1.02K Micro Surfacing Emulsions

Micro surfacing emulsion must comply with the requirements shown in the following table:
# Micro Surfacing Emulsion Requirements

<table>
<thead>
<tr>
<th>Quality characteristic</th>
<th>Test method</th>
<th>Requirement Grade MSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saybolt Furol viscosity, at 25 °C (Saybolt Furol seconds)</td>
<td></td>
<td>15–90</td>
</tr>
<tr>
<td>Storage stability test, 1 day (max, %)</td>
<td>AASHTO T 59&lt;sup&gt;c&lt;/sup&gt;</td>
<td>1</td>
</tr>
<tr>
<td>Sieve test (max, %)</td>
<td></td>
<td>0.30</td>
</tr>
<tr>
<td>Particle charge&lt;sup&gt;a&lt;/sup&gt;</td>
<td>Positive</td>
<td></td>
</tr>
<tr>
<td>Residue from distillation or evaporation test (min, %)&lt;sup&gt;b&lt;/sup&gt;</td>
<td></td>
<td>62</td>
</tr>
<tr>
<td>Tests on residue:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Penetration, 25 °C (dmm)</td>
<td>AASHTO T 49</td>
<td>40–90</td>
</tr>
<tr>
<td>Softening point (min, °C)</td>
<td>AASHTO T 53</td>
<td>57</td>
</tr>
<tr>
<td>Torsional recovery (min, %)&lt;sup&gt;d&lt;/sup&gt;</td>
<td>California Test 332</td>
<td>20</td>
</tr>
<tr>
<td>or</td>
<td>AASHTO T 301</td>
<td>65</td>
</tr>
<tr>
<td>Elastic recovery, 25 °C (min, %)&lt;sup&gt;d&lt;/sup&gt;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<sup>a</sup>If the result of the particle charge test is inconclusive; the asphaltic emulsion must be tested for pH under ASTM E70.

<sup>b</sup>Distillation is the defining test if there is a conflict with evaporation.

<sup>c</sup>Distillation temperature of 350 °F.

<sup>d</sup>Elastic recovery is the defining test if there is a conflict with torsional recovery.

## 94-1.03 CONSTRUCTION

Not Used

## 94-1.04 PAYMENT

The quantity of asphaltic emulsion is the weight determined before the addition of any water.

The weight of asphaltic emulsion is determined from volumetric measurements if:

1. Partial loads are used
2. Scale is not available within 20 miles
3. Asphaltic emulsion is delivered in:
   3.1. Trucks with each tank calibrated and accompanied by its measuring stick and calibration card
   3.2. Trucks equipped with a vehicle tank meter and a calibrated thermometer that determines the asphalt temperature at delivery

For volumetric measurements, the measured volume of asphaltic emulsion is reduced to the volume the material would occupy at 60 degrees F. One ton of asphaltic emulsion at 60 degrees F equals 240 gal. One gallon of asphaltic emulsion at 60 degrees F equals 8.33 lb.

Convert volume to weight using the factors shown in the following table:
### Conversion Table

<table>
<thead>
<tr>
<th>( t )</th>
<th>( M )</th>
<th>( t )</th>
<th>( M )</th>
<th>( t )</th>
<th>( M )</th>
<th>( t )</th>
<th>( M )</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>1.00000</td>
<td>83</td>
<td>0.99425</td>
<td>106</td>
<td>0.98850</td>
<td>129</td>
<td>0.98275</td>
</tr>
<tr>
<td>61</td>
<td>0.99975</td>
<td>84</td>
<td>0.99400</td>
<td>107</td>
<td>0.98825</td>
<td>130</td>
<td>0.98250</td>
</tr>
<tr>
<td>62</td>
<td>0.99950</td>
<td>85</td>
<td>0.99375</td>
<td>108</td>
<td>0.98800</td>
<td>131</td>
<td>0.98225</td>
</tr>
<tr>
<td>63</td>
<td>0.99925</td>
<td>86</td>
<td>0.99350</td>
<td>109</td>
<td>0.98775</td>
<td>132</td>
<td>0.98200</td>
</tr>
<tr>
<td>64</td>
<td>0.99900</td>
<td>87</td>
<td>0.99325</td>
<td>110</td>
<td>0.98750</td>
<td>133</td>
<td>0.98175</td>
</tr>
<tr>
<td>65</td>
<td>0.99875</td>
<td>88</td>
<td>0.99300</td>
<td>111</td>
<td>0.98725</td>
<td>134</td>
<td>0.98150</td>
</tr>
<tr>
<td>66</td>
<td>0.99850</td>
<td>89</td>
<td>0.99275</td>
<td>112</td>
<td>0.98700</td>
<td>135</td>
<td>0.98125</td>
</tr>
<tr>
<td>67</td>
<td>0.99825</td>
<td>90</td>
<td>0.99250</td>
<td>113</td>
<td>0.98675</td>
<td>136</td>
<td>0.98100</td>
</tr>
<tr>
<td>68</td>
<td>0.99800</td>
<td>91</td>
<td>0.99225</td>
<td>114</td>
<td>0.98650</td>
<td>137</td>
<td>0.98075</td>
</tr>
<tr>
<td>69</td>
<td>0.99775</td>
<td>92</td>
<td>0.99200</td>
<td>115</td>
<td>0.98625</td>
<td>138</td>
<td>0.98050</td>
</tr>
<tr>
<td>70</td>
<td>0.99750</td>
<td>93</td>
<td>0.99175</td>
<td>116</td>
<td>0.98600</td>
<td>139</td>
<td>0.98025</td>
</tr>
<tr>
<td>71</td>
<td>0.99725</td>
<td>94</td>
<td>0.99150</td>
<td>117</td>
<td>0.98575</td>
<td>140</td>
<td>0.98000</td>
</tr>
<tr>
<td>72</td>
<td>0.99700</td>
<td>95</td>
<td>0.99125</td>
<td>118</td>
<td>0.98550</td>
<td>141</td>
<td>0.97975</td>
</tr>
<tr>
<td>73</td>
<td>0.99675</td>
<td>96</td>
<td>0.99100</td>
<td>119</td>
<td>0.98525</td>
<td>142</td>
<td>0.97950</td>
</tr>
<tr>
<td>74</td>
<td>0.99650</td>
<td>97</td>
<td>0.99075</td>
<td>120</td>
<td>0.98500</td>
<td>143</td>
<td>0.97925</td>
</tr>
<tr>
<td>75</td>
<td>0.99625</td>
<td>98</td>
<td>0.99050</td>
<td>121</td>
<td>0.98475</td>
<td>144</td>
<td>0.97900</td>
</tr>
<tr>
<td>76</td>
<td>0.99600</td>
<td>99</td>
<td>0.99025</td>
<td>122</td>
<td>0.98450</td>
<td>145</td>
<td>0.97875</td>
</tr>
<tr>
<td>77</td>
<td>0.99575</td>
<td>100</td>
<td>0.99000</td>
<td>123</td>
<td>0.98425</td>
<td>146</td>
<td>0.97850</td>
</tr>
<tr>
<td>78</td>
<td>0.99550</td>
<td>101</td>
<td>0.98975</td>
<td>124</td>
<td>0.98400</td>
<td>147</td>
<td>0.97825</td>
</tr>
<tr>
<td>79</td>
<td>0.99525</td>
<td>102</td>
<td>0.98950</td>
<td>125</td>
<td>0.98375</td>
<td>148</td>
<td>0.97800</td>
</tr>
<tr>
<td>80</td>
<td>0.99500</td>
<td>103</td>
<td>0.98925</td>
<td>126</td>
<td>0.98350</td>
<td>149</td>
<td>0.97775</td>
</tr>
<tr>
<td>81</td>
<td>0.99475</td>
<td>104</td>
<td>0.98900</td>
<td>127</td>
<td>0.98325</td>
<td>150</td>
<td>0.97750</td>
</tr>
<tr>
<td>82</td>
<td>0.99450</td>
<td>105</td>
<td>0.98875</td>
<td>128</td>
<td>0.98300</td>
<td>151</td>
<td>0.97725</td>
</tr>
</tbody>
</table>

\( t \) = observed temperature in degrees F

\( M \) = multiplier for reducing volumes to the basis of 60 °F

---

**95 EPOXY**

04-17-20

Replace section 95-1.02E with:

95-1.02E  Epoxy Adhesive for Pavement Markers

Epoxy adhesive for bonding pavement markers to concrete and HMA must comply with ASTM C881/C881M, Type IV, Grade 3, Class B or C except the gel time for epoxy adhesive may be less than 30 minutes.

Use Class B whenever the surface temperature is from 40 to 60 degrees F. Use Class C whenever the surface temperature is above 60 degrees F.

Replace section 95-1.02F with:

95-1.02F  Reserved

04-17-20

Delete the 2nd paragraph of section 95-1.02G.
Replace section 95-1.02H with:

95-1.02H Epoxy Resin Adhesive for Pressure Injection Grouting of Concrete Pavement

Epoxy resin pressure injected into concrete must comply with ASTM C881/C881M, Type IV, Grade 1 except the epoxy must have a minimum bond strength of 3000 psi at 14 days.

96 GEOSYNTHETICS

Replace the row for Apparent opening size in the table in the 2nd paragraph of section 96-1.02B with:

<table>
<thead>
<tr>
<th>Apparent opening size, average roll value (max, µm(US Sieve))</th>
<th>ASTM D4751</th>
<th>425(40)</th>
<th>250(60)</th>
<th>212(70)</th>
</tr>
</thead>
</table>

Replace the row for Apparent opening size in the table in the 1st paragraph of section 96-1.02E with:

<table>
<thead>
<tr>
<th>Apparent opening size, average roll value (max, µm(US Sieve))</th>
<th>ASTM D4751</th>
<th>600(30)</th>
<th>300(50)</th>
</tr>
</thead>
</table>

Replace the row for Apparent opening size in the table in the 1st paragraph of section 96-1.02F with:

<table>
<thead>
<tr>
<th>Apparent opening size, average roll value (max, µm(US Sieve))</th>
<th>ASTM D4751</th>
<th>425(40)</th>
</tr>
</thead>
</table>

Replace the row for Apparent opening size in the table in the 1st paragraph of section 96-1.02G with:

<table>
<thead>
<tr>
<th>Apparent opening size, average roll value (max, µm(US Sieve))</th>
<th>ASTM D4751</th>
<th>600(30)</th>
<th>300(50)</th>
</tr>
</thead>
</table>

Replace the row for Apparent opening size in the table in the 1st paragraph of section 96-1.02H with:

<table>
<thead>
<tr>
<th>Apparent opening size, average roll value (max, µm(US Sieve))</th>
<th>ASTM D4751</th>
<th>600(30)</th>
<th>300(50)</th>
</tr>
</thead>
</table>
Replace the row for Apparent opening size in the table in the 3rd paragraph of section 96-1.02I with:

<table>
<thead>
<tr>
<th>Apparent opening size (min and max, µm(US Sieve))</th>
<th>ASTM D4751</th>
<th>150(100)–212(70)</th>
<th>150(100)–212(70)</th>
</tr>
</thead>
</table>

Replace the row for Apparent opening size in the table in the 2nd paragraph of section 96-1.02O with:

<table>
<thead>
<tr>
<th>Apparent opening size (max, µm(US Sieve))</th>
<th>ASTM D4751</th>
<th>300(50)</th>
<th>300(50)</th>
<th>600(30)</th>
<th>300(50)</th>
<th>300(50)</th>
</tr>
</thead>
</table>

Replace the 3rd table in the 3rd paragraph of section 96-1.02R with:

<table>
<thead>
<tr>
<th>Cushion Fabric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quality characteristic</td>
</tr>
<tr>
<td>------------------------</td>
</tr>
<tr>
<td>Mass per unit area (oz/sq yd)</td>
</tr>
<tr>
<td>Grab tensile break strength (min, lb)</td>
</tr>
<tr>
<td>Grab tensile break elongation (min, %)</td>
</tr>
<tr>
<td>Puncture strength (min, lb)</td>
</tr>
<tr>
<td>Trapezoidal tear strength (min, lb)</td>
</tr>
<tr>
<td>UV resistance (min, %)</td>
</tr>
</tbody>
</table>