

TECHNICAL SPECIFICATIONS

ANCHORS STREET NORTHWEST STORMWATER IMPROVEMENTS

Prepared For:

CITY OF FORT WALTON BEACH
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February 7, 2019
Release for Bid
Addendum No. 1

Tonia D. Nation, P.E.
Florida Registration #64631
DATE: February 1, 2019

AVCON, Inc.
320 Bayshore Drive, Suite A
Niceville, Florida 32578
Certificate of Authorization # 5057

BID SCHEDULE - UNIT PRICES

CONTRACTOR: _____ **DATE:** _____

PROJECT NAME: **ANCHORS STREET NORTHWEST STORMWATER IMPROVEMENTS**

BID SCHEDULE

This bid schedule includes a Base Bid and two Bid Alternates. ***The Basis of Award shall be the Base Bid amount.***

BASE BID: Anchors Street NW Stormwater Improvement Project – PHASE I

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
1	101-1	<u>Mobilization</u> _____ dollars and _____ cents	LS	1		
2	102-1	<u>Maintenance of Traffic</u> _____ dollars and _____ cents	LS	1		
3	104-1	<u>Prevention, Control, and Abatement of Erosion and Water Pollution</u> _____ dollars and _____ cents	LS	1		
4	110-1	<u>Demolition – Existing Pipe Removal</u> _____ dollars and _____ cents	LF	1,818		
5	110-2	<u>Demolition – Stormwater Structure Removal</u> _____ dollars and _____ cents	EA	12		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
6	110-3	<u>Demolition – Asphalt Pavement and Concrete</u> dollars and cents	SY	800		
7	110-4	<u>Demolition – Miscellaneous</u> dollars and cents	LS	1		
8	334-1	<u>Asphalt Pavement Repair / Replacement</u> dollars and cents	SY	605		
9	425-1	<u>FDOT Type C DBI</u> dollars and cents	EA	1		
10	425-2	<u>FDOT Type G DBI</u> dollars and cents	EA	2		
11	425-3	<u>CIP Curb Inlet Top, FDOT Type F Bottom</u> dollars and cents	EA	1		
12	425-4	<u>Round Riser Manhole Top, FDOT Type J Alt. B Bottom 3'-0" x 5'-0"</u> dollars and cents	EA	1		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
13	425-5	<u>Round Riser Manhole Top, FDOT Type J Alt. B Bottom 5'-0" x 5'-0"</u> _____ dollars and _____ cents	EA	1		
14	425-6	<u>CIP Curb Inlet Top, FDOT Type J Alt. B Bottom 3'-0" x 8'-0"</u> _____ dollars and _____ cents	EA	1		
15	425-7	<u>CIP Curb Inlet Top, FDOT Type J Alt. B Bottom 5'-0" x 5'-6"</u> _____ dollars and _____ cents	EA	3		
16	425-8	<u>CIP Curb Inlet Top, FDOT Type J Alt. B Bottom 12'-0" x 15'-0"</u> _____ dollars and _____ cents	EA	1		
17	425-9	<u>Straight Concrete Endwall, FDOT Std. Index No. 250</u> _____ dollars and _____ cents	EA	1		
18	430-1	<u>14" x 23" ERCP</u> _____ dollars and _____ cents	LF	18		
19	430-2	<u>19" x 30" ERCP</u> _____ dollars and _____ cents	LF	152		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
20	430-3	<u>24" x 38" ERCP</u> _____ dollars and _____ cents	LF	1,760		
21	430-4	<u>38" x 60" ERCP</u> _____ dollars and _____ cents	LF	31		
22	520-1	<u>D-Curb Demolition & Repair</u> _____ dollars and _____ cents	LF	75		
23	520-2	<u>F-Curb Demolition & Repair</u> _____ dollars and _____ cents	LF	31		
24	520-3	<u>Rollover Curb Demolition & Repair</u> _____ dollars and _____ cents	LF	132		
25	522-1	<u>Concrete Sidewalk</u> _____ dollars and _____ cents	SY	146		
26	522-2	<u>Concrete Driveway</u> _____ dollars and _____ cents	SY	50		
27	981-1	<u>Sodding</u> _____ dollars and _____ cents	SY	1,980		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
28	AL-1	<u>Special Provision #1 – Miscellaneous Modifications</u> dollars and cents	AL	1	\$10,000.00	\$10,000.00
29	02660-1	2" PVC Potable Waterline & Gate Valve & Box Assembly dollars and cents	EA	1		

For all work required to perform the work specified above in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits BASE BID amount of:

BASE BID AMOUNT (in words): _____ Dollars and
 _____ cents

(\$ _____)
 (amount in numbers)

Note: Total amount shall equal the sum of the totals for Bid Items No. 1 through 29.

BID ALTERNATE NO. 1: Anchors Street NW Stormwater Improvement Project – PHASE II

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
1	101-1	<u>Mobilization</u> _____ dollars and _____ cents	LS	1		
2	102-1	<u>Maintenance of Traffic</u> _____ dollars and _____ cents	LS	1		
3	104-1	<u>Prevention, Control, and Abatement of Erosion and Water Pollution</u> _____ dollars and _____ cents	LS	1		
4	110-1	<u>Demolition – Existing Pipe Removal</u> _____ dollars and _____ cents	LF	140		
5	110-2	<u>Demolition – Stormwater Structure Removal</u> _____ dollars and _____ cents	EA	6		
6	110-3	<u>Demolition – Asphalt Pavement and Concrete</u> _____ dollars and _____ cents	SY	187		
7	110-4	<u>Demolition – Miscellaneous</u> _____ dollars and _____ cents	LS	1		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
8	334-1	<u>Asphalt Pavement Repair/Replacement</u> dollars and cents	SY	132		
9	425-10	<u>48" x 76" MES</u> dollars and cents	EA	6		
10	430-5	<u>48" x 76" ERCP</u> dollars and cents	LF	154		
11	522-2	<u>Concrete Driveway</u> dollars and cents	SY	55		
12	981-1	<u>Sodding</u> dollars and cents	SY	156		
13	AL-1	<u>Special Provision #1 – Miscellaneous Modifications</u> dollars and cents	AL	1	\$5,000.00	\$5,000.00

For all work required to perform the work specified above in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits BID ALT #1 amount of:

BID ALT #1 AMOUNT (in words): _____ Dollars and
 _____ cents

(\$ _____)
(amount in numbers)

Note: Total amount shall equal the sum of the totals for Bid Items No. 1 through 13.

BID ALT #2: Anchors Street NW Stormwater Improvement Project – PHASE III

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
1	101-1	<u>Mobilization</u> _____ dollars and _____ cents	LS	1		
2	102-1	<u>Maintenance of Traffic</u> _____ dollars and _____ cents	LS	1		
3	104-1	<u>Prevention, Control, and Abatement of Erosion and Water Pollution</u> _____ dollars and _____ cents	LS	1		
4	110-1	<u>Demolition – Existing Pipe Removal</u> _____ dollars and _____ cents	LF	1,634		
5	110-2	<u>Demolition – Stormwater Structure Removal</u> _____ dollars and _____ cents	EA	11		
6	110-3	<u>Demolition – Asphalt Pavement and Concrete</u> _____ dollars and _____ cents	SY	1,043		
7	110-4	<u>Demolition – Miscellaneous</u> _____ dollars and _____ cents	LS	1		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
8	334-1	<u>Asphalt Pavement Repair/Replacement</u> _____ dollars and _____ cents	SY	1,019		
9	425-7	<u>CIP Curb Inlet Top, FDOT Type J Alt. B Bottom 5'-6" x 5'-0"</u> _____ dollars and _____ cents	EA	1		
10	425-11	<u>CIP Curb Inlet Top, FDOT Type J Alt. B Bottom 5'-0" x 5'-0"</u> _____ dollars and _____ cents	EA	1		
11	425-12	<u>CIP Curb Inlet Top, FDOT Type J Alt. B Bottom 5'6" x 5'-6"</u> _____ dollars and _____ cents	EA	1		
12	425-13	<u>CIP Curb Inlet Top, FDOT Type J Alt. B Bottom 3'-0" x 12'-0"</u> _____ dollars and _____ cents	EA	2		
13	425-14	<u>CIP Curb Inlet Top, FDOT Type C Bottom</u> _____ dollars and _____ cents	EA	2		
14	425-15	<u>FDOT Type F Top, FDOT Type J Alt. B Bottom 3'-0" x 10'-0"</u> _____ dollars and _____ cents	EA	1		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
15	425-16	<u>FDOT Type F Top, FDOT Type J Alt. B Bottom 3'-0" x 12'-0"</u> _____ dollars and _____ cents	EA	1		
16	425-17	<u>12" MES"</u> _____ dollars and _____ cents	EA	1		
17	425-18	<u>18" MES</u> _____ dollars and _____ cents	EA	1		
18	430-3	<u>24" x 38" ERCP</u> _____ dollars and _____ cents	LF	811		
19	430-6	<u>29" x 45" ERCP</u> _____ dollars and _____ cents	LF	2,224		
20	430-7	<u>12" RCP</u> _____ dollars and _____ cents	LF	31		
21	430-8	<u>18" RCP</u> _____ dollars and _____ cents	LF	153		
22	520-2	<u>F-Curb Demolition & Repair</u> _____ dollars and _____ cents	LF	308		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
23	520-3	<u>Rollover Curb Demolition & Repair</u> _____ dollars and _____ cents	LF	258		
24	522-1	<u>Concrete Sidewalk</u> _____ dollars and _____ cents	SY	25		
25	981-1	<u>Sodding</u> _____ dollars and _____ cents	SY	3,250		
26	AL-1	<u>Special Provision #1 – Miscellaneous Modifications</u> _____ dollars and _____ cents	AL	1	\$10,000.00	\$10,000.00
27	02660-1	<u>2" PVC Potable Waterline & Gate Valve & Box Assembly</u> _____ dollars and _____ cents	EA	2		
28	02660-2	<u>2-1/4" PVC Potable Waterline & Gate Valve & Box Assembly</u> _____ dollars and _____ cents	EA	1		
29	02660-3	<u>6" PVC Potable Waterline & Gate Valve & Box Assembly</u> _____ dollars and _____ cents	EA	2		

Bid Item No.	Item No.	Item Description & Unit Price In Words	Unit	Estimated Quantity	Unit Price	Total Amt./ Item
30	02660-4	8" PVC Potable Waterline & Gate Valve & Box Assembly dollars and cents	EA	2		

For all work required to perform the work specified above in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits BID ALT #2 amount of:

BID ALT #2 AMOUNT (in words): _____ Dollars and
 _____ cents

(\$ _____)
 (amount in numbers)

Note: Total amount shall equal the sum of the totals for Bid Items No. 1 through 30.

BID SUMMARY (amount in numbers)

(A) TOTAL BASE BID AMOUNT: \$ _____

The Basis of Award shall be the lowest Base Bid Amount. However, the Owner may award any combination of bid schedules as finally determined by the Owner and the funding agencies based on the availability of funding.

(B) TOTAL BID ALT # 1 AMOUNT: \$ _____

(C) TOTAL BID ALT # 2 AMOUNT: \$ _____

The Bidder represents that it has examined the site of the Work and informed itself fully in regard to all conditions pertaining to the place where the work is to be done; that it has examined the plans and specifications for the work and other Contract Documents relative thereto and has read all of the Addenda furnished prior to the opening of the Bids, as acknowledged below; and that it has otherwise fully informed itself regarding the nature, extent, scope and details of the Work to be performed.

If provided with a Notice of Intent to Award the Contract by the Owner, the Bidder shall execute and deliver to the Owner all of the documents required by the Contract Documents, including but not limited to, the Addendum to the Agreement and the Performance and Payment Bonds in the form contained in the Contract Documents, furnish the required evidence of the specified insurance coverages, furnish all necessary permits, license, materials, equipment, machinery, maintenance, tools, apparatus, means of transportation and labor necessary to complete the Work.

Dated and signed at _____, _____, this _____ day of _____, 2019.

(Name of Bidder)

(Authorized Signature)

(Title)

(Mailing Address)

(City, State, Zip)

(Federal ID No. or SS No.)

TECHNICAL SPECIFICATION INDEX

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**SECTION 101
MOBILIZATION**

101-1 Description.

Perform preparatory work and operations in mobilizing for beginning work on the project, including, but not limited to, those operations necessary for the movement of personnel, equipment, supplies, and incidentals to the project site and for the establishment of temporary offices, buildings, safety equipment and first aid supplies, and sanitary and other facilities.

Include the costs of bonds and any required insurance and any other preconstruction expense necessary for the start of the work, excluding the cost of construction materials.

101-2 Basis of Payment.

101-2.1 When a Separate Item is Included in the Proposal: When the proposal includes a separate item of payment for this work, the work and incidental costs specified as being covered under this Section will be paid for at the Contract lump sum price for the item of Mobilization.

101-2.2 Partial Payments: When the proposal includes a separate pay item for Mobilization and the Notice to Proceed has been issued, partial payments will be made in accordance with the following:

For contracts of 120 contract days duration or less, partial payment will be made at 50% of the bid price per month for the first two months. For contracts in excess of 120 contract days duration, partial payment will be made at 25% of the bid price per month for the first four months. In no event shall more than 50% of the bid price be paid prior to commencing construction on the project site.

Total partial payments for Mobilization on any project, including when more than one project or job is included in the Contract, will be limited to 10% of the original Contract amount for that project. Any remaining amount will be paid upon completion of all work on the Contract.

Retainage, as specified in 9-5, will be applied to all partial payments.

Partial payments made on this item will in no way act to preclude or limit any of the provisions for partial payments otherwise provided for by the Contract.

101-2.3 When No Separate Item is Included in the Proposal: When the proposal does not include a separate item for Mobilization, all work and incidental costs specified as being covered under this Section will be included for payment under the several scheduled items of the overall Contract, and no separate payment will be made therefore.

101-2.4 Payment Items: Payment will be made under:

Item No. 101- 1	Mobilization	-- lump sum.
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END OF SECTION 101

**SECTION 102
MAINTENANCE OF TRAFFIC**

102-1 Description.

Maintain traffic within the limits of the project for the duration of the construction period, including any temporary suspensions of the work. Construct and maintain detours. Provide facilities for access to residences, businesses, etc., along the project. Furnish, install and maintain traffic control and safety devices during construction. Furnish and install work zone pavement markings for maintenance of traffic (MOT) in construction areas. Provide any other special requirements for safe and expeditious movement of traffic specified in the Plans. MOT includes all facilities, devices and operations as required for safety and convenience of the public within the work zone.

Do not maintain traffic over those portions of the project where no work is to be accomplished or where construction operations will not affect existing roads. Do not obstruct or create a hazard to any traffic during the performance of the work, and repair any damage to existing pavement open to traffic.

102-2 Materials.

Meet the following requirements:

Bituminous Adhesive	Section 970
Temporary Raised Pavement Markers	Section 990
Paint.....	Section 971
Removable Tape	Section 990
Glass Spheres.....	Section 971
Temporary Traffic Control Device Materials	Section 990
Retroreflective and Nonreflective Sheeting for Temporary Traffic Control Devices	Section 994

102-2.1 Temporary Traffic Control Devices: Use only the materials meeting the requirements of Section 990, Section 994, Standard Plans and the Manual on Uniform Traffic Control Devices (MUTCD).

102-2.2 Detour: Provide all materials for the construction and maintenance of all detours.

102-2.3 Commercial Materials for Driveway Maintenance: Provide materials of the type typically used for base, including reclaimed asphalt pavement (RAP) material, and having stability and drainage properties that will provide a firm surface under wet conditions.

102-3 Specific Requirements.

102-3.1 Beginning Date of Contractor’s Responsibility: Maintain traffic starting the day work begins on the project or on the first day Contract Time is charged, whichever is earlier.

102-3.2 Worksite Traffic Supervisor: Provide a Worksite Traffic Supervisor who is responsible for initiating, installing, and maintaining all temporary traffic control devices as described in this Section and the Contract Documents. Provide all equipment and materials needed to set up, take down, maintain traffic control, and handle traffic-related situations. Use approved alternate Worksite Traffic Supervisors when necessary.

The Worksite Traffic Supervisor must meet the personnel qualifications specified in Section 105.

The Worksite Traffic Supervisor is to perform the following duties:

1. On site direction of all temporary traffic control on the project.
2. Is on site during all set up and take down, and performs a drive through inspection immediately after set up.
3. Is on site during all nighttime operations ensuring proper temporary traffic control.
4. Immediately corrects all safety deficiencies and corrects minor deficiencies that are not immediate safety hazards within 24 hours.
5. Is available on a 24 hour per day basis and present at the site within 45 minutes after notification of an emergency situation and is prepared to respond to maintain temporary traffic control or to provide alternate traffic arrangements.
6. Conducts daily daytime and weekly nighttime inspections of projects with predominately daytime work activities, and daily nighttime and weekly daytime inspections of projects with predominantly nighttime work activities of all traffic control devices, traffic flow, pedestrian, bicyclist, and business accommodations.

Advise the project personnel of the schedule of these inspections and give them the opportunity to join in the inspection as deemed necessary. Pedestrians are to be accommodated with a safe, accessible travel path around work sites separated from mainline traffic in compliance with the Americans with Disabilities Act (ADA) Standards for Transportation Facilities. Maintain existing or detour bicycle facilities satisfactorily throughout the project limits. Existing businesses in work areas are to be provided with adequate entrances for vehicular and pedestrian traffic during business hours.

The Owner may disqualify and remove from the project a Worksite Traffic Supervisor who fails to comply with the provisions of this Section. The Owner may temporarily suspend all activities, except traffic, erosion control and such other activities that are necessary for project maintenance and safety, for failure to comply with these provisions.

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

102-4 Alternative Traffic Control Plan.

The Contractor may propose an alternative traffic control plan (TCP) to the plan presented in the Contract Documents. The Contractor's Engineer of Record must sign and seal the alternative plan and submit to the Engineer. Prepare the TCP in conformance with and in the form outlined in the current version of the FDOT Design Manual. Indicate in the plan a TCP for each phase of activities. Take responsibility for

identifying and assessing any potential impacts to a utility that may be caused by the alternate TCP proposed by the Contractor, and notify the Owner in writing of any such potential impacts to utilities. Engineer's approval of the alternate TCP does not relieve the Contractor of sole responsibility for all utility impacts, costs, delays or damages, whether direct or indirect, resulting from Contractor initiated changes in the design or construction activities from those in the original Contract Specifications, Design Plans (including TCPs) or other Contract Documents and which effect a change in utility work different from that shown in the Utility Plans, joint project agreements or utility relocation schedules.

The Owner reserves the right to reject any alternative TCP. Obtain the Engineer's written approval before beginning work using an alternate TCP. The Engineer's written approval is required for all modifications to the TCP. The Engineer will only allow changes to the TCP in an emergency without the proper documentation.

102-5 Traffic Control.

102-5.1 Standards: FDOT Standard Plans are the minimum standards for the use in the development of all TCPs. The MUTCD, Part VI is the minimum national standard for traffic control for highway construction, maintenance, and utility operations. Follow the basic principles and minimum standards contained in these documents for the design, application, installation, maintenance, and removal of all traffic control devices, warning devices and barriers which are necessary to protect the public and workers from hazards within the project limits.

102-5.2 Maintenance of Roadway Surfaces: Maintain all lanes that are being used for the MOT, including those on detours and temporary facilities, under all weather conditions. Keep the lanes reasonably free of dust, potholes and rutting. Provide the lanes with the drainage facilities necessary to maintain a smooth riding surface under all weather conditions.

102-5.3 Number of Traffic Lanes: Maintain one lane of traffic in each direction. Maintain two lanes of traffic in each direction at existing four (or more) lane cross roads, where necessary to avoid undue traffic congestion. Construct each lane used for MOT at least as wide as the traffic lanes existing in the area before commencement of construction. Do not allow traffic control and warning devices to encroach on lanes used for MOT.

The Engineer may allow the Contractor to restrict traffic to one-way operation for short periods of time provided that the Contractor employs adequate means of traffic control and does not unreasonably delay traffic. When a construction activity requires restricting traffic to one-way operations, locate the flaggers within view of each other when possible. When visual contact between flaggers is not possible, equip them with 2-way radios, official, or pilot vehicles, or use traffic signals.

102-5.4 Crossings and Intersections: Provide and maintain adequate accommodations for intersecting and crossing traffic. Do not block or unduly restrict any median opening, road or street crossing the project unless approved by the Engineer. Before beginning any construction, submit to the Engineer the names and phone numbers of persons that can be contacted when signal operation malfunctions.

102-5.5 Access for Residences and Businesses: Provide continuous access to all residences and all places of business.

102-5.6 Protection of the Work from Injury by Traffic: Where traffic would be injurious to a base, surface course, or structure constructed as a part of the work, maintain all traffic outside the limits of such areas until the potential for injury no longer exists.

102-5.7 Flagger: Provide flaggers to control traffic when traffic in both directions must use a single lane and in other situations as required. All flaggers must meet the personnel qualifications specified in Section 105.

102-5.8 Conflicting Pavement Markings: Where the lane use or where normal vehicle or pedestrian paths are altered during construction, remove all pavement markings (paint, tape, thermoplastic, raised pavement markers, etc.) that will conflict with the adjusted vehicle or pedestrian paths. Use of paint to cover conflicting pavement markings is prohibited. Remove conflicting pavement markings using a method that will not damage the surface texture of the pavement and which will eliminate the previous marking pattern regardless of weather and light conditions.

Remove all pavement markings that will be in conflict with "next phase of operation" vehicle pedestrian paths as described above, before opening to vehicle traffic or use by pedestrians.

Cost for removing conflicting pavement markings (paint, tape, thermoplastic, raised pavement markers, etc.) to be included in Maintenance of Traffic, lump sum.

102-5.9 Vehicle and Equipment Visibility: Equip all pickups and automobiles used on the project with a minimum of one Class 2 warning light that meets the Society of Automotive Engineers Recommended Practice SAE J595, dated November 1, 2008, or SAE J845, dated December 1, 2007, and incorporated herein by reference. Existing lights that meet SAE J845, dated March, 1992, or SAE J1318, dated April, 1986, may be used to their end of service life. The warning lights must be a high intensity amber or white rotating, flashing, oscillating or strobe light. Lights must be unobstructed by ancillary vehicle equipment such as ladders, racks or booms and be visible 360 degrees around the vehicle. If the light is obstructed, additional lights will be required. The lights must be operating when the vehicle is in a work area where a potential hazard exists, when operating at less than the average speed for the facility while performing work activities, making frequent stops or called for in the Plans or Standard Plans.

Equip all other vehicles and equipment with a minimum of 4 square feet of retroreflective sheeting or warning lights.

102-5.10 No Waiver of Liability: Conduct operations in such a manner that no undue hazard results due to the requirements of this Article. The procedures and policies described herein in no way acts as a waiver of any terms of the liability of the Contractor or his surety.

102-6 Detours.

102-6.1 General: Construct and maintain detour facilities wherever it becomes necessary to divert traffic from any existing roadway or bridge, or wherever construction operations block the flow of traffic.

102-6.2 Construction: Plan, construct, and maintain detours for the safe passage of traffic in all conditions of weather. Provide the detour with all facilities necessary to meet this requirement.

Where pedestrian facilities are detoured, blocked or closed during the work, provide safe alternate accessible routes through or around the work zone meeting the requirements of the ADA Standards for Transportation Facilities. When temporary walkway surfaces and ramps are required to be constructed, ensure surfaces are stable, firm, slip resistant, and kept free of any obstructions and hazards such as holes, debris, mud, construction equipment and stored materials.

When the Plans call for the Owner to furnish detour bridge components, construct the pile bents in accordance with the Plans, unless otherwise authorized by the Engineer.

Provide two Contractor representatives, who will be directly involved in the erection of Owner-owned temporary bridging, to attend a mandatory one-day training session to be conducted at the Owner's storage facility. No bridging will be released to the Contractor prior to the completion of this training.

Submit the following: company name, phone number, office address, project contact person, names of the representatives who will attend the training described above, project number, detour bridge type, bridge length, span length, location and usage time frames, to the Engineer at least 30 calendar days before the intended pick-up date, to obtain the storage facility location and list of components for the project. Upon receipt, the Engineer will, within 10 calendar days submit an approved material list to the Contractor and the appropriate Owner storage yard.

Submit the name of the representative with authority to pick up components, to the Engineer at least 10 calendar days before the proposed pick-up date. The Owner is not obligated to load the bridge components without this notice. Take responsibility and sign for each item loaded at the time of issuance.

Provide timber dunnage, and transport the bridge components from the designated storage facility to the job site. Unload, erect, and maintain the bridge, then dismantle the bridge and load and return the components to the designated storage facility.

Notify the Engineer in writing at least 10 calendar days before returning the components. Include in this notice the name of the Contractor's representative authorized to sign for return of the bridge components. The yard supervisor is not obligated to unload the bridge components without this notice.

The Owner will provide equipment and an operator at the Owner's storage facility to assist in loading and unloading the bridge components. Furnish all other labor and equipment required for loading and unloading the components.

The Owner's representative will record all bridge components issued or returned on the Detour Bridge Issue and Credit Ticket. The tickets must be signed by a Owner and a Contractor representative, after loading or unloading each truck to document the quantity and type of bridging issued or returned.

Bind together all bridge components to be returned in accordance with the instructions given by the storage facility. The yard supervisor will repack components that are not packed in compliance with these instructions. Upon request, written packing instructions will be made available to the Contractor, before dismantling of the bridge for return to the Owner's storage facility.

Assume responsibility for any shortage or damage to the bridge components. Monies due the Contractor will be reduced at the rate of \$35.00 per hour plus materials for repacking, repairs or replacement of bridge components.

The skid resistance of open steel grid decking on the detour bridge may decrease gradually after opening the bridge to traffic. The Owner will furnish a pneumatic floor scabblers machine for roughening the roadway surface of the detour bridge decking. Provide an air compressor at the job site with 200 cubic feet per minute capacity, 90 psi air pressure for the power supply of the machine, and an operator. Transport the scabblers machine to and from the Owner's structures shop. Repair any damage to the scabblers machine caused by operations at no expense to the Owner. Perform scabbling when determined necessary by the Engineer. The Owner will pay for the cost of scabbling as Unforeseeable Work in accordance with 4-4.

Return the bridge components to the designated storage facility beginning no later than 10 calendar days after the date the detour bridge is no longer needed, the date the new bridge is placed in service, or the date Contract Time expires, whichever is earliest. Return the detour bridging at an average of not less than 200 feet per week. Upon failure to return the bridge components to the Owner within the time specified, compensate the Owner for the bridge components not returned at the rate of \$5.00 per 10 feet, per day, per bridge, for single lane; and \$10.00 per 10 feet, per day, per bridge, for dual lane until the bridge components are returned to the Owner.

102-6.3 Construction Methods: Select and use construction methods and materials that provide a stable and safe detour facility. Construct the detour facility to have sufficient durability to remain in good condition, supplemented by maintenance, for the entire period that the detour is required.

102-6.4 Removal of Detours: Remove detours when they are no longer needed and before the Contract is completed. Take ownership of all materials from the detour and dispose of them, except for the materials on loan from the Owner with the stipulation that they are returned.

102-6.5 Detours Over Existing Roads and Streets: When the Owner specifies that traffic be detoured over roads or streets outside the project area, do not maintain such roads or streets. However, maintain all signs and other devices placed for the purpose of the detour.

102-6.6 Operation of Existing Movable Bridges: The Owner will maintain and operate existing moveable bridges that are to be removed by the Contractor until such time as they are closed to traffic. During this period, make immediate repairs of any damage to such structures caused by use or operations related to the work at no expense to the Owner, but do not provide routine repairs or maintenance. In the event that use or operations result in damage to a bridge requiring repairs, give such repairs top priority to any equipment, material, or labor available.

102-6.7 Special Detour: A special detour is defined as a diversion or lane shift for vehicular traffic that requires temporary pavement.

102-7 Traffic Control Officer.

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

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

102-8 Driveway Maintenance.

102-8.1 General: Ensure that each residence and business has safe, stable, and reasonable access.

102-8.2 Construction Methods: Place, level, manipulate, compact, and maintain the material, to the extent appropriate for the intended use.

As permanent driveway construction is accomplished at a particular location, the Contractor may salvage and reuse previously placed materials that are suitable for reuse on other driveways.

102-9 Temporary Traffic Control Devices.

102-9.1 Installation and Maintenance: Install and maintain temporary traffic control devices as detailed in the Plans, Index 102-600 of the Standard Plans and when applicable, in accordance with the approved vendor drawings, as provided on the Department's Approved Product List (APL). Erect the required temporary traffic control devices to prevent any hazardous conditions and in conjunction with any necessary traffic re-routing to protect the traveling public, workers, and to safeguard the work area. Use only those devices that are on the APL or meeting the requirements of the Standard Plans. Immediately remove or cover any devices that do not apply to existing conditions.

The APL number is to be permanently marked on the device at a readily visible location. Sheeting used on devices is exempt from this marking requirement.

Notify the Engineer in writing of any scheduled operation that will affect traffic patterns or safety sufficiently in advance of commencing such operation to permit review of the plan for the proposed installation of temporary traffic control devices.

Assign an employee the responsibility of maintaining the position and condition of all temporary traffic control devices throughout the duration of the Contract. Keep the Engineer advised at all times of the identification and means of contacting this employee on a 24 hour basis.

Maintain temporary traffic control devices in the correct position, properly oriented, clearly visible and clean, at all times. All applicable temporary traffic control devices must meet the classification category of Acceptable as defined in the American Traffic Safety Services Association (ATSSA) Quality Guidelines for Temporary Traffic Control Devices and Features. Pedestrian longitudinal channeling

devices (LCDs) must meet the classification category of Acceptable as defined in the Pedestrian LCD Evaluation Guide, which may be viewed at the following URL:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/files/LCDEvaluationGuide.pdf>. Immediately repair, replace or clean damaged, defaced or dirty devices. Traffic control devices must not be cleaned while installed/used. Use of warning lights on any temporary traffic control device is prohibited, with the exception of the trailer mounted portable regulatory signs.

Employ an approved independent Channelizing Device Supplier (CDS) to provide and maintain the condition of the following non-fixed channelizing devices: drums, cones, vertical panels, barricades, tubular markers, and longitudinal channeling devices. Cones may be provided and maintained by the Contractor.

The CDS shall not be affiliated with the Contractor and shall be approved by the Engineer in accordance with 102-9.1.1. The CDS shall submit a monthly certification on letterhead that the channelizing devices mentioned above installed/used within the work zone meet classification category of Acceptable as defined in the Pedestrian LCD Evaluation Guide and the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features. The CDS shall submit the monthly certification on letterhead for channelizing devices installed/used within the work zone. The CDS certification shall include the following statement, "I certify that I have provided and maintained the following devices <list devices covered under the certification> in accordance with Pedestrian LCD Evaluation Guide and the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features." If the Contractor chooses to provide and maintain cones, the Contractor must submit a monthly Contractor certification on letterhead that all cones installed/used within the work zone meet acceptable standards as outlined in the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features. The Contractor certification shall include the following statement, "I certify that I have provided and maintained cones in accordance with the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features."

102-9.1.1 Approved Independent Channelizing Device Supplier (CDS) Requirements: Submit the following documents to the Engineer for independent CDS approval at the preconstruction conference. A CDS may elect to provide a one-time submittal of this information to the State Construction Office for review and pre-approval. Department approved CDSs are listed on the State Construction Office website. Inform the Engineer at the preconstruction conference of this approval.

1. A letter on company letterhead signed and dated by the owner of the company or company officer with the following information and statements:
 - a. The company's owners, stockholders, and officers.
 - b. A statement declaring that the company will not perform as a CDS on any project where there is common ownership, directly or indirectly, between the company and the Contractor.
 - c. A statement declaring that the company will furnish and maintain the condition of all channelizing devices with the exception of cones as required in 1029.1 with its own forces.

- d. A statement declaring at least five years of experience in providing channelizing device supplier services, with its own inventory of channelizing devices.
 - e. On a separate sheet, list a sample project history of the company's experience as a channeling device supplier for the five years declared in item 1(d) above including the following information:
 1. Project name and number and a brief description of CDS work performed,
 2. Beginning and ending date of CDS project activities,
 3. Location of project (city, state),
 4. Monetary amount of CDS work on project,
 5. Owner of project, contact person and phone number with area code,
 6. Name of Contractor (client) that the work was performed for and phone number with area code.
2. A maintenance plan for approval by the Department that outlines the frequency and methods for maintaining the condition of all channelizing devices, except cones owned and maintained by the Contractor, installed/used in the work zone.

102-9.2 Work Zone Signs: Furnish, install, maintain, remove and relocate signs in accordance with the Plans and Standard Plans, Index 102-600. Use signs that meet the material and process requirements of Section 994. Use Type IV sheeting for fluorescent orange work zone signs. Roll-up signs must meet the requirements of Type VI sheeting. Use Type IV or Type XI sheeting for all other work zone signs. Attach the sign to the sign support using hardware meeting the manufacturer's recommendations on the APL vendor drawings or as specified in the Standard Plans.

102-9.2.1 Post Mounted Signs: Meet the requirements of 990-8.

102-9.2.2 Portable Signs: Use only approved systems, which includes sign stands and attachment hardware (nuts, bolts, clamps, brackets, braces, etc.), meeting the vendor requirements specified on the APL drawings. Provide Federal Highway Administration's (FHWA) accepted sign substrate for use with accepted sign stands on the National Highway System (NHS) under the provisions of the NCHRP Report 350 "Recommended Procedures for the Safety Performance Evaluation of Highway Features."

102-9.2.3 Barrier Mounted Signs: If post mounting criteria cannot be achieved in accordance with Standard Plans, Index 102-600 and a barrier or traffic railing exists, use temporary sign criteria provided in Standard Plans, Index 700-013.

102-9.3 Business Signs: Provide and place signs in accordance with the Plans and Standard Plans, Index 102 series. Furnish signs having retroreflective sheeting meeting the requirements of Section 990.

102-9.4 Project Information Signs: Provide and place signs in accordance with the Plans and Standard Plans, Index 102 series. Furnish signs having retroreflective sheeting meeting the requirements of Section 990.

102-9.5 Channelizing Devices: Furnish, install, maintain, remove and relocate channelizing devices in accordance with the Plans and Standard Plans.

102-9.5.1 Retroreflective Collars for Traffic Cones: Use collars for traffic cones listed on the APL that meet the requirements of Section 990. Use cone collars at night designed to properly fit the taper of the cone when installed. Place the upper 6 inch collar a uniform 3-1/2 inches distance from the top of the cone and the lower 4 inch collar a uniform 2 inches distance below the bottom of the upper 6 inch collar.

Collars must be capable of being removed for temporary use or attached permanently to the cone in accordance with the manufacturer's recommendations. Provide a white sheeting having a smooth outer surface and that has the property of a retroreflector over its entire surface.

102-9.5.2 Longitudinal Channelizing Devices (LCDs): Use LCDs listed on the APL and meeting the requirements of Section 990 and the Standard Plans. LCDs must be interlocked except for the stand-alone unit placed perpendicular to a sidewalk. For LCDs requiring internal ballasting, an indicator that clearly identifies the proper ballast level will be required. For LCDs requiring external ballasting, the ballasting methods must be detailed in the APL drawings including ballasting type and minimum weight.

Ensure that joints on the pedestrian LCDs are free of sharp edges and have a maximum offset of 1/2 inch in any plane.

Use alternating orange and white solid color vehicular LCDs. Vehicular LCDs may be substituted for drums, vertical panels, or barricades.

102-9.6 Temporary Barrier: Furnish, install, maintain, remove and relocate temporary barrier in accordance with the Plans and Standard Plans. Obtain and use precast temporary concrete barrier from a manufacturing plant that is on the Department's Production Facility Listing. Temporary concrete barrier must meet the material and construction requirements of Section 521 unless noted otherwise in the Standard Plans. Proprietary temporary concrete, steel, or water filled barrier used must be listed on the APL.

The maximum allowable height increase between consecutive temporary barrier units in the direction of traffic is 1 inch.

Temporary barrier must comply with Standard Plans, Index 102-100 or 102-120. Install temporary barriers as either anchored or freestanding as shown in the Plans or the Standard Plans. An anchored unit is defined as having at least one stake or bolt into the underlying pavement or bridge deck. All other units, including those with keeper pins, are considered freestanding.

Remove temporary asphalt pads and repair all attachment scars to permanent structures and pavements after barrier removal. Make necessary repairs due to defective material, work, or

Contractor operations at no cost to the Owner. Restore barrier damaged by the traveling public within 24 hours after notification as authorized by the Engineer.

Trailer mounted barriers listed on the APL may be used at the option of the Contractor. Trailer mounted barriers listed on the APL must have an FHWA eligibility letter and be successfully crash tested in accordance with MASH TL-3 criteria. All trailer mounted barriers must be equipped with an APL listed truck mounted attenuator, an APL listed vehicle mounted arrow board and vehicle warning lights in accordance with this Section.

102-9.6.2.1 Temporary Barrier Meeting the Requirements of Standard Plans, Index 102-120 and 102-110: Ensure the marking requirements of the respective Index are met.

102-9.6.2.2: Proprietary Precast Temporary Concrete Barrier Fabricated prior to 2005: The Contractor must submit a certification stating that all unmarked barrier units meet the requirements of the Specifications and the Standard Plans. Certifications will be project specific and non-transferable.

102-9.6.2.3 Proprietary Precast Temporary Concrete Barrier Fabricated in 2005 or later: Ensure each barrier unit has permanent clear markings, showing the manufacture date, serial number, manufacturer's name or symbol, and the APL number. Label the markings on a plate, plaque, or cast in the unit. Proprietary barrier fabricated prior to 2016 and marked with the "INDX 521" in lieu of the APL number will be permitted.

102-9.7 Barrier Delineators: Install barrier delineators on top of temporary barrier and vehicular LCDs meeting the requirements of Section 705.

102-9.8 Temporary Glare Screen: Use temporary glare screens listed on the APL that meet the requirements of Section 990. Furnish, install, maintain, remove and relocate glare screen systems in conjunction with temporary barrier at locations identified in the Plans.

The anchorage of the glare screen to the barrier must be capable of safely resisting an equivalent tensile load of 600 pounds per foot of glare screen, with a requirement to use a minimum of three fasteners per barrier section.

When glare screen is utilized on temporary barrier, barrier delineators will not be required.

102-9.9 Temporary Crash Cushion (Redirective or Gating): Furnish, install, maintain and subsequently remove temporary crash cushions in accordance with the details and notes shown in the Plans, Standard Plans, and requirements of the pre-approved alternatives listed on the APL.

Temporary crash cushions can be either new or used functionally sound refurbished devices. Performance of intended function is the only condition for acceptance. All metallic components must be galvanized in accordance with Section 967.

Anchor abutting temporary barrier in accordance the Standard Plans or APL drawings, as required. Bidirectional installations must have a transition panel installed between the crash cushion and the abutting barrier. Delineate the crash cushion in accordance with Section 544. Maintain the crash

cushions until their authorized removal. Do not place any materials or equipment within the length of the crash cushion.

Remove temporary asphalt or concrete pads and repair all attachment scars to permanent structures and pavements after crash cushion removal. Make necessary repairs due to defective material, work, or Contractor operations at no cost to the Owner. Restore crash cushions damaged by the traveling public within 24 hours after notification as authorized by the Engineer.

102-9.10 Temporary Guardrail: Furnish temporary guardrail in accordance with the Plans and Standard Plans. Meet the requirements of Section 536.

102-9.11 Arrow Board: Furnish arrow boards that meet the requirements of Section 990 as required by the Plans and Standard Plans to advise approaching traffic of lane closures or shoulder work. Ensure that the arrow board display panel is raised to a minimum mounting height of 7 feet from the bottom of the panel to the edge of the travel way elevation when in the upright position. Type B arrow boards may be used on low to intermediate speed (0 mph to 50 mph) facilities or for maintenance or moving operations on any speed facility. Type C arrow boards must be used for all other operations on high-speed (50 mph and greater) facilities and may be substituted for Type B arrow boards on any speed facility.

102-9.12 Portable Changeable Message Sign (PCMS): Furnish PCMSs or truck mounted changeable message signs that meet the requirements of Section 990 as required by the Plans and Standard Plans to supplement other temporary traffic control devices used in work zones. Ensure that the PCMS display panel is raised to a minimum mounting height of 7 feet from the bottom of the panel to the edge of the travel way elevation when in the upright position.

102-9.13 Portable Regulatory Signs (PRS): Furnish PRSs that meet the requirements of Section 990 as required by the Plans and Standard Plans. Ensure that the PRS sign panel is raised to a minimum mounting height of 7 feet from the bottom of the panel to the edge of the travel way elevation when in the upright position.

Activate portable regulatory signs only during active work activities and deactivate when no work is being performed.

102-9.14 Radar Speed Display Unit (RSDU): Furnish RSDUs that meet the requirements of Section 990 as required by the Plans and Standard Plans to inform motorists of the posted speed and their actual speed. Ensure that the RSDU display panel is raised to a minimum mounting height of 5 feet from the bottom of the panel to the edge of the travel way elevation when in the upright position.

Activate the radar speed display unit only during active work activities and deactivate when no work is being performed.

102-9.15 Temporary Signalization and Maintenance: Provide temporary signalization and maintenance at existing, temporary, and new intersections including but not limited to the following:

1. Installation of temporary poles and span wire assemblies as shown in the Plans,

2. Temporary portable traffic signals as shown in the Plans,
3. Adding or shifting signal heads,
4. Trouble calls,
5. Maintaining intersection and coordination timing and preemption devices. Coordination timing will require maintaining functionality of system communications.

Restore any loss of operation within 12 hours after notification. Provide alternate temporary traffic control until the signalization is restored.

Provide traffic signal equipment that meets the requirements of the Standard Plans and 603-2. The Engineer may approve used signal equipment if it is in acceptable condition. Replacement components for traffic signal cabinet assemblies will be provided by the maintaining agency. For temporary signals used for lane closure operations on two-lane, two-way roadways meet the requirements in 102-9.21.

102-9.16 Temporary Traffic Detection and Maintenance: Provide temporary traffic detection and maintenance at existing, temporary, and new signalized intersections. Provide temporary traffic detection equipment listed on the APL. Restore any loss of detection within 12 hours. Ensure 90% accuracy per signal phase, measured at the initial installation and after any lane shifts, by comparing sample data collected from the detection system with ground truth data collected by human observation. Collect the sample and ground truth data for a minimum of five minutes during a peak and five minutes during an off-peak period with a minimum three detections for each signal phase. Perform the test in the presence of the Engineer.

102-9.17 Truck Mounted Attenuators and Trailer Mounted Attenuators: Furnish, install and maintain only those attenuators listed on the APL.

For posted speeds of 50 mph or greater, use either truck mounted attenuators or trailer mounted attenuators that meet TL-3 criteria (NCHRP or MASH). For posted speeds of 45 mph or less, use either truck mounted attenuators or trailer mounted attenuators that meet TL2 or TL-3 criteria (NCHRP or MASH).

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

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

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

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

102-9.18 Temporary Raised Rumble Strip Set: Furnish, install, maintain, remove, and reinstall temporary raised rumble strips per the manufacturer's recommendations and in accordance with Standard Plans, Index 102-603. The temporary raised rumble strip may be either a removable polymer striping tape or a molded engineered polymer material.

102-9.19 Automated Flagger Assistance Devices (AFAD): Furnish, install, maintain, remove, and relocate AFADs in accordance with the Plans, Standard Plans, Index 102-603, and APL vendor drawings.

Position AFADs where they are clearly visible to oncoming traffic. AFADs may be placed on the centerline if they have been successfully crash tested in accordance with MASH TL-3 criteria. A gate arm is required in accordance with Section 990 if a single AFAD is used on the shoulder to control one direction of traffic.

The devices may be operated either by a single flagger at one end of the traffic control zone, from a central location, or by a separate flagger near each device location. Use only flaggers trained in accordance with Section 105 and in the operation of the AFAD. When in use, each AFAD must be in view of, and attended at all times by, the flagger operating the device.

Provide two flaggers on-site and use one of the following methods in the deployment of AFADs:

1. Place an AFAD at each end of the temporary traffic control zone, or
2. Place an AFAD at one end of the temporary traffic control zone and a flagger at the opposite end.

A single flagger may simultaneously operate two AFADs as described in (1) or a single AFAD as described in (2) if all of the following conditions are met:

1. The flagger has an unobstructed view of the AFAD(s),
2. The flagger has an unobstructed view of approaching traffic in both directions,
3. For two AFADs, the AFADs are less than 800 feet apart. For one AFAD, the AFAD and the flagger are less than 800 feet apart.
4. Two flaggers are available on-site to provide normal flagging operations should an AFAD malfunction.

AFADs may be either a remotely controlled Stop/Slow AFAD mounted on either a trailer or a movable cart system, or a remotely controlled Red/Yellow Lens AFAD.

Illuminate the flagging station when the AFAD is used at night. When the AFAD is not in use, remove or cover signs and move the AFAD device outside the clear zone or shield it with a barrier.

AFADs will not be paid for separately. AFADs may be used as a supplement or an alternate to flaggers in accordance with the Plans, Standard Plans, Index 102-603, and the APL vendor drawings. Include the cost for AFADs in Maintenance of Traffic, Lump Sum.

102-9.20 Temporary Lane Separator: Furnish, install, maintain, remove and relocate temporary lane separator in accordance with the Plans and Standard Plans, Index 102-600. Anchor the portable temporary lane separator with a removable anchor bolt. Use epoxy on bridge decks where anchoring is not allowed. Remove the epoxy from the bridge deck by hydroblasting or other method approved by the Engineer.

102-9.21 Temporary Signals for Lane Closures on Two-Lane, Two-Way Roadways: Furnish, install, maintain, remove, and relocate temporary signals for lane closure operations on two-lane, two-way roadways at the locations shown in the Plans. Temporary signals may be used, at the Contractor's option, as an alternate to flaggers for lane closure operations on two-lane, two-way roadways in accordance with Standard Plans, Index 102-606. Temporary signals can either be portable signals or span wire signals and must be listed on the APL.

102-10 Work Zone Pavement Marking.

102-10.1 Description: Furnish and install work zone pavement markings for MOT in construction areas and in close conformity with the lines and details shown in the Plans and Standard Plans. Centerlines, lane lines, edge lines, stop bars, standard crosswalks, and turn arrows will be required in work zones prior to opening the road to traffic.

102.10.2 Painted Pavement Markings:

102-10.2.1 General: Use painted pavement markings meeting the requirements of Section 710. Use standard paint unless otherwise identified in the Plans or approved by the Engineer.

102-10.3 Removable Tape:

102-10.3.1 General: Use removable tape listed on the APL as shown in the Plans and meeting the requirements of 990-4.

102-10.3.2 Application: Apply removable tape with a mechanical applicator to provide pavement lines that are neat, accurate and uniform. Equip the mechanical applicator with a film cut-off device and with measuring devices that automatically and accumulatively measure the length of each line placed within an accuracy tolerance of plus or minus 2%. Ensure removable tape adheres to the road surface. Removable tape may be placed by hand on short sections, 500 feet or less, if it is done in a neat accurate manner.

102-10.3.3 Retroreflectivity: Apply white and yellow pavement markings that will attain an initial retroreflectivity of not less than 300 mcd/lx·m² for white and contrast markings and not less than 250 mcd/lx·m² for yellow markings. Black portions of contrast tapes and black masking tapes must be non-reflective and have a reflectance of less than 5 mcd/lx m². At the end of the six month service life, the retroreflectance of white and yellow removable tape shall not be less than 150 mcd/lx·m².

102-10.3.4 Removability: Provide removable tape capable of being removed from bituminous concrete and portland cement concrete pavement intact or in substantially large strips, either manually or by a mechanical roll-up device, at temperatures above 40°F, without the use of heat, solvents, grinding or blasting.

102-10.4 Temporary Raised Pavement Markers (RPMs): Use Class B RPMs except for work that consists of ground-in rumble strips at centerline locations. For ground-in rumble strips at centerline locations, use temporary RPMs in accordance with Section 710. Provide only temporary RPMs listed on the APL. Install all markers in accordance with the manufacturer’s recommendations, the Standard Plans, and Section 706. After initial installation, replace broken or missing temporary RPMs in locations where more than three consecutive temporary RPMs are broken or missing at no expense to the Owner.

102-11 Method of Measurement.

No separate measurement shall be made for maintenance of traffic.

102-13 Basis of Payment.

102-13.1 Maintenance of Traffic (General Work): When an item of work is included in the proposal, price and payment will be full compensation for all work and costs specified under this Section except as may be specifically covered for payment under other items.

102-13.2 Payment Items: Payment will be made under:

Item No. 102-1	Maintenance of Traffic	-- lump sum.
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END OF SECTION 102

SECTION 104
PREVENTION, CONTROL, AND ABATEMENT OF
EROSION AND WATER POLLUTION

104-1 Description.

Provide erosion control measures on the project and in areas outside the right-of-way where work is accomplished in conjunction with the project, so as to prevent pollution of water, detrimental effects to public or private property adjacent to the project right-of-way and damage to work on the project. Construct and maintain temporary erosion control features or, where practical, construct and maintain permanent erosion control features as shown in the Plans or as may be directed by the Engineer.

104-2 General.

Coordinate the installation of temporary erosion control features with the construction of the permanent erosion control features to the extent necessary to ensure economical, effective, and continuous control of erosion and water pollution throughout the life of the Contract.

Due to unanticipated conditions, the Engineer may direct the use of control features or methods other than those included in the original Contract. In such event, the Owner will pay for this additional work as unforeseeable work.

104-3 Control of Contractor's Operations Which May Result in Water Pollution.

Prevent pollution of streams, canals, lakes, reservoirs, and other water impoundments with fuels, oils, bitumens, calcium chloride, or other harmful materials. Also, conduct and schedule operations to avoid or otherwise minimize pollution or siltation of such water impoundments, and to avoid interference with movement of migratory fish. Do not dump any residue from dust collectors or washers into any live stream.

Restrict construction operations in rivers, streams, lakes, tidal waters, reservoirs, canals, and other water impoundments to those areas where it is necessary to perform filling or excavation to accomplish the work shown in the Plans and to those areas which must be entered to construct temporary or permanent structures. As soon as conditions permit, promptly clear rivers, streams, and impoundments of all obstructions placed therein or caused by construction operations.

Do not frequently ford live streams with construction equipment. Wherever an appreciable number of stream crossings are necessary at any one location, use a temporary bridge or other structure.

Except as necessary for construction, do not deposit excavated material in rivers, streams, canals, or impoundments, or in a position close enough thereto, to be washed away by high water or runoff.

Where pumps are used to remove highly turbid waters from enclosed construction areas such as cofferdams or forms, treat the water by one or more of the following methods prior to discharge into State waters: pumping into grassed swales or appropriate vegetated areas or sediment basins, or confined by an appropriate enclosure such as turbidity barriers when other methods are not considered appropriate.

Do not disturb lands or waters outside the limits of construction as staked, except as authorized by the Engineer.

Obtain the Engineer's approval for the location of, and method of operation in, borrow pits, material pits, and disposal areas furnished for waste material from the project (other than commercially operated sources) such that erosion during and after completion of the work will not result in probability of detrimental siltation or water pollution.

104-4 Materials for Temporary Erosion Control.

The Engineer will not require testing of materials used in construction of temporary erosion control features other than as provided for geotextile fabric in 985-3 unless such material is to be incorporated into the completed project. When no testing is required, the Engineer will base acceptance on visual inspection.

The Contractor may use new or used materials for the construction of temporary silt fence, staked turbidity barriers, and floating turbidity barrier not to be incorporated into the completed project, subject to the approval of the Engineer.

104-5 Preconstruction Requirements. Prior to the Preconstruction Conference, submit to the Owner an Erosion Control Plan meeting the requirements or special conditions of all permits authorizing project construction. If no permits are required or the approved permits do not contain special conditions or specifically address erosion and water pollution, the project Erosion Control Plan will be governed by 7-1.1, 7-2.2, 7-8.1, 7-8.2, and Section 104.

When a DEP generic permit is issued, the Contractor's Erosion Control Plan shall be prepared to accompany the Owner's Stormwater Pollution Prevention Plan (SWPPP). Ensure the Erosion Control Plan includes procedures to control off-site tracking of soil by vehicles and construction equipment and a procedure for cleanup and reporting of non-storm water discharges, such as contaminated groundwater or accidental spills. Do not begin any soil disturbing activities until Owner approval of the Contractor's Erosion Control Plan, including required signed certification statements have been submitted to the Owner.

Failure to sign and submit any required documents or certification statements will be considered a default of the Contract. Any soil disturbing activities performed without the required signed documents or certification statements may be considered a violation of the DEP Generic Permit.

When the SWPPP is required, prepare the Erosion Control Plan in accordance with the planned sequence of operations and present in a format acceptable to the Owner. The Erosion Control Plan shall describe, but not be limited to, the following items or activities:

1. For each phase of construction operations or activities, supply the following information:
 - a. Locations of all erosion control devices
 - b. Types of all erosion control devices
 - c. Estimated time erosion control devices will be in operation
 - d. Monitoring schedules for maintenance of erosion control devices

- e. Methods of maintaining erosion control devices
 - f. Containment or removal methods for pollutants or hazardous wastes
2. The name and telephone number of the person responsible for monitoring and maintaining the erosion control devices.
 3. Submit for approval the Erosion Control Plans meeting paragraphs 3a, 3b, or 3c below:
 - a. Projects permitted by the Southwest Florida Water Management District (SWFWMD), require the following:

Submit the Erosion Control Plan to the Engineer for review and to the appropriate SWFWMD Office for review and approval. Include the SWFWMD permit number on all submitted data or correspondence.

The Contractor may schedule a meeting with the appropriate SWFWMD Office to discuss his Erosion Control Plan in detail, to expedite the review and approval process. Advise the Engineer of the time and place of any meetings scheduled with SWFWMD.

Do not begin construction activities until the Erosion Control Plan receives written approval from both SWFWMD and the Engineer.

- b. Projects permitted by the South Florida Water Management District or the St. Johns River Water Management District, require the following:

Obtain the Engineer’s approval of the Erosion Control Plan.

Do not begin construction activities until the Erosion Control Plan receives written approval from the Engineer.

- c. Projects authorized by permitting agencies other than the Water Management Districts or projects for which no permits are required require the following:

The Engineer will review and approve the Contractor’s Erosion Control Plan.

Do not begin construction activities until the Erosion Control Plan receives written approval from the Engineer.

Comply with the approved Erosion Control Plan.

104-6 Construction Requirements.

104-6.1 Limitation of Exposure of Erodible Earth: The Engineer may limit the surface areas of unprotected erodible earth exposed by the construction operation and may direct the Contractor to provide erosion or pollution control measures to prevent contamination of any river, stream, lake, tidal waters, reservoir, canal, or other water impoundments or to prevent detrimental effects on property outside the project right-of-way or damage to the project. Limit the area in which excavation

and filling operations are being performed so that it does not exceed the capacity to keep the finish grading, turf, sod, and other such permanent erosion control measures current in accordance with the accepted schedule.

Do not allow the surface area of erodible earth that clearing and grubbing operations or excavation and filling operations expose to exceed 750,000 square feet without specific prior approval by the Engineer. This limitation applies separately to clearing and grubbing operations and excavation and filling operations.

The Engineer may increase or decrease the amount of surface area the Contractor may expose at any one time.

104-6.2 Incorporation of Erosion and Sediment Control Features: Incorporate permanent erosion control features into the project at the earliest practical time. Use temporary erosion and sediment control features found in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual (E&SC Manual) to correct conditions that develop during construction which were not foreseen at the time of design, to control erosion and sediment prior to the time it is practical to construct permanent control features, or to provide immediate temporary control of erosion and sediment that develops during normal construction operations, which are not associated with permanent erosion control features on the project. An electronic version of the E&SC Manual can be found at the following URL:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Files/FLerosionSedimentManual.pdf>

Install all sediment control devices in a timely manner to ensure the control of sediment and the protection of lakes, streams, gulf or ocean waters, or any wetlands associated therewith and to any adjacent property outside the right-of-way as required.

Complete the installation of sediment control devices prior to the commencement of any earthwork.

After installation of sediment control devices, repair portions of any devices damaged at no expense to the Owner. The Engineer may authorize temporary erosion and sediment control features when finished soil layer is specified in the Contract and the limited availability of that material from the grading operations will prevent scheduled progress of the work or damage the permanent erosion control features.

104-6.3 Scheduling of Successive Operations: Schedule operations such that the area of unprotected erodible earth exposed at any one time is not larger than the minimum area necessary for efficient construction operations, and the duration of exposure of uncompleted construction to the elements is as short as practicable.

Schedule and perform clearing and grubbing so that grading operations can follow immediately thereafter. Schedule and perform grading operations so that permanent erosion control features can follow immediately thereafter if conditions on the project permit.

104-6.4 Details for Temporary Erosion and Sediment Control Features:

104-6.4.1 General: Use temporary erosion, sediment and water pollution control features found

in the E&SC Manual. These features consist of, but are not limited to, temporary turf, rolled erosion control products, sediment containment systems, runoff control structures, sediment barriers, inlet protection systems, silt fences, turbidity barriers, and chemical treatment. For design details for some of these items, refer to the Standard Plans and E&SC Manual.

104-6.4.2 Temporary Turf: The Engineer may designate certain areas of turf or sod constructed in accordance with Section 570 as temporary erosion control features. For areas not defined as sod, constructing temporary turf by seeding only is not an option for temporary erosion control under this Section. The Engineer may waive the turf establishment requirements of Section 570 for areas with temporary turf that will not be a part of the permanent construction.

104-6.4.3 Runoff Control Structures: Construct runoff control structures in accordance with the details shown in the Plans, the E&SC Manual, or as may be approved as suitable to adequately perform the intended function.

104-6.4.4 Sediment Containment Systems: Construct sediment containment systems in accordance with the details shown in the Plans, the E&SC Manual, or as may be approved as suitable to adequately perform the intended function. Clean out sediment containment systems as necessary in accordance with the Plans or as directed.

104-6.4.5 Sediment Barriers: Provide and install sediment barriers according to details shown in the Plans, as directed by the Engineer, or as shown in the E&SC Manual to protect against downstream accumulation of sediment. Sediment Barriers include, but are not limited to synthetic bales, silt fence, fiber logs and geosynthetic barriers. Reusable barriers that have had sediment deposits removed may be reinstalled on the project as approved by the Engineer.

104-6.4.6 Silt Fence:

104-6.4.6.1 General: Furnish, install, maintain, and remove silt fences, in accordance with the manufacturer's directions, these Specifications, the details as shown in the Plans, the Standard Plans, and the E&SC Manual.

104-6.4.6.2 Materials and Installation: Use a geotextile fabric made from woven or nonwoven fabric, meeting the physical requirements of Section 985 according to those applications for erosion control.

Choose the type and size of posts, wire mesh reinforcement (if required), and method of installation. Do not use products which have a separate layer of plastic mesh or netting. Provide a durable and effective silt fence that controls sediment comparable to the Standard Plans and the E&SC Manual.

Erect silt fence at upland locations, across ditchlines and at temporary locations shown in the Plans or approved by the Engineer where continuous construction activities change the natural contour and drainage runoff. Do not attach silt fence to existing trees unless approved by the Engineer.

104-6.4.6.3 Inspection and Maintenance: Inspect all silt fences immediately after each rainfall and at least daily during prolonged rainfall. Immediately correct any deficiencies. In

addition, make a daily review of the location of silt fences in areas where construction activities have changed the natural contour and drainage runoff to ensure that the silt fences are properly located for effectiveness. Where deficiencies exist, install additional silt fences as directed by the Engineer.

Remove sediment deposits when the deposit reaches approximately 1/2 of the volume capacity of the silt fence or as directed by the Engineer. Dress any sediment deposits remaining in place after the silt fence is no longer required to conform with the finished grade, and prepare and seed them in accordance with Section 570.

104-6.4.7 Floating Turbidity Barriers and Staked Turbidity Barriers: Install, maintain, and remove turbidity barriers to contain turbidity that may occur as the result of dredging, filling, or other construction activities which may cause turbidity to occur in the waters of the State. The Contractor may need to deploy turbidity barriers around isolated areas of concern such as seagrass beds, coral communities, etc. both within as well as outside the right-of-way limits. The Engineer will identify such areas. Place the barriers prior to the commencement of any work that could impact the area of concern. Install the barriers in accordance with the details shown in the Plans or as approved by the Engineer. Ensure that the type barrier used and the deployment and maintenance of the barrier will minimize dispersion of turbid waters from the construction site. The Engineer may approve alternate methods or materials.

Operate turbidity barriers in such a manner to avoid or minimize the degradation of the water quality of the surrounding waters and minimize damage to areas where floating barriers installed.

104-6.4.8 Inlet Protection System: Furnish and install inlet protection systems as shown in the Plans, the Standard Plans and the E&SC Manual.

104-6.4.9 Rolled Erosion Control Products (RECPs):

104-6.4.9.1 General: Install RECPs in locations where temporary protection from erosion is needed. Two situations occur that require artificial coverings. The two situations have differing material requirements, which are described below.

1. Use RECPs composed of natural or synthetic fiber mats, plastic sheeting, or netting as protection against erosion, when directed by the Engineer, during temporary pauses in construction caused by inclement weather or other circumstances. Remove the material when construction resumes.
2. Use RECPs as erosion control blankets, at locations shown in the Plans, to facilitate plant growth while permanent grassing is being established. For the purpose described, use non-toxic, biodegradable, natural or synthetic woven fiber mats. Install erosion control blankets capable of sustaining a maximum design velocity of 6.5 ft/sec as determined from tests performed by Utah State University, Texas Transportation Institute or an independent testing laboratory approved by the Owner. Submit to the Engineer, certified test reports from the manufacturer showing that the erosion control blankets meet the requirements of this Specification. Certification must be attested, by a person having legal authority to bind the manufacturing company. Also, furnish two 4 by 8 inch samples for product identification. The manufacturers test records shall be made available to the

Owner upon request. Leave the material in place, as installed, to biodegrade.

104-6.4.10 Chemical Treatment: Provide chemical treatment in accordance with the E&SC Manual. Chemical treatment may be used to clarify turbid or sediment laden water that does not yet meet state water quality standards or as an amendment to other erosion prevention and sediment control products to aid in their performance. The contractor must provide all of the required toxicity testing information in accordance with the E&SC Manual to the Engineer for review and acceptance prior to using any chemical treatment on the project site.

104-6.5 Removal of Temporary Erosion Control Features: In general, remove or incorporate into the soil any temporary erosion control features existing at the time of construction of the permanent erosion control features in an area of the project in such a manner that no detrimental effect will result. The Engineer may direct that temporary features be left in place.

104-7 Maintenance of Erosion and Sediment Control Features.

104-7.1 General: Provide routine maintenance of permanent and temporary erosion and sediment control features, at no expense to the Owner, until the project is complete and accepted. If reconstruction of such erosion and sediment control features is necessary due to the Contractor's negligence or carelessness or, in the case of temporary erosion and sediment control features, failure by the Contractor to install permanent erosion control features as scheduled, the Contractor shall replace such erosion control features at no expense to the Owner. If reconstruction of permanent or temporary erosion and sediment control features is necessary due to factors beyond the control of the Contractor, the Owner will pay for replacement under the appropriate Contract pay item or items.

Inspect all erosion and sediment control features at least once every seven calendar days and within 24 hours of the end of a storm of 0.50 inches or greater. Maintain all erosion control features as required in the Stormwater Pollution Prevention Plan, Contractor's Erosion Control Plan and as specified in the State of Florida Department of Environmental Protection Generic Permit for Stormwater Discharge from Large and Small Construction Activities.

104-8 Protection During Suspension of Contract Time.

If it is necessary to suspend the construction operations for any appreciable length of time, shape the top of the earthwork in such a manner to permit runoff of rainwater, and construct earth berms along the top edges of embankments to intercept runoff water. Provide temporary slope drains to carry runoff from cuts and embankments that are in the vicinity of rivers, streams, canals, lakes, and impoundments. Locate slope drains at intervals of approximately 500 feet, and stabilize them by paving or by covering with waterproof materials. Should such preventive measures fail, immediately take such other action as necessary to effectively prevent erosion and siltation. The Engineer may direct the Contractor to perform, during such suspensions of operations, any other erosion and sediment control work deemed necessary.

104-9 Method of Measurement.

No separate measurement shall be made for erosion and sediment controls.

104-10 Basis of Payment.

Payment will be made under:

SECTION 105
CONTRACTOR QUALITY CONTROL GENERAL REQUIREMENTS**105-1 General.****105-1.1 Quality Control Documentation.**

105-1.1.1 Submission of Materials Certification and Reporting Test Results: Submit certifications prior to placement of materials. Report test results at completion of the test and meet the requirements of the applicable Specifications.

105-1.1.2 Databases: Obtain access to the Department's databases prior to testing and material placement. Database access information is available through the Department's website. Enter all required and specified documentation and test results in the Department databases.

105-1.1.3 Worksheets: Make available to the Department, when requested, worksheets used for collecting test information. Ensure the worksheets at a minimum contain the following:

1. Project Identification Number,
2. Time and Date,
3. Laboratory Identification and Name,
4. Training Identification Numbers (TIN) and initials,
5. Record details as specified within the test method.

105-1.2 Inspections to Assure Compliance with Acceptance Criteria.

105-1.2.1 General: The Department is not obligated to make an inspection of materials at the source of supply, manufacture, or fabrication. Provide the Engineer with unrestricted entry at all times to such parts of the facilities that concern the manufacture, fabrication, or production of the ordered materials. Bear all costs incurred in determining whether the material meets the requirements of these Specifications.

105-1.2.2 Quality Control (QC) Inspection: Provide all necessary inspection to assure effective QC of the operations related to materials acceptance. This includes but is not limited to sampling and testing, production, storage, delivery, construction and placement. Ensure that the equipment used in the production and testing of the materials provides accurate and precise measurements in accordance with the applicable Specifications. Maintain a record of all inspections, including but not limited to, date of inspection, results of inspection, and any subsequent corrective actions taken. Make available to the Department the inspection records, when requested.

105-1.2.3 Notification of Placing Order: Order materials sufficiently in advance of their incorporation in the work to allow time for sampling, testing and inspection. Notify the Engineer prior to placing orders for materials.

Submit to the Engineer a fabrication schedule for all items requiring commercial inspection at

least 30 days before beginning fabrication. These items include steel bridge components, moveable bridge components, pedestrian bridges, castings, forgings, structures erected either partially or completely over the travelled roadway or mounted on bridges as overhead traffic signs (some of these may be further classified as cantilevered, overhead trusses, or monotubes) or any other item identified as an item requiring commercial inspection in the Contract Documents.

105-2 Additional Requirements for Lump Sum Projects.

Prepare and submit to the Engineer a project-specific list of material items and quantities to be used on the project as a Job Guide Schedule in the same format as the current Sampling, Testing, and Reporting Guide 21 calendar days prior to commencement of construction. Submit up-to-date quantities for the items on the Job Guide Schedule to the Engineer with each monthly progress estimate. The Department may not authorize payment of any progress estimate not accompanied by updated Job Guide Schedule quantities. Maintain the Job Guide Schedule throughout the project including the quantity placed since the previous submittal, and total to date quantity and any additional materials placed. Do not commence work activities that require testing until the Job Guide Schedule has been reviewed and accepted by the Engineer. At final acceptance, submit a final Job Guide Schedule that includes all materials used on the project in the same format as the monthly reports.

105-3 Quality Control Program.

Certain operations require personnel with specific qualifications. Certain materials require production under an approved Quality Control (QC) Plan to ensure that these materials meet the requirements of the Contract Documents. Applicable materials include hot mix asphalt, portland cement concrete (Structural), earthwork, cementitious materials, timber, steel and miscellaneous metals, galvanized metal products, prestressed and/or precast concrete products, drainage products, and fiber reinforced polymer products. For all applicable materials included in the Contract, submit a QC Plan prepared in accordance with the requirements of this Section to the Engineer. Do not incorporate any of these materials into the project prior to the Engineer's approval of the QC Plan.

Steel and Miscellaneous Metal products, including aluminum, are defined as the metal components of bridges, including pedestrian and moveable bridges, overhead and cantilevered sign supports, ladders and platforms, bearings, end wall grates, roadway gratings, drainage items, expansion joints, roadway decking, shear connectors, handrails, galvanized products, fencing, guardrail, light poles, high mast light poles, standard mast arm assemblies and Monotube assemblies, stay in-place forms, casing pipe, strain poles, fasteners, connectors and other hardware.

105-4 Producer Quality Control Program.

105-4.1 General: When accreditation or certification is required, make supporting documents from the two previous inspections performed by the accrediting or certifying agency available to the Department upon request.

Obtain Department approval prior to beginning production. Meet and maintain the approved Producer Quality Control Program requirements at all times. Production of these products without the Department's prior acceptance of the Producer Quality Control Program may result in rejection of the products. Continued approval will be subject to satisfactory results from Department evaluations, including the Independent Assurance program. In cases of noncompliance with the accepted Producer Quality Control Program, identify all affected material and do not incorporate or

supply to the Department projects. The following conditions may result in suspension of a Producer Quality Control Program:

1. Failure to timely supply information required.
2. Repeated failure of material to meet Standard Specification requirements.
3. Failure to take immediate corrective action relative to deficiencies in the performance of the Producer Quality Control Program.
4. Certifying materials that are not produced under an accepted Producer Quality Control Program for use on Department projects.
5. Failure to correct any deficiencies related to any requirement of the Producer Quality Control Program, having received notice from the Department, within the amount of time defined in the notice.

105-4.2 Producer Quality Control Program Requirements:

105-4.2.1 Hot Mix Asphalt, Portland Cement Concrete (Structural), Earthwork, Cementitious Materials, Timber, Steel and Miscellaneous Metals, Galvanized Metal Products, Prestressed and/or Precast Concrete Products, Drainage Products, and Fiber Reinforced Polymer Products Quality Control Program: Have an accepted Producer Quality Control Program, developed in accordance with this Section, during the production of materials to be used on Department projects.

105-4.2.2 Prestressed Concrete Quality Control Program: Have a current certification from a Department approved precast prestressed concrete plant certification agency and a Department accepted Producer Quality Control Plan, meeting the requirements of this Section. The list of Department approved certification agencies is available on the website of the State Materials Office (SMO).

105-4.2.3 Steel and Miscellaneous Metals Quality Control Program: Have an accepted Producer Quality Control Plan, developed in accordance with this Section and a current American Institute for Steel Construction (AISC) certification, provided that AISC certification program is available for the category of the fabrication products.

105-4.3 Submittal: Depending on the type of products, producers shall submit their proposed Producer Quality Control Programs to the SMO or to the District Materials Office, as described below:

105-4.3.1 State Materials Office (SMO): Producers of cementitious materials, steel and miscellaneous metals, galvanized metal products, aggregates, and fiber reinforced polymer products must submit their proposed Producer Quality Control Program to the SMO for review and acceptance.

105-4.3.2 District Materials Office: Producers of hot mix asphalt, portland cement concrete (structural), earthwork, timber, prestressed and/or precast concrete products and drainage

products must submit their proposed Producer Quality Control Program to the local District Materials Office for acceptance. Producers located outside the State must contact the SMO for address information of the District Materials Office responsible for the review of the proposed Quality Control Program.

105-4.4 Compliance with the Materials Manual.

Producers of Flexible Pipe shall meet the requirements of Section 6.1, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section61V2.shtm>.

Producers of Precast Concrete Pipe shall meet the requirements of Section 6.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section62V2.shtm>.

Producers of Precast Concrete Drainage Structures shall meet the requirements of Section 6.3, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section63V2.shtm>.

Producers of Precast/Prestressed Concrete Products shall meet the requirements of Sections 8.1 and 8.3 of the Department's Materials Manual, which may be viewed at the following URLs:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section81V1.shtm>.

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section83V1.shtm>.

Producers of Precast Prestressed Concrete Products using Self Consolidating Concrete shall meet the requirements of Section 8.4, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section84V2.shtm>.

Producers of Incidental Precast/Prestressed Concrete Products shall meet the requirements of Section 8.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL: <http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section82V2.shtm>.

Producers of Portland Cement Concrete shall meet the requirements of Section 9.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section92V2.shtm>.

Producers of Structural Steel and Miscellaneous Metal Components shall meet the requirements of Sections 11.1, 11.2, 11.3, 11.4, 11.5 and 11.6 of the Department's Materials Manual, which may be viewed at the following URLs:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section111V1.shtm>.

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section112V2.shtm>.

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section113V2.shtm>.

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section114V2.shtm>.

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section115V2.shtm>.

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section116V2.shtm>.

Producers of Fiber Reinforced Polymer Composites shall meet the requirements of Section 12-1,

Volume II of the Department's Materials Manual, which may be viewed at the following URL:
<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section121V2.shtm>.

105-4.5 Producer Quality Control (QC) Plan Review and Acceptance: The Department will respond to the producer within 21 calendar days of receipt of the proposed Producer Quality Control Program. The Department may perform evaluation activities to verify compliance with submitted documents prior to acceptance. If the Producer Quality Control Program must be revised for any reason, including non-compliance, submit the revision to the Department. The Department will respond to the producer within seven calendar days of receipt of the revised Producer Quality Control Program.

105-4.6 Producer's Quality Control (QC) Plan: Submit detailed policies, methods and procedures to ensure the specified quality of all applicable materials and related production operations. Include other items in addition to these guidelines as necessary.

105-4.6.1 Personnel:

105-4.6.1.1 Qualifications: Submit the Training Identification Numbers (TINs) or any other information which will be traceable to the certification agency's training location and dates for all technicians performing sampling, testing and inspection for both field and laboratory tests. Submit the names of the Construction Training and Qualification Program (CTQP) certifications and other pertinent certifications held and the expiration dates for each certification for each technician. Include employed and subcontracted technicians.

105-4.6.1.2 Level of Responsibility: Identify the primary contact for the Department. Identify roles and responsibilities of various personnel involved in the QC process.

105-4.6.2 Raw Materials:

105-4.6.2.1 Source: Identify the sources of raw materials. Submit locations and plant or mine numbers when applicable.

105-4.6.2.2 Certification: Submit methods of verifying compliance of certification with the Specifications.

105-4.6.2.3 Disposition of Failing Materials: Describe the system for controlling non-conforming materials, including procedures for identification, isolation and disposition.

105-4.6.3 Storage Facilities for Raw Materials: Describe measures and methods, including bedding details, for preventing segregation, contamination and degradation. Describe methods of identifying individual materials. Where applicable, submit a site plan showing the locations of various materials.

105-4.6.4 Production Equipment: Describe calibration frequencies, maintenance schedule and procedures for production equipment.

105-4.6.5 Plant Requirements:

105-4.6.5.1 Plant Identification: For those facilities producing materials listed in 105-3, submit the mailing address, physical address including county and X,Y (latitude and

longitude) coordinates of the plant, telephone and fax numbers, email address, primary contact at the plant, responsible person in charge, facility number provided by the Department, owner information including parent company, vendor number, designed production capacity, and other information as required.

105-4.6.5.2 Process Control System: Describe the methods and measures established to ensure Contract compliance for the produced materials that are supplemental to the QC sampling and testing program described in the Contract Documents. These methods and measures will include, but are not limited to, inspection schedule, additional sampling and testing, maintenance schedule, etc.

105-4.6.5.3 Loading and Shipping Control: Describe the methods and measures for preventing segregation, contamination and degradation during loading and shipping operations. Describe the methods established for materials to be in compliance with the Specifications at the point of use.

105-4.6.5.4 Types of Products Generated: Describe the products the plant is approved to produce under Department guidelines.

105-4.7 Other Requirements:

105-4.7.1 Submittal of Certification: Submit certifications issued by the plant/Contractor for the applicable products approved by the Department.

105-4.7.2 Statement of Compliance: Include a statement of compliance with all quality requirements set forth by the Department in the Contract Documents and Department manuals.

105-4.7.3 Documentation Storage: Identify location of document storage to enable Department review. Include QC charts, qualification and accreditation records, inspection reports, and other pertinent supporting documents.

105-4.8 Final Manufactured Product - Plant Operations: Describe inspection schedule and methods for identifying defects and non-compliance with the Specifications. Describe corrective actions and methods to resolve them.

105-4.8.1 Storage: When storage of the produced materials is required and it is not defined in the Contract Documents, describe the methods and duration for storage. Include measures and methods for preventing segregation, contamination and degradation during storage.

105-4.8.2 Disposition of Failing Materials: When not described in the Specifications, describe the methods and measures for identifying and controlling the failing materials. Include preventive and corrective measures. Describe disposition of failing materials.

105-4.9 Testing Laboratories: Identify the laboratories performing testing. Ensure that the testing laboratories comply with the Laboratory Qualification Program requirements of this Section or other applicable requirements.

105-4.10 Department Inspection Access: Include a statement allowing the Department access

including the right to photograph, video record, and digitally record both the production process and the products produced for the Department while Department representatives are on or at the production facility. The Department representatives shall not be required to obtain further written or oral consent to take said photographs, video recordings, or digital recordings of a production process and products while conducting inspections.

105-5 Contractor Quality Control (QC) Plan.

105-5.1 General: Submit the Contractor QC Plan in the Department's database seven days prior to beginning work on any QC material as defined in this Section. The QC Plan may be submitted as a whole or in portions for the work related to the Contract.

Update the QC Plan at least five working days prior to the implementation of any changes.

If at any time the Work is not in compliance with the Contract Documents, the Engineer may suspend operations in accordance with 8-6.1.

105-5.2 Personnel Qualification: Submit the Training Identification Numbers for all technicians performing sampling, testing and inspection for field tests. Include employed and subcontracted technicians.

105-5.3 Production Facilities: Identify the producers of materials listed in 105-4.4 for the project. Include the Department's facility ID number as part of the identification. All producers must have accepted Producer's Quality Control Program and be listed on the Department's Production Facility Listing.

105-5.3.1 Structural Concrete Mix Designs: Identify the approved structural concrete mix designs for each structural concrete production facility for review and approval by the Engineer. Do not begin work on the material without the Engineer's approval. The Engineer will review and respond within five calendar days of submittal.

105-5.4 Testing Laboratories: Identify the laboratories performing testing. Ensure that the testing laboratories comply with the Laboratory Qualification Program requirements of this Section.

105-6 Contractor Certification of Compliance. Provide the Engineer with a notarized monthly certification of compliance with the Contract Documents, to accompany each progress estimate, on a form provided by the Engineer. The Department may not authorize payment of any progress estimate not accompanied by an executed certification document.

Final payment in accordance with 9-8 will not be made until a final notarized certification summarizing all QC exceptions has been submitted.

105-7 Lab Qualification Program.

Testing laboratories participating in the Department's Acceptance Program must have current Department qualification when testing materials that are used on Department projects. In addition, they must have one of the following:

1. Current AASHTO (AAP) accreditation.

2. Inspected on a regular basis per ASTM D 3740 for earthwork, ASTM D 3666 for asphalt and ASTM C 1077 for concrete for test methods used in the Acceptance Program, with all deficiencies corrected, and under the supervision of a Specialty Engineer.
3. Current Construction Materials Engineering Council (CMEC) program accreditation or other independent inspection program accreditation acceptable to the Engineer and equivalent to (1) or (2) above.

After meeting the criteria described above, submit a Laboratory Qualification Application to the Department. The application is available from the Department’s website. Obtain the Department’s qualification prior to beginning testing. The Department may inspect the laboratory for compliance with the accreditation requirements prior to issuing qualification.

Meet and maintain the qualification requirements at all times. Testing without Department’s qualification may result in a rejection of the test results. Continued qualifications are subject to satisfactory results from Department evaluations, including Independent Assurance evaluations. In case of suspension or disqualification, prior to resumption of testing, resolve the issues to the Department’s satisfaction and obtain reinstatement of qualification. The following conditions may result in suspension of a laboratory’s qualified status:

1. Failure to timely supply required information.
2. Loss of accredited status.
3. Failure to correct deficiencies in a timely manner.
4. Unsatisfactory performance.
5. Changing the laboratory’s physical location without notification to the accrediting agency and the Engineer.
6. Delays in reporting the test data in the Department’s database.
7. Incomplete or inaccurate reporting.
8. Using unqualified technicians performing testing.

Should any qualified laboratory falsify records, the laboratory qualification will be subject to revocation by the Engineer. Falsification of project-related documentation will be subject to further investigation and penalty under State and Federal laws.

It is prohibited for any contract laboratory or staff to perform Contractor QC testing and any other Acceptance Program testing on the same contract.

105-8 Personnel Qualifications.

105-8.1 General: Provide qualified personnel for sampling, testing and inspection of materials and construction activities. Ensure that qualifications are maintained during the course of sampling,

testing and inspection.

Construction operations that require a qualified technician must not begin until the Department verifies that the technician is on the CTQP list of qualified technicians. The CTQP lists are subject to satisfactory results from periodic Independent Assurance evaluations.

105-8.2 Quality Control (QC) Manager: Designate a QC Manager who has full authority to act as the Contractor's agent to institute any and all actions necessary to administer, implement, monitor, and as necessary, adjust quality control processes to ensure compliance with the Contract Documents. The QC Manager must speak and understand English. The QC Manager must be on-site at the project on a daily basis or always available upon four hours notice. Ensure that the QC Manager is qualified as such through the Construction Training and Qualification Program. The QC Manager and the Superintendent must not be the same individual.

Under the direction of the QC Manager, and using Department's standard forms provided by the Engineer, summarize the daily QC activities including testing and material sampling. Since erasures are strictly prohibited on all reports and forms, use blue or colored ink. Do not use black ink. If manual corrections to original data are necessary, strike through, correct, and date the entry, including the initials of the person making the correction. Make copies of the completed forms available for the Department to review daily unless otherwise required in the Specifications. Ensure that the QC test data is entered into the Department's database on a daily basis. Maintain all QC related reports and documentation for a period of three years from final acceptance of the project. Make copies available for review by the Department upon request.

105-8.3 Temporary Traffic Control (Maintenance of Traffic) Personnel: Worksite Traffic Supervisors, flaggers, and other personnel responsible for work zone related transportation management and traffic control must obtain training and certification in accordance with the Department's Temporary Traffic Control (Maintenance of Traffic) Training Handbook located at the following URL address: <http://www.fdot.gov/roadway/TTC/Default.shtm>.

105-8.4 Earthwork Quality Control (QC) Personnel:

105-8.4.1 Earthwork Level I: Ensure the technician who samples soil and earthwork materials from the roadway project, takes earthwork moisture and density readings, and records those data in the Density Log Book holds a CTQP Earthwork Construction Inspection Level I qualification.

105-8.4.2 Earthwork Level II: Ensure the technician responsible for determining the disposition of soil and earthwork materials on the roadway, and for interpreting and meeting Contract Document requirements holds a CTQP Earthwork Construction Inspection Level II qualification.

105-8.5 Asphalt Quality Control (QC) Personnel:

105-8.5.1 Plant Technicians: For asphalt plant operations, provide a QC technician, qualified as a CTQP Asphalt Plant Level II Technician, available at the asphalt plant at all times when producing mix for the Department. Perform all asphalt plant related testing with a CTQP Asphalt Plant Level I Technician. As an exception, measurements of temperature may be performed by someone under the supervision of a CTQP Plant Level II technician.

105-8.5.2 Paving Technicians: For paving operations (with the exception of miscellaneous or temporary asphalt), keep a qualified CTQP Asphalt Paving Level II Technician on the roadway at all times when placing asphalt mix for the Department, and perform all testing with a CTQP Asphalt Paving Level I Technician. As an exception, measurements of cross-slope, temperature, and yield (spread rate) can be performed by someone under the supervision of a CTQP Paving Level II Technician at the roadway.

105-8.5.3 Mix Designer: Ensure all mix designs are developed by individuals who are CTQP qualified as an Asphalt Hot Mix Designer.

105-8.5.4 Documentation: Document all QC procedures, inspection, and all test results and make them available for review by the Engineer throughout the life of the Contract. Identify in the asphalt producer's QC Plan the QC Managers and Asphalt Plant Level II technicians responsible for the decision to resume production after a quality control failure.

105-8.6 Concrete QC Personnel:

105-8.6.1 Concrete Field Technician - Level I: Ensure technicians performing plastic property testing on concrete for materials acceptance are qualified CTQP Concrete Field Technicians Level I. Plastic property testing will include but not be limited to slump, temperature, air content, water-to-cementitious materials ratio calculation, and making and curing concrete cylinders. Duties will include initial sampling and testing to confirm specification compliance prior to beginning concrete placements, ensuring timely placement of initial cure and providing for the transport of compressive strength samples to the designated laboratories.

105-8.6.2 Concrete Field Inspector - Level II: Ensure field inspectors responsible for the quality of concrete being placed on the following structure types are qualified CTQP Concrete Field Inspectors Level II:

1. Moveable bridges
2. Bridges over a water opening of 1,000 feet or more
3. Bridges with a span of 190 feet or more
4. Cable supported or cable stayed bridges
5. Post-tensioned bridges
6. Steel girder or steel truss bridges
7. Multi-level roadways

With the exception of concrete traffic railing placements, a Level II Inspector must be present on the jobsite during all concrete placements. Prior to the placement of concrete, the inspector will inspect the element to be cast to ensure compliance with Contract Documents. A Level II Inspector's duties may include ensuring that concrete testing, inspection, and curing in the field are performed in accordance with the Contract Documents. The QC Inspector will inform the

Verification Inspector of anticipated concrete placements and LOT sizes.

105-8.6.3 Concrete Laboratory Technician – Level I: Ensure technicians testing cylinders and recording concrete strength for material acceptance are qualified CTQP Concrete Laboratory Technicians Level I. Duties include final curing, compressive strength testing, and the recording/reporting of all test data.

105-8.7 Supervisory Personnel – Post-Tensioned and Movable Bridge Structures:

105-8.7.1 General: Provide supervisory personnel meeting the qualification requirements only for the post-tensioned and movable bridge types detailed in this Article. Submit qualifications to the Engineer at the pre-construction conference. Do not begin construction until the qualifications of supervisory personnel have been approved by the Engineer.

105-8.7.2 Proof of License or Certification: Submit a copy of the Professional Engineer license current and in force issued by the state in which registration is held. The license must be for the field of engineering that the construction work involves such as Civil, Electrical or Mechanical. Under certain circumstances Florida registration may be required.

Submit a copy of the license issued by the State of Florida for tradesmen that require a license indicating that the license is in force and is current. Submit a copy of the certification issued by the International Society of Automation for each Certified Control Systems Technician.

105-8.7.3 Experience Record: Submit the following information for supervisory personnel to substantiate their experience record. The supervisor (project engineer, superintendent/manager or foreman) seeking approval must provide a notarized certification statement attesting to the completeness and accuracy of the information submitted. Submit the following experience information for each individual seeking approval as a supervisor:

Project owner’s name and telephone number of an owner’s representative, project identification number, state, city, county, highway number and feature intersected.

Detailed descriptions of each bridge construction experience and the level of supervisory authority during that experience. Report the duration in weeks, as well as begin and end dates, for each experience period.

The name, address and telephone number of an individual that can verify that the experience being reported is accurate. This individual should have been an immediate supervisor unless the supervisor cannot be contacted in which case another individual with direct knowledge of the experience is acceptable.

105-8.7.4 Concrete Post-Tensioned Segmental Box Girder Construction: Ensure the individuals filling the following positions meet the minimum requirements as follows:

105-8.7.4.1 Project Engineer-New Construction: Ensure the project engineer is a registered Professional Engineer with five years of bridge construction experience. Ensure a minimum of three years of experience is in segmental box girder construction engineering and includes a minimum of one year in segmental casting yard operations and related surveying,

one year in segment erection and related surveying, including post-tensioning and grouting of longitudinal tendons and a minimum of one year as the project engineer in responsible charge of segmental box girder construction engineering. Ensure this individual is present at the site of construction, at all times while segmental box girder construction or segment erection is in progress.

105-8.7.4.2 Project Engineer-Repair and Rehabilitation: Ensure the project engineer is a registered Professional Engineer with five years of bridge construction experience. Ensure a minimum of three years of experience is in segmental box girder construction engineering and includes one year of post-tensioning and grouting of longitudinal tendons and a minimum of one year as the project engineer in responsible charge of segmental box girder rehabilitation engineering or segmental box girder new construction engineering.

105-8.7.4.3 Project Superintendent/Manager-New Construction: Ensure the project superintendent/manager has a minimum of ten years of bridge construction experience or is a registered Professional Engineer with five years of bridge construction experience. Ensure that a minimum of three years of experience is in segmental box girder construction operations and includes a minimum of one year in the casting yard operations and related surveying, one year in segment erection and related surveying including post-tensioning and grouting of longitudinal tendons and a minimum of one year as the project superintendent/manager in responsible charge of segmental box girder construction operations. Ensure this individual is present at the site of construction, at all times while segmental box girder construction or segment erection is in progress.

105-8.7.4.4 Project Superintendent/Manager-Repair and Rehabilitation: Ensure the project superintendent/manager has a minimum of five years of bridge construction experience or is a registered Professional Engineer with three years of bridge construction experience. Ensure that a minimum of two years of experience is in segmental box girder construction operations and includes a minimum of one year experience performing posttensioning and grouting of longitudinal tendons and a minimum of one year as the project superintendent/manager in responsible charge of segmental box girder rehabilitation operations or segmental box girder new construction operations.

105-8.7.4.5 Foreman-New Construction: Ensure that the foreman has a minimum of five years of bridge construction experience with two years of experience in segmental box girder operations and a minimum of one year as the foreman in responsible charge of segmental box girder new construction operations. Ensure this individual is present at the site of construction, at all times while segmental box girder construction or segment erection is in progress.

105-8.7.4.6 Foreman-Repair and Rehabilitation: Ensure the foremen has a minimum of five years of bridge construction experience with two years of experience in segmental box girder operations and a minimum of one year as the foreman in responsible charge of segmental box girder rehabilitation operations or segmental box girder new construction operations.

105-8.7.4.7 Geometry Control Engineer/Manager: Ensure that the geometry control

engineer/manager for construction of cast-in-place box segments is a registered Professional Engineer with one year of experience, a non-registered Engineer with three years of experience or a registered Professional Land Surveyor with three years of experience in geometry control for casting and erection of cast-in-place box segments. Credit for experience in cast-in-place box girder geometry control will be given for experience in precast box girder geometry control but not vice versa.

Ensure that the geometry control engineer/manager for precast box segments is a registered Professional Engineer with one year of experience or non-registered with three years of experience in casting yard geometry control of concrete box segments.

The geometry control engineer/manager must be responsible for and experienced at implementing the method for establishing and maintaining geometry control for segment casting yard operations and segment erection operations and must be experienced with the use of computer programs for monitoring and adjusting theoretical segment casting curves and geometry. This individual must be experienced at establishing procedures for assuring accurate segment form setup, post-tensioning duct and rebar alignment and effective concrete placement and curing operations as well as for verifying that casting and erection field survey data has been properly gathered and recorded. Ensure this individual is present at the site of construction, at all times while cast-in-place segmental box girder construction is in progress or until casting yard operations and segment erection is complete.

105-8.7.4.8 Surveyor: Ensure that the surveyor in charge of geometry control surveying for box segment casting and/or box segment erection has a minimum of one year of bridge construction surveying experience. Ensure this individual is present at the site of construction, at all times while segmental box girder construction or segment erection is in progress.

105-8.7.5 Movable Bridge Construction: Ensure the individual filling the following positions meet the minimum requirements as follows:

105-8.7.5.1 Electrical Journeyman: Ensure the electrical journeyman holds, an active journeyman electrician's license and has at least five years experience in industrial electrical work, or is a Certified Control Systems Technician. A Certified Control Systems Technician will not be permitted to perform electrical power work including, but not limited to, conduit and wire-way installation or power conductor connection. Ensure the electrical journeyman has successfully completed the installation of one similar movable bridge electrical system during the last three years.

105-8.7.5.2 Control Systems Engineer and Mechanical Systems Engineer: Ensure the control systems engineer and mechanical systems engineer are both registered Professional Engineers with a minimum of 10 years supervisory experience each in movable bridge construction. Ensure the engineers have working knowledge of the movable bridge leaf motion control techniques, mechanical equipment and arrangements specified for this project. Ensure that each engineer has been in responsible control of the design and implementation of at least three movable bridge electrical control and machinery systems within the past 10 years of which, at least one of the three bridges was within the last three

years. Ensure that a minimum of one of the three bridge designs incorporated the same type of leaf motion control and machinery systems specified for this project.

105-8.7.6 Concrete Post-Tensioned Other Than Segmental Box Girder Construction: Ensure the individual filling the following positions meet the minimum requirements as follows:

105-8.7.6.1 Project Engineer: Ensure the project engineer is a registered Professional Engineer with five years of bridge construction experience. Ensure that a minimum of three years of experience is in concrete post-tensioned construction. Ensure that the three years of experience includes experience in girder erection, safe use of cranes, stabilization of girders; design of false work for temporary girder support, post-tensioning and grouting operations, and a minimum of one year as the project engineer in responsible charge of posttensioning related engineering responsibilities.

105-8.7.6.2 Project Superintendent/Manager: Ensure the project superintendent/manager has a minimum of ten years of bridge construction experience or is a registered Professional Engineer with five years of bridge construction experience and has a minimum of three years of supervisory experience in girder erection, safe use of cranes, stabilization of girders; design of falsework for temporary girder support post-tensioning, grouting operations and a minimum of one year as the project superintendent/manager in responsible charge of post-tensioning related operations.

105-8.7.6.3 Foreman: Ensure the foremen has a minimum of five years of bridge construction experience with two years of experience in post-tensioning related operations and a minimum of one year as the foreman in responsible charge of post-tensioning related operations.

105-8.7.7 Post-Tensioning (PT) and Filler Injection Personnel Qualifications: Perform all stressing and filler injection operations in the presence of the Engineer and with personnel meeting the qualifications of this article. Coordinate and schedule all PT and filler injection activities to facilitate inspection by the Engineer.

105-8.7.7.1 Post-Tensioning: Perform all PT field operations under the direct supervision of a Level II CTQP Qualified PT Technician who must be present at the site of the post-tensioning work during the entire duration of the operation. For the superstructures of bridges having concrete post-tensioned box or I girder construction, provide at least two CTQP Qualified PT Technicians, Level I or II, on the work crew. The supervisor of the work crew, who must be a Level II CTQP Qualified PT Technician, may also be a work crew member, in which case, the supervisor shall count as one of the two CTQP qualified work crew members. For PT operations other than the superstructures of post-tensioned box or I girder construction, perform all PT operations under the direct supervision of a Level II CTQP Qualified PT Technician who must be present at the site of the PT work during the entire duration of the operation. Work crew members are not required to be CTQP qualified.

105-8.7.7.2 Grouting: Perform all grouting field operations under the direct supervision of a Level II CTQP Qualified Grouting Technician who must be present at the site of the grouting work during the entire duration of the operation. For the superstructures of bridges having

concrete post-tensioned box or I girder construction, provide at least two CTQP Qualified Grouting Technicians, Level I or II, on the work crew. The supervisor of the work crew, who must be a Level II CTQP Qualified Grouting Technician, may also be a work crew member, in which case, the supervisor shall count as one of two CTQP qualified work crew members. For grouting operations other than the superstructures of post-tensioned box or I girder construction, perform all grouting operations under the direct supervision of a Level II CTQP Qualified Grouting Technician who must be present at the site of the grouting work during the entire duration of the operation. Work crew members are not required to be CTQP qualified.

Perform all vacuum grouting operations under the direct supervision of a crew foreman who has been trained and has experience in the use of vacuum grouting equipment and procedures. Submit the crew foreman's training and experience records to the Engineer for approval prior to performing any vacuum grouting operation.

105-8.7.7.3 Flexible Filler Injection: Perform all filler injection operations under the direct supervision of a Filler Injection Foreman who has American Segmental Bridge Institute (ASBI) certification in the flexible filler process. Provide at least two CTQP Qualified Grouting Technicians with ASBI certification in the flexible filler process, one of whom must be a Level II CTQP Qualified Grouting Technician. Both technicians must be present at the site of the flexible filler injection work during the entire duration of the operation.

Provide a Filler Injection Quality Control (QC) Inspector who has ASBI certification in the flexible filler process. The Filler Injection QC Inspector must be present at the site of the flexible filler injection work during the entire duration of the operation.

Verifiable experience performing injection of similar flexible filler on at least two projects is acceptable in lieu of ASBI certification in the flexible filler process.

Perform all flexible filler repair operations under the direct supervision of a crew foreman who has been trained and has verifiable experience in the use of vacuum flexible filler repair equipment and procedures. Submit the crew foreman's training and experience records to the Engineer prior to performing any flexible filler operation.

105-8.7.8 Failure to Comply with Bridge Qualification Requirements: Make an immediate effort to reestablish compliance. If an immediate effort is not put forth as determined by the Engineer, payment for the bridge construction operations requiring supervisors to be qualified under this Specification will be withheld up to 60 days. Cease all bridge construction and related activities (casting yard, etc.) if compliance is not met within 60 days, regardless of how much effort is put forth. Resume bridge construction operations only after written approval from the Engineer stating that compliance is reestablished.

105-8.8 Prestressed Concrete Plant Quality Control Personnel: Obtain personnel certifications from Department accredited training providers. The list of Department approved courses and their accredited providers is available on the SMO website at the following URL:
<http://www.fdot.gov/materials/administration/resources/training/structural/concreteprestressed.shtm>.

Ensure each prestressed concrete plant has an onsite production manager, an onsite plant quality control manager, a plant engineer, and adequate onsite QC inspectors/technicians to provide complete QC inspections and testing.

Ensure the plant manager for QC has at least five years of related experience and a current Precast/Prestressed Concrete Institute (PCI) QC Personnel Certification Level III and a current certificate of completion of Section 450 Specification examination.

Ensure that the QC inspector/technician has a current certificate of completion of Section 450 Specification examination.

Ensure that the batch plant operators of the ready mixed concrete batch plants meet the requirements of Section 9.2 of the Materials Manual. Ensure that the batch plant operators of the onsite centrally mixed concrete plants meet the requirements of Section 105.

105-8.8.1 Additional Requirements for Quality Control Personnel of Prestressed Manufacturing Facilities:

105-8.8.1.1 Testing Personnel: Ensure personnel performing tests have the following certifications:

Personnel performing plastic property tests must have ACI Concrete Field Testing Technician-Grade I certification.

Personnel performing laboratory compressive strength testing must have ACI Concrete Laboratory Testing Technician Level I certification or ACI Concrete Strength Testing Technician certification.

105-8.8.1.2 Batch Plant Operator: Ensure the concrete batch plant operator is qualified as a CTQP Concrete Batch Plant Operator. As an alternative to CTQP qualification, the Department will accept the Precast Concrete Structures Association (PCSA) Batch Plant Operator Certification.

105-8.9 Signal Installation Inspector: Provide an inspector trained and certified by the International Municipal Signal Association (IMSA) as a Traffic Signal Inspector to perform all signal installation inspections. Use only Department approved signal inspection report forms during the signal inspection activities. Ensure all equipment, materials, and hardware is in compliance with Department Specifications and verify that all equipment requiring certification is listed on the Department's Approved Product List (APL). Submit the completed signal inspection report forms, certified by the IMSA Traffic Signal Inspector to the Engineer.

The Department's approved inspection report forms are available at the following URL: <http://www.fdot.gov/traffic/>.

105-8.10 Pipe and Precast Concrete Products Manufacturing Facilities Quality Control Personnel:

105-8.10.1 General: Obtain personnel certifications from Department accredited training providers. The list of Department approved courses and their accredited providers is available on the SMO website at the following URL:

<http://www.fdot.gov/materials/administration/resources/training/structural/index.shtm>.

105-8.10.2 Precast Concrete Drainage Structures, Precast Concrete Box Culvert, Precast Concrete Pipe, and Incidental Precast Concrete Manufacturing Facilities Quality Control Personnel:

105-8.10.2.1 Level I Quality Control Inspectors: Ensure that the Level I Inspectors have the following certifications:

105-8.10.2.1.1 Precast Concrete Drainage Technician Level I: PCI Quality Control Technician Level I certification. As an alternative, a current Precast Concrete Quality Control Technician Level I certification in the respective work area will be accepted.

CTQP Concrete Field Technician Level I.

105-8.10.2.1.2 Incidental Precast Concrete Technician Level I: PCI Quality Control Technician Level I certification. As an alternative, a current Precast Concrete Quality Control Technician Level I certification in the respective work area will be accepted.

CTQP Concrete Field Technician Level I.

105-8.10.2.1.3 Precast Concrete Pipe Technician Level I: Precast Concrete Quality Control Technician Level I certification. CTQP Concrete Field Technician Level I.

105-8.10.2.2 Level II Quality Control Inspectors: Ensure that Level II Inspectors have the following certifications:

105-8.10.2.2.1 Precast Concrete Drainage Technician Level II: Precast Concrete Drainage Technician Level I, in accordance with 105-8.10.2.1.1.

PCI Quality Control Technician Level II certification. As an alternative, a current Precast Concrete Quality Control Technician Level II certification in the respective work area will be accepted.

105-8.10.2.2.2 Incidental Precast Concrete Technician Level II: Incidental Precast Concrete Technician Level I, in accordance with 105-8.10.2.1.2.

PCI Quality Control Technician Level II certification. As an alternative a current Precast Concrete Quality Control Technician Level II in the respective work area will be accepted.

Level II technicians who will perform quality control of incidental prestressed products must have a current certificate of completion of Section 450 Specification examination.

105-8.10.2.2.3 Precast Concrete Pipe Technician Level II: Precast Concrete Pipe Technician Level I, in accordance with 105-8.10.2.1.3.

Precast Concrete Pipe Technician Certification Level II.

105-8.10.2.3 Plant Quality Control Manager: Ensure that the QC manager has a minimum of two years construction related experience in the specific work area and has the following certifications:

105-8.10.2.3.1 Precast Concrete Drainage Facilities: Precast Concrete Drainage Technician Level II in accordance with 105-8.10.2.2.1.

105-8.10.2.3.2 Incidental Precast Concrete Facilities: Incidental Precast Concrete Technician Level II in accordance with 105-8.10.2.2.2. Section 450 Specification Certification if the plant produces incidental prestressed products.

105-8.10.2.3.3 Precast Concrete Pipe Facilities: Precast Concrete Pipe Technician Level II in accordance with 105-8.10.2.2.3.

105-8.10.2.4 Additional Requirements for Quality Control Personnel of Precast Concrete Drainage, Precast Concrete Box Culvert, and Incidental Precast Concrete Manufacturing Facilities:

105-8.10.2.4.1 Testing Personnel: Ensure personnel performing tests have the following certifications:

Personnel performing plastic property tests must have ACI Concrete Field Testing Technician-Grade I certification.

Personnel performing laboratory compressive strength testing must have ACI Concrete Laboratory Testing Technician Level 1 certification or ACI Concrete Strength Testing Technician certification.

105-8.10.2.4.2 Batch Plant Operator: Ensure the concrete batch plant operator is qualified as a CTQP Concrete Batch Plant Operator. As an alternative to CTQP qualification, the Department will accept the Precast Concrete Structures Association (PCSA) Batch Plant Operator Certification.

For dry cast concrete pipe and dry cast drainage structures, as an alternative to CTQP qualification, the Department will accept the ACPA Quality School Level II Certification.

105-8.11 Structural Steel and Miscellaneous Metals Fabrication Facility Quality Control Personnel: Ensure each fabrication facility has an onsite production manager, an onsite facility manager for QC, a plant engineer, and on site QC inspectors/technicians to provide complete QC inspections and testing.

Ensure that the facility manager for QC and QC inspectors/technicians meet the certification requirements set forth in the latest version of AASHTO/NSBA Steel Bridge Collaboration S 4.1, Steel Bridge Fabrication QC/QA Guide Specification, including the years of experience required in Table 105-5 below. The facility manager for QC must meet the requirements of Table 105-5 for every structural steel member type produced by a plant with QC being managed by the facility manager for QC. The facility manager for QC will report directly to the plant manager or plant engineer and must not be the plant production manager nor report to or be the subordinate of the plant

production manager. QC inspectors/technicians must be the employees of, and must report directly to the facility manager for QC.

TABLE 105-5 Experience Requirements for QC Inspectors/Technicians and Facility Manager for Quality Control		
Structural Steel Member Type	Minimum Years of Experience Required	
	QC Inspector/Technician	Facility Manager for QC
Rolled beam bridges	1 year	3 years
Welded plate girders (I sections, box sections, etc.)	2 years	4 years
Complex structures, such as trusses, arches, cable stayed bridges, and moveable bridges	3 years	5 years
Fracture critical (FC) members	3 years	5 years

END OF SECTION 105

**SECTION 110
CLEARING AND GRUBBING****110-1 Description.**

Clear and grub within the areas shown in the Plans. Remove and dispose of all trees, stumps, roots and other such protruding objects, buildings, structures, appurtenances, existing flexible asphalt pavement, and other facilities necessary to prepare the area for the proposed construction. Remove and dispose of all product and debris not required to be salvaged or not required to complete the construction.

Perform miscellaneous work necessary for the complete preparation of the overall project site as specified in 110-10.

110-2 Standard Clearing and Grubbing.

110-2.1 Work Included: Completely remove and dispose of all buildings, timber, brush, trees, stumps, roots, rubbish, debris, existing flexible pavement and base, drainage structures, culverts, and pipes. Remove all other obstructions resting on or protruding through the surface of the existing ground and the surface of excavated areas.

Perform standard clearing and grubbing within the following areas:

1. All areas where excavation is to be done, including borrow pits, lateral ditches, right-of-way ditches, etc.
2. All areas where roadway embankments will be constructed.
3. All areas where structures will be constructed, including pipe culverts and other pipe lines.

110-2.2 Depths of Removal of Roots, Stumps, and Other Debris: In all areas where excavation is to be performed, or roadway embankments are to be constructed, remove roots and other debris to a depth of 12 inches below the ground surface. Remove roots and other debris from all excavated material to be used in the construction of roadway embankment or roadway base. Plow the surface to a depth of at least 6 inches, and remove all roots thereby exposed to a depth of at least 12 inches. Completely remove and dispose of all stumps within the roadway right-of-way.

Remove all roots, etc., protruding through or appearing on the surface of the completed excavation within the roadway area and for structures, to a depth of at least 12 inches below the finished excavation surface.

Remove or cut off all stumps, roots, etc., below the surface of the completed excavation in borrow pits, material pits, and lateral ditches.

In borrow and material pits, do not perform any clearing or grubbing within 3 feet inside the right-of-way line.

Within all other areas where standard clearing and grubbing is to be performed, remove roots and other debris projecting through or appearing on the surface of the original ground to a depth of 12 inches below the surface, but do not plow or harrow these areas.

110-2.4 Boulders: Remove any boulders encountered in the roadway excavation (other than as permitted under the provisions of 120-7.2) or found on the surface of the ground. When approved by the Engineer place boulders in neat piles inside the right of way. The Contractor may stockpile boulders encountered in Owner-furnished borrow areas, which are not suitable for use in the embankment construction, within the borrow area.

110-2.5 Asbestos Containing Materials (ACM) Not Identified Prior to the Work: When encountering or exposing any condition indicating the presence of asbestos, cease operations immediately in the vicinity and notify the Engineer, in accordance with 110-6.5.

110-3 Selective Clearing and Grubbing.

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

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

110-3.2 Trees to Remain: Protect trees as shown in the Plans or directed by the Engineer.

At the driplines of areas designated as trees to remain, construct a tree protection barrier in accordance with Standard Plans, Index 110-100.

When pruning cuts or root pruning to existing trees is shown in the Plans, work is to be supervised on site by an International Society of Arboriculture (ISA) Certified Arborist performed in accordance with ANSI A300.

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

110-4 Protection of Property Remaining in Place.

Protect property to remain in place in accordance with 7-11.

110-7 Removal of Existing Asphalt or Concrete.

Remove and dispose of existing asphalt or rigid portland cement concrete pavement, sidewalk, slope pavement, ditch pavement, curb, and curb and gutter, etc., where shown in the Plans.

Remove all gravity walls, noise/sound walls, retaining walls, MSE walls, perimeter walls, and roadway concrete barriers, where shown in the Plans. All ancillary elements of these asphalt or concrete features being removed including, but not limited to, leveling pads, copings, reinforcing steel or straps, footings, etc, are incidental and included in the cost of the removal.

110-8 Ownership of Materials.

Except as may be otherwise specified in the Contract Documents, take ownership of all buildings, structures, appurtenances, and other materials removed and dispose of them in accordance with 110-9.

110-9 Disposal of Materials.

110-9.1 General: Either stack materials designated to remain the property of the Owner in neat piles within the right-of-way, load onto the Owner's vehicles, or deliver to location designated in the Plans.

Dispose of timber, stumps, brush, roots, rubbish, and other material resulting from clearing and grubbing in areas and by methods meeting the applicable requirements of all Federal, State and Local Rules and Regulations. Do not block waterways by the disposal of debris.

With the approval of the Engineer, wood chips may be evenly distributed to a depth of no more than one inch in designated areas in the Owner's right-of-way.

110-9.2 Burning Debris: Where burning of such materials is permitted, perform all such burning in accordance with the applicable Federal, State and Local rules and regulations. Perform all burning at locations where trees and shrubs adjacent to the cleared area will not be harmed.

110-9.3 Timber and Crops: The Contractor may sell any merchantable timber, fruit trees, and crops that are cleared under the operations of clearing and grubbing for his own benefit, subject to the provisions of 7-1.2, which may require that the timber, fruit trees, or crops be burned at or near the site of their removal, as directed by the Engineer. The Contractor is liable for any claims which may arise pursuant to the provisions of this Subarticle.

110-9.4 Disposal of Treated Wood: Treated wood must be handled and disposed of properly during removal. Treated wood should not be cut or otherwise mechanically altered in a manner that would generate dust or particles without proper respiratory and dermal protection. The treated wood must be disposed of in at least a lined solid waste facility or through recycling/reuse. Treated wood shall not be disposed by burning or placement in a construction and demolition (C&D) debris landfill.

110-9.5 Hazardous Materials/Waste: Handle, transport, and dispose of hazardous materials/waste in accordance with all Federal, State, and Local Rules and Regulations including, but not limited to, the following:

1. SSPC Guide 7
2. Federal Water Pollution Control Act, and
3. Resource Conservation and Recover Act (RCRA).

Accept responsibility for the collection, sampling, classification, packaging, labeling, accumulation time, storage, manifesting, transportation, treatment and disposal of hazardous materials/waste, both solid and liquid. Separate all solid and liquid waste and collect all liquids used at hygiene stations and handle as hazardous materials/waste. Obtain written approval from the Engineer for all hazardous materials/waste stabilization methods before implementation.

Obtain an EPA/FDEP Hazardous Waste Identification Number (EPA/FDEP ID Number) before transporting and/or disposal of any hazardous materials/waste.

List the Owner as the generator for hazardous materials/waste resulting from removal or demolition of Owner materials.

Submit the following for the Engineers' approval before transporting, treatment or disposal of any hazardous materials/waste:

1. Name, address and qualifications of the transporter,
2. Name, address and qualifications of the treatment facility,
3. Proposed treatment and/or disposal of all Hazardous Materials/Waste.
4. EPA/FDEP Hazardous Waste Identification Number Application Form.
5. Manifest forms.

Transport all hazardous materials/waste in accordance with applicable Federal, State, and Local Rules and Regulations including, but not limited to, the 40 CFR 263 Standards. Submit all final Hazardous Materials/Waste manifest/bills of lading and certificates of disposal to the Engineer within 21 days of each shipment.

110-9.5.1 Steel Members with Hazardous Coating: Dispose of steel members with hazardous coating in one of the following manners:

1. Deliver the steel members and other hazardous waste to a licensed recycling or treatment facility capable of processing steel members with hazardous coating.
2. Deliver the steel members with hazardous coating to a site designated by the Engineer for use as an offshore artificial reef. Deliver any other hazardous materials/waste to a licensed hazardous materials/waste recycling treatment facility.

Dismantle and/or cut steel members to meet the required dimensions of the recycling facility, treatment facility or offshore artificial reef agency.

All compensation for the cost of removal and disposal of hazardous materials/waste will be included in the Cost of Removal of Existing Structures.

110-9.5.2 Certification of Compliance: Submit certification of Compliance from the firm actually removing and disposing of the hazardous materials/waste stipulating, the hazardous materials/waste has been handled, transported and disposed of in accordance with this Specification. The Certification of Compliance shall be attested to by a person having legal authority to bind the company.

Maintain all records required by this Specification and ensure these records are available to the Owner upon request.

110-10 Miscellaneous Operations.

110-10.2 Leveling Terrain: Within the areas between the limits of construction and the outer limits of clearing and grubbing, fill all holes and other depressions, and cut down all mounds and ridges. Make the area of a sufficient uniform contour so that the Owner's subsequent mowing and cutting operations are not hindered by irregularity of terrain. Perform this work regardless of whether the irregularities were the result of construction operations or existed originally.

110-10.3 Mailboxes: When the Contract Documents require furnishing and installing mailboxes, permit each owner to remove the existing mailbox. Work with the Local Postmaster to develop a method of temporary mail service for the period between removal and installation of the new mailboxes. Install the mailboxes in accordance with the Standard Plans.

110-11 Method of Measurement.

110-11.1 Clearing and Grubbing: The quantity to be paid for will be the lump sum quantity.

110-11.2 Selective Clearing and Grubbing: The quantity to be paid will be the plan quantity area in acres designated for selective clearing and grubbing.

110-11.4 Removal of Existing Asphalt or Concrete: The quantity to be paid for will be the number of square yards of existing asphalt or concrete elements, acceptably removed and disposed of, as specified. The quantity will be determined by actual measurement along the surface of the element before its removal. Measurements for appurtenances which have irregular surface configurations, such as curb and gutter, steps, and ditch pavement, will be the area as projected to an approximate horizontal plane.

Area measurements for walls will be based on exposed vertical face measurements times the horizontal length of the wall.

110-11.6 Mailboxes: The quantity to be paid for will be the number of mailboxes acceptably furnished and installed.

110-11.8 General: In each case, except as provided below, where no item of separate payment for such work is included in the proposal, all costs of such work will be included in the various scheduled items in the Contract, or under specific items as specified herein below or elsewhere in the Contract.

110-11.9 Drainage Pipe Removal: The quantity to be paid for will be the number of linear feet of drainage pipe acceptably removed and disposed of, as specified. The quantity will be determined by actual measurement along the surface of the element as projected to an approximate horizontal plane before its removal.

110-11.10 Drainage Structure Removal: The quantity to be paid for will be the number of drainage structures acceptably removed and disposed of, as specified.

110-11.11 Miscellaneous Demolition: No separate measurement shall be made for miscellaneous demolition. The cost of miscellaneous demolition shall be paid for on a lump sum basis.

110-12 Basis of Payment.

110-12.1 Clearing and Grubbing:

110-12.1.1 Lump Sum Payment: Price and payment will be full compensation for all clearing and grubbing required for the roadway right-of-way and for lateral ditches, channel changes, or other outfall areas, and any other clearing and grubbing indicated, or required for the construction of the entire project, including all necessary hauling, furnishing equipment, equipment operation, furnishing any areas required for disposal of debris, leveling of terrain and the landscaping work of trimming, etc.

Where construction easements are specified in the Plans and the limits of clearing and grubbing for such easements are dependent upon the final construction requirements, no adjustment will be made in the lump sum price and payment, either over or under, for variations from the limits of the easement defined in the Plans.

110-12.1.2 When No Direct Payment is Provided: When no item for clearing and grubbing is included in the proposal, the Contractor shall include the cost of any work of clearing and grubbing which is necessary for the proper construction of the project in the Contract price for the structure or other item of work for which such clearing and grubbing is required. The Contractor shall include the cost of all clearing and grubbing which might be necessary in pits or areas from which base material is obtained in the Contract price for the base in which such material is used. The clearing and grubbing of areas for obtaining stabilizing materials, where required only for the purpose of obtaining materials for stabilizing, will not be paid for separately.

110-12.2 Selective Clearing and Grubbing: Price and payment will be full compensation for all selective clearing and grubbing, including all necessary hauling, furnishing equipment, Certified Arborist, equipment operation, furnishing any areas required for disposal of debris, leveling of terrain, root pruning and tree protection.

110-12.4 Removal of Existing Asphalt or Concrete Pavement: Price and payment for removal of miscellaneous structures and appurtenances, including but not limited to fences, shall be made at the contract lump sum price for demolition (pre-construction). This price shall compensate contractor for all work associated with including removal, hauling, satisfactory disposal, temporary patching, labor, equipment, tools and incidentals necessary to complete the item.

When no separate item for this work is provided and no applicable item of excavation or embankment covering such work (as provided in 120-13.1) is included, the Contractor shall include the costs of this work in the Contract price for the item of clearing and grubbing or for the pipe or other structure for which the concrete removal is required.

110-12.6 Mailboxes: Price and payment will be full compensation for all work and materials required, including supports and numbers.

110-12.8 Payment for Drainage Pipe Removal. Payment for removal of pipes and appurtenances shall be made at the contract lump sum price for pipe removal. This price shall compensate contractor for all work associated with pipe removal, including removal, dewatering, hauling off site, temporarily rerouting stormwater during pipe removal, labor, equipment, tools and incidentals necessary to complete the item.

110-12.9 Payment for Drainage Structure Removal. Payment for removal of structures and appurtenances shall be made at the contract price per each for structure removal. This price shall compensate contractor for all work associated with structure removal, including removal, dewatering, hauling off site, refurbishment, patching, labor, equipment, tools and incidentals necessary to complete the item.

110-12.10 Payment for Miscellaneous Demolition. Payment for removal of miscellaneous items not identified in the plans shall be made at the contract lump sum price for demolition (pre-construction). This price shall compensate contractor for all work associated with including removal, hauling, temporary patching, labor, equipment, tools and incidentals necessary to complete the item.

110-12.11 Payment Items: Payment will be made under:

Item No. 110-1	Demolition – Existing Pipe Removal	-- Linear Feet (LF)
Item No. 110-2	Demolition – Stormwater Structure Removal	-- Each (EA)
Item No. 110-3	Demolition – Asphalt Pavement and Concrete	--Square Yards (SY)
Item No. 110-4	Demolition – Miscellaneous	-- Lump Sum (LS)

SECTION 120
EXCAVATION AND EMBANKMENT**120-1 Description.**

120-1.1 General: Excavate and construct embankments as required for the roadway, ditches, channel changes and borrow material. Use suitable excavated material or authorized borrow to prepare subgrades and foundations. Construct embankments in accordance with Standard Plans, Index 120-001. Compact and dress excavated areas and embankments.

Meet the requirements of Section 110 for excavation of material for clearing and grubbing and Section 125 for excavation and backfilling of structures and pipe. Material displaced by the storm sewer or drainage structure system is not included in the earthwork quantities shown in the Plans.

120-1.2 Unidentified Areas of Contamination: When encountering or exposing any abnormal condition indicating the presence of contaminated materials, cease operations immediately in the vicinity and notify the Engineer. The presence of tanks or barrels; discolored earth, metal, wood, ground water, etc.; visible fumes; abnormal odors; excessively hot earth; smoke; or other conditions that appear abnormal may indicate the presence of contaminated materials and must be treated with extreme caution.

Make every effort to minimize the spread of contamination into uncontaminated areas. Immediately provide for the health and safety of all workers at the job site and make provisions necessary for the health and safety of the public that may be exposed to any potentially hazardous conditions. Ensure provisions adhere to all applicable laws, rules or regulations covering potentially hazardous conditions and will be in a manner commensurate with the gravity of the conditions.

The Engineer will notify the District Contamination Impact Coordinator (DCIC) who will coordinate selecting and tasking the Owner's Contamination Assessment/Remediation Contractor (CAR). Provide access to the potentially contaminated area. Preliminary investigation by the CAR Contractor will determine the course of action necessary for site security and the steps necessary under applicable laws, rules, and regulations for additional assessment and/or remediation work to resolve the contamination issue.

The CAR Contractor will delineate the contamination areas, any staging or holding area required; and, in cooperation with the Prime Contractor and Engineer, develop a work plan that will provide the CAR Contractor's operations schedule with projected completion dates for the final resolution of the contamination issue.

The CAR Contractor will maintain jurisdiction over activities inside any outlined contaminated areas and any associated staging holding areas. The CAR Contractor will be responsible for the health and safety of workers within the delineated areas. Provide continuous access to these areas for the CAR Contractor and representatives of regulatory or enforcement agencies having jurisdiction.

Both Contractors will use the schedule as a basis for planning the completion of both work efforts. The Engineer may grant the Contract Time extensions according to the provisions of 8-7.3.2.

Cooperate with the CAR Contractor to expedite integration of the CAR Contractor's operations into

the construction project. The Prime Contractor is not expected to engage in routine construction activities, such as excavating, grading, or any type of soil manipulation, or any construction processes required if handling of contaminated soil, surface water or ground water is involved. All routine construction activities requiring the handling of contaminated soil, surface water or groundwater will be by the CAR Contractor. Adjustments to quantities or to Contract unit prices will be made according to work additions or reductions on the part of the Prime Contractor in accordance with 4-3.

The Engineer will direct the Prime Contractor when operations may resume in the affected area.

120-2 Classifications of Excavation.

120-2.1 General: The Owner may classify excavation specified under this Section for payment as any of the following: regular excavation, subsoil excavation, lateral ditch excavation, and channel excavation.

If the proposal does not show subsoil excavation or lateral ditch excavation as separate items of payment, include such excavation under the item of regular excavation.

If the proposal shows lateral ditch excavation as a separate item of payment, but does not show channel excavation as a separate item of payment, include such excavation under the item of lateral ditch excavation. Otherwise, include channel excavation under the item of regular excavation.

120-2.2 Regular Excavation: Regular excavation includes roadway excavation and borrow excavation, as defined below for each.

120-2.2.1 Roadway Excavation: Roadway excavation consists of the excavation and the utilization or disposal of all materials necessary for the construction of the roadway, ditches, channel changes, etc., except as may be specifically shown to be paid for separately and that portion of the lateral ditches within the limits of the roadway right-of-way as shown in the Plans.

120-2.2.2 Borrow Excavation: Borrow excavation consists of the excavation and utilization of material from authorized borrow pits, including only material that is suitable for the construction of roadway embankments or of other embankments covered by the Contract.

A Cost Savings Initiative Proposal (CSIP) submittal based on using borrow material from within the project limits will not be considered.

120-2.3 Subsoil Excavation: Subsoil excavation consists of the excavation and disposal of muck, clay, rock, or any other material that is unsuitable in its original position and that is excavated below the finished grading template. For stabilized bases and sand bituminous road mixes, consider the finished grading template as the top of the finished base, shoulders and slopes. For all other bases and rigid pavement, consider the finished grading template as the finished shoulder and slope lines and bottom of completed base or rigid pavement. For pond and ditches that identify the placement of a blanket material, consider the finished grading template as the bottom of the blanket material. Subsoil excavation also consists of the excavation of all suitable material within the above limits as necessary to excavate the unsuitable material. Consider the limits of subsoil excavation indicated in the Plans as being particularly variable, in accordance with the field conditions actually encountered.

The quantity of material required to replace the excavated material and to raise the elevation of the roadway to the bottom of the template will be paid for under embankment or borrow excavation (Truck Measure).

120-2.4 Lateral Ditch Excavation: Lateral ditch excavation consists of all excavation of inlet and outlet ditches to structures and roadway, changes in channels of streams, and ditches parallel to the roadway right-of-way. Dress lateral ditches to the grade and cross-section shown in the Plans.

120-2.5 Channel Excavation: Channel excavation consists of the excavation and satisfactory disposal of all materials from the limits of the channel as shown in the Plans.

120-3 Preliminary Soils Investigations.

When the Plans contain the results of a soil survey, do not assume such data is a guarantee of the depth, extent, or character of material present.

120-4 Removal of Unsuitable Materials and Existing Roads.

120-4.1 Subsoil Excavation: Where muck, rock, clay, or other material within the limits of the roadway is unsuitable in its original position, excavate such material to the cross-sections shown in the Plans or indicated by the Engineer, and backfill with suitable material. Shape backfill material to the required cross-sections. Where the removal of plastic soils below the finished earthwork grade is required, meet a construction tolerance, from the lines shown in the Plans as the removal limits, of plus or minus 0.2 feet in depth and plus or minus 6 inches (each side) in width.

120-4.2 Construction over Existing Old Road: Where a new roadway is to be constructed over an old one, plow or scarify the old road, and break it up full width, regardless of height of fill. If the Plans provide that paving materials may be incorporated into the fill, distribute such material in a manner so as not to create voids. Recompact the old road meeting the requirements of 120-10.2.

120-4.3 Obliterating Old Road: Where the Plans call for obliteration of portions of an old road outside of the proposed new roadway, obliterate such sections of the old road by grading to fill ditches and to restore approximately the original contour of the ground or a contour which produces a pleasing appearance.

120-5 Disposal of Surplus and Unsuitable Material.

120-5.1 Ownership of Excavated Materials: Dispose of surplus and excavated materials as shown in the Plans or, if the Plans do not indicate the method of disposal, take ownership of the materials and dispose of them outside the right-of-way.

120-5.2 Disposal of Muck on Side Slopes: As an exception to the provisions of 120-5. 1, when approved by the Engineer, in rural undeveloped areas, the Contractor may place muck (A-8 material) on the slopes, or store it alongside the roadway, provided there is a clear distance of at least 6 feet between the roadway grading limits and the muck, and the Contractor dresses the muck to present a neat appearance. In addition, the Contractor may also dispose of this material by placing it on the slopes in developed areas where, in the opinion of the Engineer, this will result in an aesthetically pleasing appearance and will have no detrimental effect on the adjacent developments. Where the Engineer permits the disposal of muck or other unsuitable material inside the right-of-way limits, do not place such material in a manner which will impede the inflow or outfall of any channel or side

ditches. The Engineer will determine the limits adjacent to channels within which such materials may be disposed.

120-5.3 Disposal of Paving Materials: Unless otherwise noted, take ownership of paving materials, such as paving brick, asphalt block, concrete slab, sidewalk, curb and gutter, etc., excavated in the removal of existing pavements, and dispose of them outside the right-of-way. If the materials are to remain the property of the Owner, place them in neat piles as directed. Existing limerock base that is removed may be incorporated in the stabilized portion of the subgrade. If the construction sequence will allow, incorporate all existing limerock base into the project as allowed by the Contract Documents.

120-5.4 Disposal Areas: Where the Contract Documents require disposal of excavated materials outside the right-of-way, and the disposal area is not indicated in the Contract Documents, furnish the disposal area without additional compensation.

Provide areas for disposal of removed paving materials out of sight of the project and at least 300 feet from the nearest roadway right-of-way line of any State maintained road. If the materials are buried, disregard the 300 foot limitation.

120-6 Borrow.

120-6.1 Materials for Borrow: Do not open borrow pits until the Engineer has approved their location.

Do not provide borrow materials that are polluted as defined in Chapter 376 of the Florida Statutes (oil of any kind and in any form, gasoline, pesticides, ammonia, chlorine, and derivatives thereof, excluding liquefied petroleum gas) in concentrations above any local, State, or Federal standards.

Prior to placing any borrow material that is the product of soil incineration, provide the Engineer with a copy of the Certificate of Materials Recycling and Post Burn Analysis showing that the material is below all allowable pollutant concentrations.

120-6.2 Furnishing of Borrow Areas: To obtain the Engineer's approval to use an offsite construction activity area that involves excavation such as a borrow pit or local aggregate pit, request in writing, a review for -cultural resources involvement. Send the request to the Division of Historical Resources (DHR), Department of State, State Historic Preservation Officer, Tallahassee, FL. As a minimum, include in the request the Project Identification Number, the County, a description of the property with Township, Range, Section, etc., the dimensions of the area to be affected, and a location map. Do not start any work at the off-site construction activity area prior to receiving clearance from the DHR that no additional research is warranted.

For certain locations, the DHR will require a Cultural Resources Assessment (CRA) Survey before approval can be granted. When this is required, secure professional archaeological services to complete an historical and archaeological survey report. Submit the report to the DHR and to the Owner. The Engineer will determine final approval or rejection of off-site construction activity areas based on input from the DHR.

Before receiving approval or before use of borrow areas, obtain written clearance from the Engineer concerning compliance with the Federal Endangered Species Act and other Wildlife Regulations as

specified in 7-1.4 and Section 4(f) of the USDOT Act as specified in 71.8.

The Owner will adjust Contract Time in accordance with 8-7 for any suspension of operations required to comply with this Article. The Owner will not accept any monetary claims due to delays or loss of off-site construction activity areas.

Except where the Plans specifically call for the use of a particular borrow or dredging area, the Contractor may substitute borrow or dredging areas of his own choosing provided the Engineer determines the materials from such areas meet the Owner's standards and other requirements for stability for use in the particular sections of the work in which it is to be placed, and the Contractor absorbs any increase in hauling or other costs. Stake the corners of the proposed borrow area and provide the necessary equipment along with an operator in order for the Engineer to investigate the borrow area. The Engineer will determine test locations, collect samples, and perform tests to investigate the proposed borrow area based on soil strata and required soil properties. The Engineer will approve use of materials from the proposed area based on test results and project requirements. Final acceptance of materials will be based on Point of Use Test as described in 6-1.2.4.

Before using any borrow material from any substitute areas, obtain the Engineer's approval, in writing, for the use of the particular areas, and, where applicable, ensure that the Engineer has cross-sectioned the surface. Upon such written approval by the Engineer, consider the substitute areas as designated borrow areas.

When furnishing the dredging or borrow areas, supply the Owner with evidence that the necessary permits, rights, or waivers for the use of such areas have been secured.

Do not excavate any part of a Contractor furnished borrow area which is less than 300 feet from the right-of-way of the project or any State Road until the Engineer has approved a plan for landscaping and restoring the disturbed area. Perform this landscaping and land restoration at no expense to the Owner, prior to final acceptance of the project. Do not provide a borrow area closer than 25 feet to the right-of-way of any state road. In Owner furnished borrow pits, do not excavate material within 5 feet of adjacent property lines.

Upon completion of excavation, neatly shape, dress, grass, vegetate, landscape, and drain all exposed areas including haul roads, as necessary so as not to present an objectionable appearance.

Meet the requirements of Section 104 when furnishing borrow areas, regardless of location.

120-6.3 Borrow Material for Shoulder Build-up: When so indicated in the Plans, furnish borrow material with a specific minimum bearing value, for building up of existing shoulders. Blend materials as necessary to achieve this specified minimum bearing value prior to placing the materials on the shoulders. Take samples of this borrow material at the pit or blended stockpile. Include all costs of providing a material with the required bearing value in the Contract unit price for borrow material.

120-6.4 Haul Routes for Borrow Pits: Provide and maintain, at no expense to the Owner, all necessary roads for hauling the borrow material. Where borrow area haul roads or trails are used by others, do not cause such roads or trails to deteriorate in condition.

Arrange for the use of all non-public haul routes crossing the property of any railroad. Incur any expense for the use of such haul routes. Establish haul routes which will direct construction vehicles away from developed areas when feasible, and keep noise from hauling operations to a minimum. Advise the Engineer in writing of all proposed haul routes.

120-6.5 Authorization for Use of Borrow: When the item of borrow excavation is included in the Contract, use borrow only when sufficient quantities of suitable material are not available from roadway and drainage excavation, to properly construct the embankment, subgrade, and shoulders, and to complete the backfilling of structures. Do not use borrow material until so ordered by the Engineer, and then only use material from approved borrow pits.

120-7 Materials for Embankment.

120-7.1 Use of Materials Excavated from the Roadway and Appurtenances: Assume responsibility for determining the suitability of excavated material for use on the project in accordance with the applicable Contract Documents. Consider the sequence of work and maintenance of traffic phasing in the determination of the availability of this material.

120-7.2 General Requirements for Embankment Materials: Construct embankments of acceptable material including reclaimed asphalt pavement (RAP), recycled concrete aggregate (RCA) and portland cement concrete rubble, but containing no muck, stumps, roots, brush, vegetable matter, rubbish, reinforcement bar or other material that does not compact into a suitable and enduring roadbed. Do not use RAP or RCA in the top 3 feet of slopes and shoulders that are to be grassed or have other type of vegetation established. Do not use RAP or RCA in stormwater management facility fill slopes.

Remove all waste material designated as undesirable. Use material in embankment construction in accordance with plan details or as the Engineer directs.

Complete the embankment using maximum particle sizes (in any dimension) as follows:

1. In top 12 inches: 3-1/2 inches (in any dimension).
2. 12 to 24 inches: 6 inches (in any dimension).
3. In the depth below 24 inches: not to exceed 12 inches (in any dimension) or the compacted thickness of the layer being placed, whichever is less.

Spread all material so that the larger particles are separated from each other to minimize voids between them during compaction. Compact around these rocks in accordance with 120-9.2.

When and where approved by the Engineer, the Contractor may place larger rocks (not to exceed 18 inches in any dimension) outside the one to two slope and at least 4 feet or more below the bottom of the base. Compact around these rocks to a firmness equal to that of the supporting soil. Construct grassed embankment areas in accordance with 120-9.2.5. Where constructing embankments adjacent to bridge end bents or abutments, do not place rock larger than 3-1/2 inches in diameter within 3 feet of the location of any end-bent piling.

120-7.3 Materials Used at Pipes, Culverts, etc.: Construct embankments over and around pipes,

culverts, and bridge foundations with selected materials.

120-8 Embankment Construction.

120-8.1 General: Construct embankments in sections of not less than 300 feet in length or for the full length of the embankment. Do not construct another LOT over an untested LOT without the Engineer’s approval in writing.

For construction of mainline pavement lanes, turn lanes, ramps, parking lots, concrete box culverts and retaining wall systems, a LOT is defined as a single lift of finished embankment not to exceed 500 feet.

For construction of shoulder-only areas, shared use paths, and sidewalks areas, a LOT is defined as a single lift of finished embankment not to exceed 2000 feet.

Isolated compaction operations will be considered as separate LOTs. For multiple phase construction, a LOT shall not extend beyond the limits of the phase.

120-8.2 Dry Fill Method:

120-8.2.1 General: Construct embankments to meet the compaction requirements in 120-9 and in accordance with the acceptance program requirements in 120-10.

As far as practicable, distribute traffic over the work during the construction of embankments so as to cover the maximum area of the surface of each layer.

Construct embankment using the dry fill method whenever normal dewatering equipment and methods can accomplish the needed dewatering.

120-8.2.1.1 Maximum Compacted Lift Thickness Requirements: Construct the embankment in successive layers with lifts up to a maximum listed in the table below based on the embankment material classification group.

Group	AASHTO Soil Class	Maximum Lift Thickness	Thick Lift Control Test Section Requirements
1	A-3	12 inches	Not Needed
	A-2-4 (No. 200 Sieve ≤ 15%)		
2	A-1	6 inches without Control Test Section	Maximum of 12 inches per 120-8.2.1.2
	A-2-4 (No. 200 Sieve >15%)		
	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6		
	A-7 (Liquid Limit <50)		

120-8.2.1.2 Thick Lift Requirements: For embankment materials classified as Group 2 in the table above, the option to perform thick lift construction in successive layers of not more than 12 inches compacted thickness may be used after meeting the following requirements:

1. Notify the Engineer and obtain approval in writing prior to beginning construction of a test section.

- a. Demonstrate the possession and control of compacting equipment sufficient to achieve density required by 120-10.2 for the full depth of a thicker lift.
2. Construct a test section of the length of one full LOT of not less than 500 feet.
3. Perform five Quality Control (QC) tests at random locations within the test section.
 - a. All five QC tests and a Owner Verification test must meet the density required by 120-10.2.
 - b. Identify the test section with the compaction effort and soil classification in the Owner's Earthwork Records System (ERS).
4. Obtain Engineer's approval in writing for the compaction effort after completing a successful test section.

In case of a change in compaction effort or soil classification, failing QC test or when the QC tests cannot be verified, construct a new test section. The Contractor may elect to place material in 6 inches compacted thickness at any time. Construct all layers approximately parallel to the centerline profile of the road.

The Engineer reserves the right to terminate the Contractor's use of thick lift construction. Whenever the Engineer determines that the Contractor is not achieving satisfactory results, revert to the 6 inch compacted lifts.

120-8.2.1.3 Equipment and Methods: Provide normal dewatering equipment including, but not limited to, surface pumps, sump pumps and trenching/digging machinery. Provide normal dewatering methods including, but not limited to, constructing shallow surface drainage trenches/ditches, using sand blankets, sumps and siphons.

When normal dewatering does not adequately remove the water, the Engineer may require the embankment material to be placed in the water or on low swampy ground in accordance with 120-9.2.3.

120-8.2.2 Placing in Unstable Areas: When depositing fill material in water, or on low swampy ground that will not support the weight of hauling equipment, construct the embankment by dumping successive loads in a uniformly distributed layer of a thickness not greater than necessary to support the hauling equipment while placing subsequent layers. Once sufficient material has been placed so that the hauling equipment can be supported, construct the remaining portion of the embankment in layers in accordance with the applicable provisions of 120-9.2.2.

120-8.2.3 Placing on Steep Slopes: When constructing an embankment on a hillside sloping more than 20 degrees from the horizontal, before starting the fill, deeply plow or cut steps into the surface of the original ground on which the embankment is to be placed.

120-8.2.4 Placing Outside the Standard Minimum Slope: The standard minimum slope is defined

as the plane described by a one (vertical) to two (horizontal) slope downward from the roadway shoulder point or the gutter line, in accordance with Standard Plans, Index 120-001 and 120-002. Where material that is unsuitable for normal embankment construction is to be used in the embankment outside the standard minimum slope, place such material in layers of not more than 18 inches in thickness, measured loose. The Contractor may also place material which is suitable for normal embankment, outside such standard minimum slope, in 18 inch layers. Maintain a constant thickness for suitable material placed within and outside the standard minimum slope, unless placing in a separate operation.

120-8.3 Hydraulic Method:

120-8.3.1 Method of Placing: When the hydraulic method is used, as far as practicable, place all dredged material in its final position in the embankment by such method. Place and compact any dredged material that is reworked, or moved and placed in its final position by any other method, as specified in 120-9.2. Baffles or any other form of construction may be used if the slopes of the embankments are not steeper than indicated in the Plans. Remove all timber used for temporary bulkheads or baffles from the embankment, and fill and thoroughly compact all voids. When placing fill on submerged land, construct dikes prior to beginning of dredging, and maintain the dikes throughout the dredging operation.

120-8.3.2 Excess Material: Do not use any excess material placed outside the prescribed slopes or below the normal high-water table to raise the fill areas. Remove only the portion of this material required for dressing the slopes.

120-8.3.3 Protection of Openings in Embankment: Leave openings in the embankments at the bridge sites. Remove any material which invades these openings or existing channels without additional compensation to provide the same existing channel depth as before the construction of the embankment. Do not excavate or dredge any material within 200 feet of the toe of the proposed embankment.

120-8.4 Reclaimed Asphalt Pavement (RAP) Method:

120-8.4.1 General: Use only RAP material stored at facilities with an approved Florida Department of Environmental Protection Stormwater permit or, transferred directly from a milling project to the Owner project. Certify the source if RAP material is from an identifiable Owner project. Do not use RAP material in the following areas: construction areas that are below the seasonal high groundwater table elevation; MSE Wall backfill; underneath MSE Walls or the top 6 inches of embankment.

Prior to placement, submit documentation to the Engineer for his approval, outlining the proposed location of the RAP material.

120-8.4.2 Soil and RAP Mixture: Place the RAP material at the location and spread uniformly, using approved methods to obtain a maximum layer thickness of 4 inches. Mix this 4 inches maximum layer of RAP with a loose soil layer 8 to 10 inches thick. After mixing, meet all embankment utilization requirements of Standard Plans, Index 120-001 for the location used. The total RAP and other embankment material shall not exceed 12 inches per lift after mixing and compaction if the contractor can demonstrate that the density of the mixture can be achieved. Perform mixing using rotary tillers or other equipment meeting the approval of the Engineer. The

Engineer will determine the order in which to spread the two materials. Mix both materials to the full depth. Ensure that the finished layer will have the thickness and shape required by the typical section. Demonstrate the feasibility of this construction method by successfully completing a 500 foot long test section.

120-8.4.3 Alternate Soil and RAP Layer Construction: Construct soil in 6 to 12 inch compacted lifts and RAP in alternate layers with 6 inch maximum compacted lifts. Use soil with a minimum LBR value of 40 to prevent failure during compaction of the overlying RAP layer. Demonstrate the feasibility of this construction method by successfully completing a 500 foot long test section.

120-9 Compaction Requirements.

120-9.1 Moisture Content: Compact the materials at a moisture content such that the specified density can be attained. If necessary to attain the specified density, add water to the material, or lower the moisture content by manipulating the material or allowing it to dry, as is appropriate.

120-9.2 Compaction of Embankments:

120-9.2.1 General: Uniformly compact each layer, using equipment that will achieve the required density, and as compaction operations progress, shape and manipulate each layer as necessary to ensure uniform density throughout the embankment.

120-9.2.2 Compaction Over Unstable Foundations: Where the embankment material is deposited in water or on low swampy ground, and in a layer thicker than 12 inches (as provided in 120-8.2.2), compact the top 6 inches (compacted thickness) of such layer to the density as specified in 120-10.2.

120-9.2.3 Compaction Where Plastic Material Has Been Removed: Where unsuitable material is removed and the remaining surface is of the A-4, A-5, A-6, or A-7 Soil Groups (see AASHTO M145), as determined by the Engineer, compact the surface of the excavated area by rolling with a sheepfoot roller exerting a compression of at least 250 psi on the tamper feet, for the full width of the roadbed (subgrade and shoulders). Perform rolling before beginning any backfill, and continue until the roller feet do not penetrate the surface more than 1 inch. Do not perform such rolling where the remaining surface is below the normal water table and covered with water. Vary the procedure and equipment required for this operation at the discretion of the Engineer.

120-9.2.4 Compaction of Grassed Shoulder Areas: For the upper 6 inch layer of all shoulders which are to be grassed, since no specific density is required, compact only to the extent directed.

120-9.2.5 Compaction of Grassed Embankment Areas: Do not compact the outer layers of any embankments where plant growth will be established. Leave this layer in a loose condition to a minimum depth of 6 inches for the subsequent seeding or planting operations. Do not place RAP or RAP blended material within the top 12 inches of areas to be grassed.

120-9.3 Compaction for Pipes, Culverts, etc.: Compact the backfill of trenches to the densities specified for embankment or subgrade, as applicable, and in accordance with the requirements of 125-9.2.

Thoroughly compact embankments over and around pipes, culverts, and bridges in a manner which

will not place undue stress on the structures, and in accordance with the requirements of 125-9.2.

120-9.4 Compaction of Subgrade: If the Plans do not provide for stabilizing, compact the subgrade as defined in 1-3 in both cuts and fills, to the density specified in 120-10.2. For cut areas, determine Standard Proctor Maximum Density in accordance with FM 1-T099 at a frequency of one per mile or when there is a change in soil type, whichever occurs first. For undisturbed soils, do not apply density requirements where constructing paved shoulders 5 feet or less in width.

Where trenches for widening strips are not of sufficient width to permit the use of standard compaction equipment, perform compaction using vibratory rollers, trench rollers, or other type compaction equipment approved by the Engineer.

Maintain the required density until the base or pavement is placed on the subgrade.

120-10 Acceptance Program.

120-10.1 General Requirements:

120-10.1.1 Initial Equipment Comparison: Before initial production, perform an initial nuclear moisture density gauge comparison with the Verification and Independent Assurance (IA) gauges. When comparing the computed dry density of one nuclear gauge to a second gauge, three sets of calculations must be performed (IA to QC, IA to Verification, and QC to Verification). Ensure that the difference between any two computed dry densities does not exceed 2 lb/ft³ between gauges from the same manufacturer, and 3 lb/ft³ between gauges from different manufacturers. Repair or replace any gauge that does not compare favorably with the IA gauge.

Perform a comparison analysis between the QC nuclear gauge and the Verification nuclear gauge any time a nuclear gauge or repaired nuclear gauge is first brought to the project. Repair and replace any QC gauge that does not compare favorably with the Verification gauge at any time during the remainder of the project. Calibrate all QC gauges annually.

120-10.1.2 Initial Production LOT: Before construction of any production LOT, prepare a 500 foot initial control section consisting of one full LOT. Notify the Engineer in writing at least 24 hours prior to production of the initial control section. Perform all QC tests required in 120-10.1.4. When the initial QC test results pass specifications, the Engineer will perform a Verification test to verify compliance with the specifications. Do not begin constructing another LOT until successfully completing the initial production LOT. The Engineer will notify the Contractor in writing of the initial production LOT approval within three working days after receiving the Contractor's QC data when test results meet the following conditions:

1. QC and Verification tests must meet the density requirements.
2. Difference between QC and Verification computed dry density results shall meet the requirements of 120-10.1.1.

If Verification test result fails the density requirements of 120-10.2, correct the areas of non-compliance. The QC and Verification tests will then be repeated.

120-10.1.3 Density over 105%: When a QC computed dry density results in a value greater than

105% of the applicable Proctor maximum dry density, the Engineer will perform an Independent Verification (IV) density test within 5 feet. If the IV density results in a value greater than 105%, the Engineer will investigate the compaction methods, examine the applicable Standard Proctor Maximum Density and material description. The Engineer may collect and test an IV Standard Proctor Maximum Density sample for acceptance in accordance with the criteria of 120-10.2.

120-10.1.4 Quality Control (QC) Tests:

120-10.1.4.1 Standard Proctor Maximum Density Determination: Determine the QC standard Proctor maximum density and optimum moisture content by sampling and testing the material in accordance with the specified test method listed in 120-10.2.

120-10.1.4.2 Density Testing Requirements: Ensure compliance to the requirements of 120-10.2 by Nuclear Density testing in accordance with FM 1-T238. Determine the in-place moisture content for each density test. Use FM 1-T238, FM 5-507 (Determination of Moisture Content by Means of a Calcium Carbide Gas Pressure Moisture Tester), or ASTM D4643 (Laboratory Determination of Moisture Content of Granular Soils by use of a Microwave Oven) for moisture determination.

120-10.1.4.3 Soil Classification: Perform soil classification tests on the sample collected in 120-10.1.4.1, in accordance with AASHTO T88, T89, T90, and FM 1-T267. Classify soils in accordance with AASHTO M145 in order to determine compliance with embankment utilization requirements as specified in Standard Plans, Index 120-001.

120-10.1.5 Owner Verification: The Engineer will conduct Verification tests in order to accept all materials and work associated with 120-10.1.4. The Engineer will verify the QC results if they meet the Verification Comparison Criteria, otherwise the Engineer will implement Resolution procedures.

The Engineer will select test locations, including Station, Offset, and Lift, using a random number generator, based on the LOTs under consideration. Each Verification test evaluates all work represented by the QC testing completed in those LOTs.

In addition to the Verification testing, the Engineer may perform additional Independent Verification (IV) testing. The Engineer will evaluate and act upon the IV test results in the same manner as Verification test results.

When the project requires less than four QC tests per material type, the Engineer reserves the right to accept the materials and work through visual inspection.

120-10.1.6 Reduced Testing Frequency: Obtain the Engineer's written approval for the option to reduce density testing frequency to one test every two LOTs if Resolution testing was not required for 12 consecutive verified LOTs, or if Resolution testing was required, but the QC test data was upheld and all substantiating tests are recorded in the Earthwork Records System (ERS).

Generate random numbers based on the two LOTs under consideration. When QC test frequency is reduced to one every two LOTs, obtain the Engineer's approval to place more than one LOT over an untested LOT. Assure similar compaction efforts for the untested LOTs. If the Verification

test fails, and QC test data is not upheld by Resolution testing, the QC testing will revert to the original frequency of one QC test per LOT. Do not apply reduced testing frequency in construction of shoulder-only areas, shared use paths, sidewalks, and first and last lift.

120-10.1.7 Payment for Resolution Tests: If the Resolution laboratory results compare favorably with the QC results, the Owner will pay for Resolution testing. No additional compensation, either monetary or time, will be made for the impacts of any such testing.

If the Resolution laboratory results do not compare favorably with the QC results, the costs of the Resolution testing will be deducted from monthly estimates. No additional time will be granted for the impacts of any such testing.

120-10.2 Acceptance Criteria: Obtain a minimum QC density of 100% of the standard Proctor maximum density as determined by FM 1-T099, Method C, with the following exceptions: embankment constructed by the hydraulic method as specified in 120-8.3; material placed outside the standard minimum slope as specified in 120-8.2.4 except when a structure is supported on existing embankment; and, other areas specifically excluded herein.

120-10.3 Additional Requirements:

120-10.3.1 Frequency: Conduct QC sampling and testing at a minimum frequency listed in the table below. The Engineer will perform Verification sampling and tests at a minimum frequency listed in the table below.

Test Name	Quality Control	Verification	Verification of Shoulder-Only Areas, Shared Use Paths, and Sidewalks
Standard Proctor Maximum Density	One per soil type	One per soil type	One per soil type
Density	One per LOT	One per four LOTS and for wet conditions, the first lift not affected by water	One per two LOTS
Soil Classification and Organic Content	One per Standard Proctor Maximum Density	One per Standard Proctor Maximum Density	One per Standard Proctor Maximum Density

120-10.3.2 Test Selection and Reporting: Determine test locations including stations and offsets, using the random number generator approved by the Engineer. Do not use notepads or worksheets to record data for later transfer to the Density Log Book. Notify the Engineer upon successful completion of QC testing on each LOT prior to placing another lift on top.

120-10.4 Verification Comparison Criteria and Resolution Procedures:

120-10.4.1 Standard Proctor Maximum Density Determination: The Engineer will verify the QC results if the results compare within 4.5 lb/ft³ of the Verification test result. Otherwise, the Engineer will take one additional sample of material from the soil type in question. The State

Materials Office (SMO) or an AASHTO accredited laboratory designated by the SMO will perform Resolution testing. The material will be sampled and tested in accordance with FM 1-T099, Method C.

The Engineer will compare the Resolution test results with the QC test results. If all Resolution test results are within 4.5 lb/ft³ of the corresponding QC test results, the Engineer will use the QC test results for material acceptance purposes for each LOT with that soil type. If the Resolution test result is not within 4.5 lb/ft³ of the Contractor's QC test, the Verification test result will be used for material acceptance purposes.

120-10.4.2 Density Testing: When a Verification or IV density test fails the acceptance criteria, retest the site within a 5 foot radius and the following actions will be taken:

1. If the QC retest meets the acceptance criteria and meets the 12010.1.1 criteria when compared with the Verification or IV test, the Engineer will accept those LOTs.
2. If the QC retest does not meet the acceptance criteria and compares favorably with the Verification or IV test, rework and retest the LOT. The Engineer will re-verify those LOTs.
3. If the QC retest and the Verification or IV test do not compare favorably, complete a new comparison analysis as defined in 120-10.1.1. Once acceptable comparison is achieved, retest the LOTs. The Engineer will perform new verification testing. Acceptance testing will not begin on a new LOT until the Contractor has a gauge that meets the comparison requirements.

Record QC test results in the density logbook on approved Owner forms provided by the Engineer. Submit the original, completed density logbook to the Engineer at final acceptance.

120-10.4.3 Soil Classification: The Engineer will verify the QC test results if the Verification and the QC test results both match the soil utilization symbol listed in Standard Plans, Index 120-001. Otherwise, the Engineer will test the sample retained for Resolution testing. The SMO or an AASHTO accredited laboratory designated by the SMO will perform the Resolution testing. The material will be sampled and tested in accordance with AASHTO T88, T89, and T90, and classified in accordance with AASHTO M145.

The Engineer will compare the Resolution test results with the QC test results. If the Resolution test matches the QC soil utilization symbol, the Engineer will use the QC soil utilization symbol for material acceptance purposes. If the Resolution test result does not match the Contractor's QC soil utilization symbol, the Verification test results will be used for material acceptance purposes.

120-10.4.4 Organic Content: The Engineer will verify the QC test results if the Verification test results satisfy the organic content test criteria in Standard Plans, Index 120-001. Otherwise, the Engineer will test the sample retained for Resolution testing. The SMO or an AASHTO accredited laboratory designated by the SMO will perform Resolution testing. The material will be sampled and tested in accordance with FM 1-T267. If the Resolution test results satisfy the required criteria, material of that soil type will be verified and accepted. If the Resolution test results do not meet the required criteria, reject the material and reconstruct with acceptable material.

120-10.5 Disposition of Defective Materials: Assume responsibility for removing and replacing all defective material, as defined in Section 6.

Alternately, submit an Engineering Analysis Scope in accordance with 6-4 to determine the disposition of the material.

120-11 Maintenance and Protection of Work.

While construction is in progress, maintain adequate drainage for the roadbed at all times. Maintain a shoulder at least 3 feet wide adjacent to all pavement or base construction in order to provide support for the edges.

Maintain all earthwork construction throughout the life of the Contract, and take all reasonable precautions to prevent loss of material from the roadway due to the action of wind or water. Repair, at no expense to the Owner except as otherwise provided herein, any slides, washouts, settlement, subsidence, or other mishap which may occur prior to final acceptance of the work. Perform maintenance and protection of earthwork construction in accordance with Section 104.

Maintain all channels excavated as a part of the Contract work against natural shoaling or other encroachments to the lines, grades, and cross-sections shown in the Plans, until final acceptance of the project.

120-12 Construction.

120-12.1 Construction Tolerances: Shape the surface of the earthwork to conform to the lines, grades, and cross-sections shown in the Plans. In final shaping of the surface of earthwork, maintain a tolerance of 0.3 foot above or below the cross-section with the following exceptions:

1. Shape the surface of shoulders to within 0.1 foot of the cross-section shown in the Plans.
2. Shape the earthwork to match adjacent pavement, curb, sidewalk, structures, etc.
3. Shape the bottom of conveyance ditches so that the ditch impounds no water.
4. When the work does not include construction of base or pavement, shape the entire roadbed (shoulder point to shoulder point) to within 0.1 foot above or below the Plan cross-section.
5. When the work includes permitted linear stormwater management facilities, shape the swales and ditch blocks to within 0.1 feet of the cross-section shown in the Plans.

Ensure that the shoulder lines do not vary horizontally more than 0.3 foot from the true lines shown in the Plans.

120-12.2 Operations Adjacent to Pavement: Carefully dress areas adjacent to pavement areas to avoid damage to such pavement. Complete grassing of shoulder areas prior to placing the final wearing course. Do not manipulate any embankment material on a pavement surface.

When shoulder dressing is underway adjacent to a pavement lane being used to maintain traffic, exercise extreme care to avoid interference with the safe movement of traffic.

120-13 Method of Measurement.

No separate measurement shall be made for excavation or embankment. Payment for excavation and embankment shall be included in the respective pay items requiring excavation and embankment.

120-14 Basis of Payment.

No separate payment shall be made for excavation or embankment. Payment for excavation and embankment, including all material for constructing the embankment; all excavating, dredging, pumping, placing and compacting of material for constructing the embankment complete; maintenance and protection of the completed earthwork, and the removal of rubbish, vegetation, etc., shall be included in the respective pay items requiring excavation and embankment.

No payment will be made for the removal of muck or overburden from the dredging or borrow areas. No payment will be made for embankment material used to replace muck or other unsuitable material excavated beyond the lines and grades shown in the plans or ordered by the Engineer.

120-14.3.4 Cost of Permits, Rights, and Waivers: Where the Contractor provides borrow or dredging areas of his own choosing, the cost of securing the necessary permits, rights or waivers will be included in the Contract price for embankment.

END OF SECTION 120

SECTION 125
EXCAVATION FOR STRUCTURES AND PIPE**125-1 Description.**

Excavate for box culverts, pipes, retaining walls, headwalls for pipes and drains, catch basins, drop inlets, manholes, and similar structures. Construct and remove cofferdams, sheeting, bracing, etc.; pump or otherwise dewater foundations; remove and dispose of any existing structures or portions of structures not covered by other items in the Contract, including foundations, abutments, piers, wings, and all other materials, obstructions, etc., found necessary to clear the site for the proposed work; backfill, dispose of surplus material, and perform final cleaning, as may be necessary for the proper execution of the work. This Section does not include excavation for bases or pavements, curbs, curb and gutter, valley gutter, ditch pavement, or rubble gutter.

125-1.1 Trench Excavation Safety System and Shoring, Special (Trench Excavation): When performing trench excavation in excess of 5 feet in depth, comply with the Occupational Safety and Health Administration's (OSHA) trench safety standards, 29 CFR 1926, Subpart P, and all subsequent revisions or updates adopted by the Department of Labor and Employment Security. Ensure that trench boxes are wide enough to accommodate compaction and density testing.

Submission of bid and subsequent execution of the Contract will serve as certification that all trench excavation in excess of 5 feet in depth will be in compliance with Section 553.62, Florida Statutes.

Consider all available geotechnical information when designing the trench excavation safety system.

Consider these and any more stringent trench safety standards as minimum Contract requirements.

125-2 Classification.

Consider all materials excavated as unclassified and as excavation regardless of the material encountered.

125-3 Cofferdams.**125-3.1 Construction:**

125-3.1.1 Methods: Construct all foundations by open excavation, and shore, brace, or protect the foundation openings with cofferdams. Provide cofferdams or cribs for foundation construction below the bottom of the footings. Provide sufficient clearance in the cofferdam interiors to permit construction of forms and inspection of their exteriors, and for pumping equipment.

125-3.1.2 Protection of Concrete: Construct cofferdams to protect green concrete against damage from a sudden rising of the water and to prevent damage by erosion. Do not leave timber or bracing in cofferdams or cribs that extend into the substructure masonry except where permitted in writing by the Engineer.

125-3.1.3 Placing in the Dry: For placing footings in the dry, the Engineer may require cofferdam sheeting to be driven to an elevation 6 feet below the elevation of the bottom of the footings and require sufficient pumping equipment to dewater and maintain the cofferdam in a comparatively dry condition.

125-3.1.4 Working Drawings: For substructure work, submit drawings showing the proposed method of cofferdam construction and other details left to choice or not fully shown in the Plans. Obtain the Engineer's approval of the type and clearance of cofferdams, insofar as such details affect the character of the finished work. For other details of design that do not affect the character of the finished work, assume responsibility for the successful construction of the work. Retain a Professional Engineer, registered in the State of Florida, to prepare the above construction drawing, and keep a signed and sealed copy on hand at the site at all times.

125-3.2 Removal: Unless otherwise provided, remove cofferdams or cribs, with all sheeting and bracing, after completion of the substructure without disturbing or marring the finished masonry.

125-4 Excavation.

125-4.1 Requirements for all Excavation: Perform all excavation to foundation materials, satisfactory to the Engineer, regardless of the elevation shown in the Plans. Remove rock, boulders or other hard lumpy or unyielding material to a depth of 12 inches below the bottom of pipes and box culverts elevations. Remove muck or other soft material to the depth indicated in the Plans or as directed by the Engineer.

125-4.2 Earth Excavation:

125-4.2.1 Foundation Material other than the Rock: When masonry is to rest on an excavated surface other than rock, take special care to avoid disturbing the bottom of the excavation, and do not remove the final foundation material to grade until just before placing the masonry. In case the foundation material is soft or mucky, the Engineer may require excavation to a greater depth and to backfill to grade with approved material.

125-4.2.2 Foundation Piles: Where foundation piles are used, complete the excavation of each pit before driving the piles. After the driving is completed, remove all loose and displaced material, leaving a smooth, solid, and level bed to receive the masonry.

125-4.2.3 Removal of Obstructions: Remove boulders, logs, or any unforeseen obstacles encountered in excavating. Compensation will be in accordance with the requirements of 4-3.

125-4.3 Rock Excavation: Clean all rock and other hard foundation material, remove all loose material, and cut all rock to a firm surface. Either level, step vertically and horizontally, or serrate the rock, as may be directed by the Engineer. Clean out all seams, and fill them with concrete or mortar.

125-4.4 Pipe Trench Excavation: Excavate trenches for pipes to the elevation of the bottom of the pipe and to a width sufficient to provide adequate working room. Remove soil not meeting the classification specified as suitable backfill material in 125-8.3.2.2, to a depth of 4 inches below the bottom of the pipe elevation. Where the soils permit, ensure that the trench sides are vertical up to at least the mid-point of the pipe.

For pipe lines placed above the natural ground line, place and compact the embankment, prior to excavation of the trench, to an elevation at least 2 feet above the top of the pipe and to a width equal to four pipe diameters, and then excavate the trench to the required grade.

For pipe trenches utilizing trench boxes, ensure that the trench box used is of sufficient width to permit thorough tamping of bedding material under and around the pipes as specified in 125-8.1.6.

Do not disturb the installed pipe and its embedment when moving trench boxes. Move the trench box carefully to avoid excavated wall displacement or damage. As the trench box is moved, fill any voids left by the trench box and continuously place and compact the backfill material adjacent to and all along the side of the trench box walls to fill any voids created by the trench box.

125-5 Preservation of Channel.

125-5.1 General: Unless shown in the Plans, do not excavate outside of caissons, cribs, cofferdams, or sheet piling, and do not disturb the natural stream bed adjacent to the structure. If excavating or dredging at the site of the structure before sinking caissons, cribs, or cofferdams, complete the foundation and backfill all such excavations to the original ground surface or other required elevation, with material satisfactory to the Engineer.

125-5.2 Removal of Excavated Materials: Do not allow materials that are deposited adjacent to the stream area to infiltrate the water areas. Leave the stream in its original condition.

125-6 Disposal of Surplus.

Use suitable excavated materials for backfilling over or around the structure. Dispose of unsuitable materials. Meet the disposal requirements pertaining to water pollution contained in Section 104 and in 7-1.1.

125-7 Pumping.

Pump from the interior of any foundation enclosure in such manner as to preclude the possibility of any portion of the concrete materials being carried away. Do not pump while placing concrete, or for a period of at least 24 hours thereafter, unless using a suitable pump separated from the concrete work by a watertight wall.

125-8 Backfilling.

125-8.1 General Requirements for Structures and Pipe:

125-8.1.1 General: Backfill in the dry whenever normal dewatering equipment and methods can accomplish the needed dewatering. A LOT is defined as one lift of backfill material placement, not to exceed 500 feet in length or a single run of pipe connecting two successive structures, whichever is less. Backfill for structures and pipe compacted in one operation will be considered as one LOT within the cover zone. Backfill around structures compacted separately from the pipe will be considered as separate LOTs. Backfill on each side of the pipe for the first lift will be considered a separate LOT. Backfill on opposite sides of the pipe for the remaining lifts will be considered separate LOTs, unless the same compactive effort is applied. Same compactive effort is defined as the same type of equipment (make and model) making the same number of passes on both sides of the pipe. For multiple phase backfill, a LOT shall not extend beyond the limits of the phase.

When placing backfill within trench box each lift of backfill is considered a LOT. Placement of backfill within trench box limits will be considered a complete operation before trench box is moved for next backfill operation. When the trench box is moved for next backfill operation this will start new LOTs for each lift. Follow the density testing frequency in 125-9.3.1.

125-8.1.2 Equipment and Methods: Provide normal dewatering equipment including, but not limited to, surface pumps, sump pumps, wellpoints and header pipe and trenching/digging machinery. Provide normal dewatering methods including, but not limited to, constructing shallow surface drainage trenches/ditches, using sand blankets, perforated pipe drains, sumps and siphons.

125-8.1.3 Backfill Materials: Backfill to the original ground surface or subgrade surface of openings made for structures, with a sufficient allowance for settlement. The Engineer may require that the material used for this backfill be obtained from a source entirely apart from the structure. Use only material accepted by the Engineer.

Do not allow heavy construction equipment to cross over culvert or storm sewer pipes until placing and compacting backfill material to the finished earthwork grade or to an elevation at least 4 feet above the crown of the pipe.

125-8.1.4 Use of A-7 Material: In the backfilling of trenches, A-7 material may be used from a point 12 inches above the top of the pipe up to the elevation shown in the Standard Plans as the elevation for undercutting of A-7 material.

125-8.1.5 Time of Placing Backfill: Do not place backfill against any masonry or concrete abutment, wingwall, or culvert until the Engineer has given permission to do so, and in no case until the masonry or concrete has been in place seven days or until the specified 28 day compressive strength occurs.

125-8.1.6 Placement and Compaction: Place the material in horizontal layers not exceeding 6 inches compacted thickness, in depth above water level, behind abutments, wingwalls and end bents or end rest piers, under the haunches of the pipes and around box culverts and all structures including pipe culverts. When the backfill material is deposited in water, compact as specified in 125-8.2.5 and 125-8.3.4.

125-8.1.6.1 Thick Lift Requirements: The Contractor may elect to place material in thicker lifts of no more than 12 inches compacted thickness above the Soil Envelope if the embankment material is classified as Group 1 in the table below. If the embankment material is classified as Group 2 in the table below and the Contractor chooses to place material in thicker lifts of no more than 12 inches compacted thickness above the soil envelope then the Contractor must demonstrate with a successful test section that density can be achieved. Thick lift around structures is only allowed above the soil envelope of the connecting pipe. Notify the Engineer in writing prior to beginning construction of a test section. Construct a test section of the length of one LOT. Perform five quality control (QC) tests at random locations within the test section. All five tests must meet the density required by 125-9.2 and be verified by the Owner. Identify the test section with the compaction effort and soil classification in the Log Book. In case of a change in compaction effort or soil classification, construct a new test section. When a QC test fails the requirements of 125-9.2 or when the QC tests cannot be verified, construct a new test section. The Contractor may elect to place material in 6 inches compacted thickness at any time.

Group	AASHTO Soil Class	Maximum Lift Thickness		Thick Lift Control Test Section Requirements	
		Within Cover Zone	Above Soil Envelope	Within Cover Zone	Above Soil Envelope
1	A-3	6 inches	12 inches	N/A	Not Needed
	A-2-4 (No. 200 Sieve ≤ 15%)				
2	A-1	6 inches without control test section	N/A	N/A	Maximum of 12 inches per 120-8.2.1.2
	A-2-4 (No. 200 Sieve > 15%)				
	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6				
	A-7 (Liquid Limit <50)				

125-8.2 Additional Requirements for Structures Other than Pipe:

125-8.2.1 Density: Where the backfill material is deposited in water, obtain a 12 inch layer of comparatively dry material, thoroughly compacted by tamping, before verifying the layer and density requirements. Meet the requirements of 125-9.2.

125-8.2.2 Box Culverts: For box culverts over which pavement is to be constructed, compact around the structure to an elevation not less than 12 inches above the top of the structure, using rapid-striking mechanical tampers.

125-8.2.3 Other Limited Areas: Compact in other limited areas using mechanical tampers or approved hand tampers, until the cover over the structure is at least 12 inches thick. When hand tampers are used, deposit the materials in layers not more than 4 inches thick using hand tampers suitable for this purpose with a face area of not more than 100 square inches. Take special precautions to prevent any wedging action against the masonry, and step or terrace the slope bounding the excavation for abutments and wingwalls if required by the Engineer.

125-8.2.4 Culverts and Piers: Backfill around culverts and piers on both sides simultaneously to approximately the same elevation.

125-8.2.5 Compaction Under Wet Conditions: Where wet conditions do not permit the use of mechanical tampers, compact using hand tampers. Use only A-3 material for the hand tamped portions of the backfill. When the backfill has reached an elevation and condition such as to make the use of the mechanical tampers practical, perform mechanical tamping in such manner and to such extent as to transfer the compaction force into the sections previously tamped by hand.

125-8.3 Additional Requirements for Pipe Greater than 12 Inches Inside Diameter:

125-8.3.1 General: Trenches for pipe may have up to four zones that must be backfilled.

Lowest Zone: The lowest zone is backfilled for deep undercuts up to within 4 inches of the bottom of the pipe.

Bedding Zone: The zone above the lowest zone is the bedding zone. Usually it will be the backfill which is the 4 inches of soil below the bottom of the pipe. When rock or other hard material has been removed to place the pipe, the bedding zone will be the 12 inches of soil below the bottom of the pipe.

Cover Zone: The next zone is backfill that is placed after the pipe has been laid and will be called the cover zone. This zone extends to 12 inches above the top of the pipe. The cover zone and the bedding zone are considered the Soil Envelope for the pipe.

Top Zone: The top zone extends from 12 inches above the top of the pipe to the base or final grade.

125-8.3.2 Material:

125-8.3.2.1 Lowest Zone: Backfill areas undercut below the bedding zone of a pipe with coarse sand, or other suitable granular material, obtained from the grading operations on the project, or a commercial material if no suitable material is available.

125-8.3.2.2 Soil Envelope: In both the bedding zone and the cover zone of the pipe, backfill with materials classified as A-1, A-2, or A-3. Material classified as A-4 may be used if the pipe is concrete pipe.

125-8.3.2.3 Top Zone: Backfill the area of the trench above the soil envelope of the pipe with materials allowed on Standard Plans, Index 120-001.

125-8.3.3 Compaction:

125-8.3.3.1 Lowest Zone: Compact the soil in the lowest zone to approximately match the density of the soil in which the trench was cut.

125-8.3.3.2 Bedding Zone: If the trench was not undercut below the bottom of the pipe, loosen the soil in the bottom of the trench immediately below the approximate middle third of the outside diameter of the pipe.

If the trench was undercut, place the bedding material and leave it in a loose condition below the middle third of the outside diameter of the pipe. Compact the outer portions to meet the density requirements of the acceptance criteria. Place the material in lifts no greater than 6 inches (compacted thickness).

125-8.3.3.3 Cover Zone: Before placing the cover zone material, lay pipe according to Section 430. Excavate for pipe bells before laying pipe. Place the material in 6 inch layers (compacted thickness), evenly deposited on both sides of the pipe, and compact with mechanical tampers suitable for this purpose. Hand tamp material below the pipe haunch that cannot be reached by mechanical tampers. Meet the requirements of in 125-9.2.

125-8.3.3.4 Top Zone: Place the material in layers not to exceed 12 inches in compacted thickness. Meet the requirements of the density acceptance criteria.

125-8.3.4 Backfill Under Wet Conditions: Where wet conditions are such that dewatering by normal pumping methods would not be effective, the procedure outlined below may be used when specifically authorized by the Engineer in writing. The Owner will not pay for select material that might be used by the Contractor for his own convenience instead of dewatering.

The Owner will permit the use of granular material below the elevation at which mechanical

tampers would be effective, but only material classified as A-3. Place and compact the material using timbers or hand tampers until the backfill reaches an elevation such that its moisture content will permit the use of mechanical tampers. When the backfill has reached such elevation, use normally acceptable backfill material. Compact the material using mechanical tampers in such manner and to such extent as to transfer the compacting force into the material previously tamped by hand.

The Owner will permit the use of coarse aggregate below the elevation at which mechanical tampers would be effective. Use coarse aggregate as specified in Section 901 for Aggregate Size Number 89, 8, 78, 7, 68, 6, or 57. Place the coarse aggregate such that it will be stable and firm. Fully wrap the aggregate with a layer of Type D-4 filter fabric, as specified in Section 985. Do not place coarse aggregate within 4 feet of the ends of the trench or ditch. Use normally accepted backfill material at the ends.

125-9 Acceptance Program.

125-9.1 General Requirements: Meet the requirements of 120-10, except replace the requirements of 120-10.1.6 with 125-9.1.1, 120-10.2 with 125-9.2, and 120-10.3 with 125-9.3.

125-9.1.1 Reduced Testing Frequency: Obtain the Engineer's approval in writing for the option to reduce density testing frequency to one test every two LOTs or one every four LOTs for trench box operations if the following requirements are met:

- a. Resolution testing was not required for six consecutive verified LOTs.
- b. Resolution testing was required for any of the six consecutive verified LOTs, but QC test data was upheld.

Identify the substantiating tests in the Density Log Book and notify the Engineer in writing prior to starting reduced frequency of testing. Generate random numbers for selecting test locations for the LOTs under consideration. When QC test frequency is reduced, obtain the Engineer's approval in writing to place more than one LOT over an untested LOT. Do not apply reduced testing frequency for the first and last lift of pipe. Assure similar compaction efforts for the untested sections. If the Verification test fails, and QC test data is not upheld by Resolution testing the QC testing will revert to the original frequency.

125-9.2 Acceptance Criteria:

125-9.2.1 Density: Obtain a minimum QC density in any LOT of 100% of the Standard Proctor maximum density as determined by FM 1-T099 or the requirements of 125-8.3.3.1 when applicable. When the cover height below the bottom of base under asphalt pavement, below concrete pavement, or below unpaved ground, exceeds 15 inches, compact the pipe backfill in the cover zone to a density of at least 95% of the Standard Proctor maximum density as determined by FM1-T099.

For density requirements around drainage structures, obtain a minimum QC density in any LOT of 100% of the Standard Proctor maximum density as determined by FM 1-T099 for a distance of one pipe diameter but not less than 3 feet from the outside face of the structure.

125-9.2.2 Exceptions to Structures and Pipe Density Requirements: Compact the backfill to a firmness approximately equal to that of the soil next to the pipe trench in locations outside the plane described by a one (vertical) to two (horizontal) slope downward from the roadway shoulder point or the gutter line in accordance with Standard Plans, Index 120001 or 120-002. Apply 125-9.2.1 when compacting side-drain pipe backfill under driveways serving a property that is not a single residential lot.

125-9.3 Additional Requirements:

125-9.3.1 Frequency: Conduct Standard Proctor maximum density sampling and testing at a minimum frequency of one test per soil type. The summary of tests and frequency is shown in the table below.

Test Name	Quality Control	Verification
Standard Proctor Maximum Density	One per soil type	One per soil type
Density	One per LOT	One per four consecutive LOTs and for wet conditions, the first lift not affected by water
Soil Classification and Organic Content	One per Standard Proctor Maximum density	One per Standard Proctor Maximum density

125-10 Verification Comparison Criteria and Resolution Procedures.

Meet the requirements of 120-10.4.

125-11 Site Restoration.

Wherever the existing site is disturbed solely for the purpose of constructing or removing box culverts, pipes, inlets, manholes, etc., completely replace and restore the site to the Engineer's satisfaction, without additional compensation.

125-12 Cleaning Up.

Upon completion of the work, leave the structure and all adjacent areas in a neat and presentable condition, clear up all temporary structures, rubbish and surplus materials and leave the space under the structure unobstructed and in such shape that drift will not collect nor scour or be induced. Pile all material from existing structures that have been removed neatly on the bank, unless otherwise directed by the Engineer. Pull false work piling unless the Engineer permits it to be cut or broken off in which case it will be cut or broken off at least 2 feet below the ground line or stream bed.

125-13 Method of Measurement.

No separate measurement shall be made for excavation or embankment for structures or pipes. Payment for excavation and embankment for structures or pipes shall be included in the respective pay items requiring excavation or embankment.

125-14 Basis of Payment.

125-14.1 When No Direct Payment Provided: When direct payment for excavation for structures is not provided for in the proposal, all work specified in this Section, other than as specified in 125-14.3 through 125-14.7, shall be included in the Contract price for the concrete or for other items covering the applicable structure or pipes.

125-14.7 Removal and Replacement of Material Unsuitable for Backfill: When it cannot reasonably be anticipated from information contained in the Plans, that material excavated for the structure will be unsuitable for use as backfill, and such material proves to be unsuitable for this use, the work of disposing of such material away from the site will be paid for as Unforeseeable Work, and the work of bringing in substitute material for the backfill will be paid for as specified for the particular case shown below:

1. No additional payment will be made for backfill materials obtained from surplus material available from the normal excavation or grading operations.
2. When the necessary material is not available from the normal excavation or grading operations, and the Contract includes an item for borrow excavation, backfill material authorized to be obtained from designated borrow areas will be included in the volume of borrow excavation to be paid for.
3. When the necessary material is not available from the normal excavation or grading operations and no separate item for borrow excavation is included in the Contract, any backfill material obtained by increasing the volume of excavation within the roadway right of way will be measured and paid for as regular excavation subject to the provisions of 9-3.2.2.
4. When authorization is given for obtaining the material from outside the right of way and from other than designated borrow areas, such excavation will be paid for as unforeseeable work.
5. Where pipe bedding is provided, as specified in 125-8, by the use of select granular material, the quantity of such select material obtained either as commercial material or from material from the grading operations other than in the immediate vicinity of the pipe to be bedded, as authorized by the Engineer, will be paid for at the Contract price per cubic yard for select bedding material. No payment for this material will be made for material available from the excavation for the pipe culvert or from other material available from the grading operations at a location not sufficiently remote as to require loading on trucks.

125-14.8 Pay Items: No separate payment shall be made for Excavation of Structures and pipes. Excavation for structures and pipe and dewatering shall be incidental to the structure and pipe installation and removal pay items.

END OF SECTION 125

**SECTION 160
STABILIZING****160-1 Description.**

Stabilize designated portions of the roadbed to provide a firm and unyielding subgrade, having the required bearing value specified in the Plans.

160-2 Materials.

160-2.1 Commercial Material: Meet the requirements of Section 914-2.1.

160-2.2 Local Material: Submit test results to the Engineer at least 14 days prior to the stabilization operation.

160-2.2.1 Local Stabilizing Material: Sample and test material from each source and meet the requirements of Section 914. The Engineer will verify the Quality Control (QC) test results meet the requirements of Section 914. If the QC and Verification results do not compare, the Engineer will take one additional sample of material from the source in question and the State Materials Office (SMO) or an AASHTO accredited laboratory designated by the SMO will perform Resolution testing. If the Resolution test results satisfy the required criteria, material from that source will be verified and accepted. If the Resolution test results do not meet the required criteria, reject the material.

160-2.2.2 Reclaimed Asphalt Pavement (RAP): Obtain the Engineer's approval in writing for the option to use 100% RAP material. Material must be milled and stockpiled without blending or contaminating with any other material.

160-2.2.3 Reclaimed Asphalt Pavement (RAP) Blended Material: RAP blended material is defined as material meeting the requirements of 914-1 and 914-2.2 except for the limits for organic content. If the RAP blended material meets the requirements of 914-1 and 914-2, then the blended material will be classified as local stabilizing material. Provide test results to the Engineer and obtain their approval in writing before using RAP blended material. The Engineer will verify that the QC test results meet the acceptance criteria, otherwise the Engineer will perform Resolution testing procedures specified in 160-2.2.1.

160-2.3 Existing Base: Obtain the Engineer's approval in writing before using existing base. When the material from an existing base is used as all, or a portion, of the stabilizing additives, no further testing is required unless directed by the Engineer.

160-2.4 Granular Subbase: The Engineer may allow, at no additional cost to the Owner, the substitution of 6 inches of granular subbase meeting the requirements of 290-2 and 290-3, only when 12 inches of Type B stabilization requiring a Limerock Bearing Ratio (LBR) value of 40 is specified in accordance with Standard Plans, Index 120-001.

160-3 Construction Methods.

160-3.1 General: Prior to the beginning of stabilizing operations, construct the area to be stabilized to an elevation such that, upon completion of stabilizing operations, the completed stabilized subgrade will conform to the lines, grades, and cross-section shown in the Plans. Prior to spreading

any additive stabilizing material, bring the surface of the roadbed to a plane approximately parallel to the plane of the proposed finished surface.

Construct mainline pavement lanes, turn lanes, ramps, parking lots, concrete box culverts, retaining wall systems, shoulder-only areas, sidewalk, and shared use path areas meeting the requirements of 120-8.1, except replace "embankment" with "subgrade".

Isolated mixing operations will be considered as separate LOTs. Curb pads and shoulders compacted separately shall be considered separate LOTs. Isolated compaction operations will be considered as separate LOTs. For multiple phase construction, a LOT shall not extend beyond the limits of the phase.

160-3.2 Application and Acceptance of Stabilizing Material: After completing the roadbed grading operations, determine the type and quantity (if any) of stabilizing material necessary for compliance with the bearing value requirements. Before using any Fossil Fuel Combustion Products (FFCPs), submit documentation, at the preconstruction meeting or no later than 30 days prior to delivery of FFCP's to the project, signed and sealed by the Specialty Engineer that these materials meet the requirements of 403.7047 F.S. Notify the Engineer of the approximate quantity to be added before spreading. When additive stabilizing materials are required, spread the material uniformly over the area to be stabilized.

The Engineer may perform Independent Verification (IV) sampling and testing if variability in the stabilizing material is observed during inspection after spreading on the roadway. If the IV test results do not meet the requirements of Section 914, then remove and replace the failing LOTs with acceptable material. The Engineer reserves the right to reject stabilizing material that contains excessive deleterious substances.

160-3.3 Mixing: Perform mixing using rotary tillers, a plant or other equipment meeting the approval of the Engineer. The subgrade may be mixed in one course if the equipment and method of construction provides the uniformity, particle size limitation, compaction and other desired results of 160-4. Thoroughly mix the area to be stabilized throughout the entire depth and width of the stabilizing limits.

Perform the mixing operations, as specified, (either in place or in a plant) regardless of whether the existing soil, or any select soils placed within the limits of the stabilized sections, have the required bearing value without the addition of stabilizing materials.

160-3.4 Mixed Material Requirements: At the completion of the mixing, ensure the gradation of the material within the limits of the area being stabilized is such that 97% will pass a 3-1/2 inch sieve. Break down or remove from the stabilized area materials, including clay lumps or lumps made of clay-size particles (any particle size 2 microns or less), not meeting the gradation requirements. After mixing, remove any existing lumps of clay or clay-sized particles greater than one inch that do not meet the requirements of 160-3.2 or this Section from the stabilized area. The final product must meet the acceptance requirements of 160-4.

160-3.4.1 Classification and Bearing Value: Meet the soil utilization and bearing value requirements for the subgrade in accordance with 160-4.

160-3.4.2 Compaction: After completing the mixing operations and satisfying the requirements for bearing value, uniformity, and particle size, compact the materials at a moisture content permitting the specified compaction in 160-4.2.3. If the moisture content of the material is improper for attaining the specified density, either add water or allow the material to dry until reaching the proper moisture content for the specified compaction.

160-3.4.3 Finish Grading: Shape the completed stabilized subgrade to conform with the finished lines, grades, and cross-section indicated in the Plans. Check the subgrade using elevation stakes or other means approved by the Engineer.

160-3.4.4 Condition of Completed Subgrade: After completing the stabilizing and compacting operations, ensure that the subgrade is firm and substantially unyielding to the extent that it will support construction equipment and will have the bearing value required by the Plans.

Remove all soft and yielding material, and any other portions of the subgrade which will not compact readily, and replace it with suitable material so that the whole subgrade is brought to line and grade, with proper allowance for subsequent compaction.

160-3.4.5 Maintenance of Completed Subgrade: After completing the subgrade as specified above, maintain it free from ruts, depressions, and any damage resulting from the hauling or handling of materials, equipment, tools, etc. The Contractor is responsible for maintaining the required density until the subsequent base or pavement is in place including any repairs, replacement, etc., of curb and gutter, sidewalk, etc., which might become necessary in order to recompact the subgrade in the event of underwash or other damage occurring to the previously compacted subgrade. Perform any such recompaction at no expense to the Owner. Construct and maintain ditches and drains along the completed subgrade section.

160-4 Acceptance Program for Mixed Materials.

160-4.1 General Requirements:

160-4.1.1 Initial Equipment Comparison: Meet the requirements of 120-10.1.1.

160-4.1.2 Initial Production LOT: Meet the requirements of 120-10.1.2.

160-4.1.3 Density over 105%: Meet the requirements of 120-10.1.3.

160-4.1.4 Quality Control Tests:

160-4.1.4.1 Modified Proctor Maximum Density Determination: Collect enough material to split and create three separate samples. Determine test locations, including stations and offsets, using the Random Number generator approved by the Owner. Retain the Verification and Resolution samples for the Owner until the Engineer accepts the LOTs represented by the samples. Determine modified Proctor maximum density and optimum moisture content by sampling and testing the material in accordance FM 1-T180.

160-4.1.4.2 Density Testing Requirements: Meet the requirements of 120-10.1.4.2.

160-4.1.4.3 Bearing Value Requirements: Test the stabilized subgrade sample collected in 160-4.1.4.1 to determine the LBR in accordance with FM 5-515. Within the entire limits of the

width and depth of the areas to be stabilized, obtain the required minimum bearing value at the frequency in 160-4.4.1. For any area where the bearing value obtained is deficient from the value indicated in the Plans, in excess of the tolerances established herein, spread and mix additional stabilizing material in accordance with 160-3.3. Perform this reprocessing for the full width of the roadway being stabilized and longitudinally for a distance of 50 feet beyond the limits of the area in which the bearing value is deficient.

Determine the quantity of additional stabilizing material to be used in reprocessing.

160-4.1.4.3.1 Under-tolerances in Bearing Value Requirements: The under-tolerances are allowed for the following specified Bearing Values:

Specified Bearing Value	Under-tolerance
LBR 40	5.0
LBR 35	4.0
LBR 30 (and under)	2.5

160-4.1.4.3.2 Unsoaked LBR Requirements: If unsoaked LBR is desired, submit request for approval to the Engineer. Upon approval by the Engineer to consider the use of unsoaked LBR, randomly sample and test from three locations in the initial LOT for both soaked and unsoaked LBR in accordance with FM 5-515. Ensure all of the tests achieves the LBR value shown in the table below. Continue testing unsoaked LBR at the frequency shown in 160-4.4.1. Discontinue unsoaked LBR testing if any unsatisfactory QC LBR test result is obtained or resolution determines an unsatisfactory LBR.

The following unsoaked bearing value requirement is based on tests performed on samples obtained after completing mixing operations:

Specified Bearing Value	Unsoaked Bearing Value Required	Under-tolerance
LBR 40	LBR 43	0.0

160-4.1.4.4 Soil Classification and Organic Content Testing: Perform soil classification tests on the sample collected in 160-4.1.4.1, in accordance with AASHTO T88, AASHTO T89, AASHTO T90, and FM 1-T267. The Engineer may waive the soil classification and organic content testing requirements for existing base or granular subbase materials. Classify soils in accordance with AASHTO M145 to determine compliance with soil utilization requirements as specified in Standard Plans, Index 120-001. If the stabilizing material used is 100% RAP or RAP blended material, then replace FM 1-T267 with FM 5-563 (excluding gradation analysis). The following testing requirements must be met.

Test Method	Criteria
AASHTO M145	Soil Symbol = S
FM 1-T267	Average of 3 Organic Content \leq 2.5%
	Individual Organic Content Results \leq 4.0%
AASHTO T89	Liquid Limit \leq 30
AASHTO T90	Plastic Index \leq 8
FM 5-563*	Asphalt Content \leq 4.0%
*Replace FM 1-T 267 with FM 5-563 (excluding gradation analysis) for 100% RAP or RAP blended material	

160-4.1.5 Owner Verification: Meet the requirements of 120-10.1.5 except the Engineer will conduct the Verification tests in order to accept all materials and work associated with 160-4.1.4.

160-4.1.6 Reduced Testing Frequency: Meet the requirements of 120-10.1.6.

160-4.1.7 Payment for Resolution Tests: Meet the requirements of 120-10.1.7.

160-4.2 Mixing Depth Requirements: Report depth requirements in the Earthwork Records System (ERS) measured to the nearest 0.25 inch. The difference between the individual measured depth thickness on the roadway and the plan target thickness must not exceed 2 inches. The difference between the LOT average (average of the three individual measured depth thickness) and the plan target thickness must not exceed 1 inch. No undertolerance of mixing depth is allowed.

As an exception to the above mixing requirements, where the subgrade is of rock, the Engineer may waive the mixing operations (and the work of stabilizing), and the Owner will not pay for stabilization for such sections of the roadway.

160-4.3 Density Acceptance Criteria:

160-4.3.1 General: Within the entire limits of the width and depth of the areas to be stabilized, other than as provided in 160-4.3.2, obtain a minimum density at any location of 98% of the Modified Proctor maximum density as determined by FM 1-T 180.

160-4.3.2 Exceptions to Density Requirements: The Contractor need not obtain the minimum density specified in 160-4.3.1 in the upper 6 inches of areas to be grassed under the same Contract. Compact these areas to a reasonably firm condition as directed by the Engineer.

160-4.4 Additional Requirements:

160-4.4.1 Frequency: Conduct QC sampling and testing at a minimum frequency listed in the table below. The Engineer will perform Verification sampling and tests at a minimum frequency listed in the table below.

Test Name	Quality Control	Verification	Verification for Shoulder-Only, Shared Use Path and Sidewalk Construction
Modified Proctor Maximum Density	One per two consecutive LOTs	One per eight consecutive LOTs	One per four LOTs
LBR			
Gradation, LL/PI, and Soil Classification			
Organic Content			
Asphalt Content*			
Density	One per LOT	One per four LOTs	One per two LOTs
Stabilizing Mixing Depth	Three per 500 feet	Witness QC	Witness QC
*Replace organic content with asphalt content for 100% RAP or RAP blended material only.			

160-4.5 Verification Comparison Criteria and Resolution Procedures:

160-4.5.1 Bearing Value: The Engineer will collect a sample at a location other than the location where the sample was collected in 160-4.1.4.1, and test the stabilized subgrade for determination of the LBR in accordance with FM 5-515. The Engineer will select test locations, including stations and offsets, using a Random Number generator, based on the LOTs under consideration.

160-4.5.1.1 Unsoaked LBR: The Engineer will sample and test the initial LOT for one soaked and one unsoaked LBR if consideration of the unsoaked LBR has been approved.

160-4.5.1.2 Resolution Procedure: If the Owner’s Verification test meets the requirements of 160-4.1.4.3, the Engineer will accept the corresponding LOTs. Otherwise, the Engineer will collect an additional sample in the same LOT the Verification sample was obtained. SMO or an AASHTO accredited laboratory designated by SMO will perform Resolution testing on the additional sample. The material will be sampled and tested in accordance with FM 5-515.

If the resolution testing results meet the requirements of 1604.1.4.3, then the Engineer will accept the LOTs in question. Otherwise reprocess the corresponding LOTs in accordance with 160-3 and retest in accordance with 160-4.1.4.3.

160-4.5.2 Modified Proctor Maximum Density Determination: Meet the requirements of 120-10.4.1 except replace FM 1-T099 with FM 1-T180.

160-4.5.3 Density Testing: Meet the requirement of 120-10.4.2

160-4.5.4 Soil Classification: Meet the requirements of 120-10.4.3 with the exception that the limits will be in accordance with 160-4.1.4.4.

160-4.5.5 Organic Content: Meet the requirements of 120-10.4.4 with the exception that the limits will be in accordance with 160-4.1.4.4.

160-4.5.6 Asphalt Content: If the material used to stabilize is 100% RAP or RAP blended material,

meet the requirement of 120-10.4.4, except replace FM 1-T267 with FM 5-563 (exclude gradation analysis) and meet the limits of 160-4.1.4.4.

160-4.5.7 Mixing Depth: The Engineer will witness the Contractor's mixing depth checks to ensure compliance with 160-4.2. The Engineer will select test locations, including stations and offsets, using a Random Number generator. The Owner will witness the mixing depth checks.

1. If the depth checks meet the requirements of 160-4.2, the Engineer will accept that 500-foot section.
2. If the depth checks confirm shallow depth, re-mix the 500-foot section to an appropriate depth and re-measure in accordance with 160-4.2. The Engineer will repeat the witness process.
3. If the depth checks confirm extra deep mixing, conduct an additional QC density test after compaction for the bottom 12 inches of the subgrade for that 500-foot section in addition to a QC density test for the top 12 inches. The additional density test must meet the requirements of 160-4.3.

160-4.6 Disposition of Defective Materials: Meet the requirements of 120-10.5.

160-5 Method of Measurement.

No separate measurement shall be made for stabilization.

160-6 Basis of Payment.

No separate payment shall be made for stabilization. Payment for stabilization shall be included in the contract unit price per square yard for Item **334-1 Asphalt Pavement Repair / Replacement** or other pay item of which it is a part.

END OF SECTION 160

**SECTION 285
OPTIONAL BASE COURSE**

285-1 Description.

Construct a base course composed of one of the optional materials shown on the typical cross-sections.

285-2 Materials.

Meet the material requirements as specified in the Section covering the particular type of base to be constructed.

Graded Aggregate	Section 204
Asphalt	Section 234
Reclaimed Asphalt Pavement (RAP)*	Section 283
Limerock	Section 911
Shell Base	Section 911
Shell-Rock.....	Section 911
Cemented Coquina	Section 911
Recycled Concrete Aggregate (RCA)**	Section 911

*Only for use on non-limited access paved shoulders, shared use paths, or other non-traffic bearing applications.

**Do not use on interstate roadways.

285-3 Selection of Base Option. The Plans will include typical cross-sections indicating the various types of base construction (material and thickness) allowable. When base options are specified in the Plans, use only those options.

When base options are not specified, select one base option as allowed for each typical cross-section shown in the Plans. Only one base option is permitted for each typical cross-section. See Tables 285-1 and 285-2 for optional base materials, thickness and additional restrictions.

Notify the Engineer in writing of the base option selected for each typical cross-section at least 45 calendar days prior to beginning placement of base material.

Base Materials	Base Group (Base Group Pay Item)						
	1 (701)	2 (702)	3 (703)	4 (704)	5 (705)	6 (706)	7 (707)
Limerock, LBR 100	4"	5"	5-1/2"	6"	7"	8"	8 ½"
Cemented Coquina, LBR 100	4"	5"	5-1/2"	6"	7"	8"	8 ½"
Shell Rock, LBR 100	4"	5"	5-1/2"	6"	7"	8"	8 ½"
Bank Run Shell, LBR 100	4"	5"	5-1/2"	6"	7"	8"	8 ½"
Recycled Concrete Aggregate LBR 150 ⁽¹⁾	4"	5"	5-1/2"	6"	7"	8"	8 ½"
Graded Aggregate Base, LBR 100	4"	5"	5-1/2"	6"	7"	8"	8 ½"
Type B-12.5	4" ⁽³⁾	4" ⁽³⁾	4" ⁽³⁾	4" ⁽³⁾	4-1/2"	5"	5-1/2"
B-12.5 and 4" Granular Subbase, LBR 100 ⁽²⁾	-	-	-	-	-	-	-
RAP Base ⁽⁴⁾	5" ⁽⁴⁾	-	-	-	-	-	-
<p>(1) Do not use on interstate roadways</p> <p>(2) The construction of both the subbase and Type B-12.5 will be bid and used as Optional Base. Granular subbases include limerock, cemented coquina, shell rock, bank run shell, recycled concrete aggregate and graded aggregate base. All subbase thicknesses are 4" minimum.</p> <p>(3) Based on minimum practical thickness.</p> <p>(4) Only for use on non-limited access paved shoulders, shared use paths, or other non-traffic bearing applications.</p> <p>(5) To be used for widening, three feet or less.</p>							

Base Materials	Base Group (Base Group Pay Item)							
	8 (708)	9 (709)	10 (710)	11 (711)	12 (712)	13 (713)	14 (714)	15 (715)
Limerock, LBR 100	9-1/2"	10"	11"	12"	12-1/2"	13-1/2" ⁽⁵⁾	14" ⁽⁵⁾	-
Cemented Coquina, LBR 100	9-1/2"	10"	11"	12"	12-1/2"	13-1/2" ⁽⁵⁾	14" ⁽⁵⁾	-
Shell Rock, LBR 100	9-1/2"	10"	11"	12"	12-1/2"	13-1/2" ⁽⁵⁾	14" ⁽⁵⁾	-
Bank Run Shell, LBR 100	9-1/2"	10"	11"	12"	12-1/2"	13-1/2" ⁽⁵⁾	14" ⁽⁵⁾	-
Recycled Concrete Aggregate LBR 150 ⁽¹⁾	9-1/2"	10"	11"	12"	12-1/2"	13-1/2" ⁽⁵⁾	14" ⁽⁵⁾	-
Graded Aggregate Base, LBR 100	11"	12"	13"	14"	-	-	-	-
Type B-12.5	5-1/2"	6"	6-1/2"	7"	7-1/2"	8"	8-1/2"	9"
B-12.5 and 4" Granular Subbase, LBR 100 ⁽²⁾	-	4"	4-1/2"	5"	5-1/2"	6"	6-1/2"	7"
RAP Base ⁽⁴⁾	-	-	-	-	-	-	-	-
<p>(1) Do not use on interstate roadways</p> <p>(2) The construction of both the subbase and Type B-12.5 will be bid and used as Optional Base. Granular subbases include limerock, cemented coquina, shell rock, bank run shell, recycled concrete aggregate and graded aggregate base. All subbase thicknesses are 4" minimum.</p> <p>(3) Based on minimum practical thickness.</p> <p>(4) Only for use on non-limited access paved shoulders, shared use paths, or other non-traffic bearing applications.</p> <p>(5) To be used for widening, three feet or less.</p>								

Table 285-2: Limited Use Optional Base Groups ⁽¹⁾								
Base Materials	Base Group (Base Group Pay Item)							
	1 (701)	2 (702)	3 (703)	4 (704)	5 (705)	6 (706)	7 (707)	8 (708)
Sand-Clay, LBR 75	5"	6-1/2"	8"	9"	10"	11"	12-1/2"	-
Soil Cement (300 psi) (Plant Mixed)	5"	5-1/2"	6-1/2"	7-1/2"	8-1/2"	9"	10"	11"
Soil Cement (300 psi) (Road Mixed)	5"	5-1/2"	6-1/2"	7-1/2"	8-1/2"	-	-	-
Soil Cement (500 psi) (Plant Mixed)	4" ⁽²⁾	4"	5"	5-1/2"	6"	7"	7-1/2"	8-1/2"
(1) Use only when specified in the Plans								
(2) Based on minimum practical thicknesses.								

285-4 Construction Requirements.

Construct the base in accordance with the Section covering the particular type of base to be constructed.

Graded Aggregate	Section 204
Asphalt	Section 234
Reclaimed Asphalt Pavement (RAP)*	Section 283
Limerock	Section 200
Shell Base	Section 200
Shell Rock	Section 200
Cemented Coquina	Section 200
Recycled Concrete Aggregate (RCA)**	Section 200

*Only for use on non-limited access paved shoulders, shared use paths, or other non-traffic bearing applications.

**Do not use on interstate roadways.

285-5 Variation in Earthwork Quantities.

The Plans will identify the optional materials used by the Department for determining the earthwork quantities (Roadway Excavation, Borrow Excavation, Subsoil Excavation, Subsoil Earthwork, or Embankment). The Department will not revise the quantities, for those items having final pay based on plan quantity, to reflect any volumetric change caused by the Contractor’s selection of a different optional material.

285-6 Thickness Requirements.

285-6.1 Measurements: For non-asphalt bases, meet the requirements of 200-7.3.1.2. For subbases, meet the thickness requirements of 290-4. The Engineer will determine the thickness of asphalt base courses in accordance with 234-8.1.

285-6.2 Correction of Deficient Areas: For non-asphalt bases, correct all areas of the completed base having a deficiency in thickness in excess of 1/2 inch by scarifying and adding additional base material. As an exception, if authorized by the Engineer, such areas may be left in place without correction and with no payment.

For asphalt bases, correct all areas of deficient thickness in accordance with 2348.

285-7 Calculation of Average Thickness of Base.

For bases that are not mixed in place, the Engineer will determine the average thickness from the measurements specified in 285-6.1, calculated as follows:

- (1) When the measured thickness is more than 1/2 inch greater than the design thickness shown on the typical cross-section in the Plans, it will be considered as the design thickness plus 1/2 inch.
- (2) Average thickness will be calculated per typical cross-section for the entire job as a unit.
- (3) Any areas of base left in place with no payment will not be included in the calculations.
- (4) Where it is not possible through borings to distinguish the base materials from the underlying materials, the thickness of the base used in the measurement will be the design thickness.
- (5) For Superpave asphalt base course, the average spread rate of each course shall be constructed in compliance with 234-8.

285-8 Method of Measurement.

No separate measurement shall be made for furnishing or installing base course materials.

285-9 Basis of Payment.

No separate payment shall be made for furnishing or installing base course materials. Payment for base course materials shall be included in the contract unit price per square yard for Item **334-1 Asphalt Pavement Repair/Replacement**.

**SECTION 334
 SUPERPAVE ASPHALT CONCRETE**

334-1 Description.

334-1.1 General: Construct a Superpave Asphalt Concrete pavement with the type of mixture specified in the Contract Documents, or when offered as alternates, as selected. Superpave mixes are identified as Type SP-9.5, Type SP-12.5 or Type SP-19.0.

Obtain Superpave Asphalt Concrete from a plant that is currently on the Department’s Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105. Producers must meet the requirements of Section 320 for plant and equipment and the general construction requirements of Section 330.

334-1.2 Traffic Levels: The requirements for Type SP Asphalt Concrete mixtures are based on the design traffic level of the project. The traffic levels for the project are as specified in the Contract Documents.

334-1.3 Gradation Classification: The Superpave mixes are classified as fine and are defined in 334-3.2.2.

The equivalent AASHTO nominal maximum aggregate size Superpave mixes are as follows:

Type SP-9.5	9.5 mm
Type SP-12.5	12.5 mm
Type SP-19.0	19.0 mm

334-1.4 Thickness: The total thickness of the Type SP asphalt layers will be the plan thickness as shown in the Contract Documents. Before paving, propose a thickness for each individual layer meeting the requirements of this specification, which when combined with other layers (as applicable) will equal the plan thickness. For construction purposes, the plan thickness and individual layer thickness will be converted to spread rate based on the maximum specific gravity of the asphalt mix being used, as well as the minimum density level, as shown in the following equation:

$$Spread\ rate\ \left(\frac{lbs}{yd^2}\right) = t * G_{mm} * 43.3$$

Where: t = Thickness (in.) (plan thickness or individual layer thickness)
 G_{mm} = Maximum specific gravity from the verified mix design

The weight of the mixture shall be determined as provided in 320-3.2. For target purposes only, spread rate calculations should be rounded to the nearest whole number.

Note: Plan quantities are based on a G_{mm} of 2.540, corresponding to a spread rate of 110 lbs/yd²-in. Pay quantities will be based on the actual maximum specific gravity of the mix being used.

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

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

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

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

Type SP-9.5 – May not be used on Traffic Level D and E applications.

Type SP-19.0 - May not be used in the final (top) structural layer below FC-5 mixtures. Type SP-19.0 mixtures are permissible in the layer directly below FC-9.5 and FC-12.5 mixtures.

334-1.4.2 Additional Requirements: The following requirements also apply to Type SP Asphalt Concrete mixtures:

1. A minimum 1-1/2 inch initial lift is required over an Asphalt Membrane Interlayer (AMI).
2. When construction includes the paving of adjacent shoulders (less than or equal to 5 feet wide), the layer thickness for the upper pavement layer and shoulder must be the same and paved in a single pass, unless called for differently in the Contract Documents.
3. All overbuild layers must be Type SP Asphalt Concrete designed at the traffic level as stated in the Contract Documents. Use the minimum and maximum layer thicknesses as specified above unless called for differently in the Contract Documents. On variable thickness overbuild layers, the minimum and maximum allowable thicknesses will be as specified below, unless called for differently in the Contract Documents.

Type SP-9.5	3/8 to 2 inches
Type SP-12.5	1/2 to 3 inches
Type SP-19.0	1-1/2 to 4 inches

4. Variable thickness overbuild layers constructed using a Type SP-9.5 or SP-12.5 mixtures may be tapered to zero thickness provided the contract documents require a minimum of 1-1/2 inches of dense-graded mix placed over the variable thickness overbuild layer.

334-2 Materials.

334-2.1 General Requirements: Meet the material requirements specified in Division III. Specific references are as follows:

Superpave PG Asphalt Binder	Section 916
Coarse Aggregate	Section 901
Fine Aggregate	Section 902

334-2.2 Superpave Asphalt Binder: Unless specified otherwise in the Contract Documents, use an asphalt binder grade as determined from Table 334-1.

334-2.3 Reclaimed Asphalt Pavement (RAP) Material:

334-2.3.1 General requirements: RAP may be used as a component of the asphalt mixture subject to the following requirements:

1. When using a PG 76-22 asphalt binder, limit the amount of RAP material used in the mix to a maximum of 20% by weight of total aggregate. As an exception, amounts greater than 20% RAP by weight of total aggregate can be used if no more than 20% by weight of the total asphalt binder comes from the RAP material. RAP is not allowed in mixtures containing High Polymer asphalt binder. High Polymer asphalt is defined in Section 916.
2. Assume full responsibility for the design, production and construction of asphalt mixes which incorporate RAP as a component material.
3. Use RAP from a Department approved stockpile or millings from a Department project.
4. Provide stockpiled RAP material that is reasonably consistent in characteristics and contains no aggregate particles which are soft or conglomerates of fines.
5. Provide RAP material having a minimum average asphalt binder content of 4.0% by weight of RAP. As an exception, when using fractionated RAP, the minimum average asphalt binder content for the coarse portion of the RAP shall be 2.5% by weight of the coarse portion of the RAP. The coarse portion of the RAP shall be the portion of the RAP retained on the No. 4 sieve. The Engineer may sample the stockpiles to verify that this requirement is met.

334-2.3.2 Material Characterization for Mix Design: Assume responsibility for establishing the asphalt binder content, gradation, and bulk specific gravity (G_{sb}) of the RAP material based on a representative sampling of the material by roadway cores or stockpile samples. For roadway core samples, assume responsibility for the degradation that will occur during the milling operation.

334-2.3.3 RAP Stockpile Approval: Prior to the incorporation of RAP into the asphalt mixture, stockpile the RAP material and obtain approval for the stockpile by one of the following methods:

1. Continuous stockpile: When RAP is obtained from one or multiple sources and is either processed, blended, or fractionated, and stockpiled in a continuous manner, assure an adequate number of test results are obtained for stockpile approval. Test the RAP material for gradation and asphalt content at a minimum frequency of one sample per 1000 tons with a minimum of six test results. Test the RAP material for G_{mm} (for G_{sb} determination) at a minimum frequency of one sample per 5000 tons with a minimum of two test results. Based on visual inspection and a review of the test data, the Engineer will determine the suitability of the stockpiled material. In addition, address the details and specifics of the processing, sampling, testing and actions to be taken in the Producer Quality Control (QC) Plan.

2. Non-continuous single stockpile: When an individual stockpile is being constructed, obtain representative samples at random locations and test the RAP material for gradation and asphalt content at a minimum frequency of one sample per 1000 tons with a minimum of six test results. Test the RAP material for G_{mm} (for G_{sb} determination) at a minimum frequency of one sample per 5000 tons with a minimum of two test results. Based on visual inspection and a review of the test data, the Engineer will determine the suitability of the stockpiled material. Once the RAP stockpile has been approved, do not add additional material without prior approval of the Engineer.

Determine the asphalt binder content and gradation of the RAP material in accordance with FM 5-563 and FM 1-T 030, respectively. Establish the G_{sb} of the RAP material by using one of the following methods:

- a. Calculate the G_{sb} value based upon the effective specific gravity (G_{se}) of the RAP material, determined on the basis of the asphalt binder content and maximum specific gravity (G_{mm}) of the RAP material. The Engineer will approve the estimated asphalt binder absorption value used in the calculation.
- b. Measure the G_{sb} of the RAP aggregate, in accordance with FM 1-T 084 and FM 1-T 085. Obtain the aggregate by using a solvent extraction method.

334-2.3.4 Pavement Coring Report: When the Contract includes milling of the existing asphalt pavement, the Pavement Coring Report may be available on the Department’s website.

334-2.3.5 Asphalt Binder for Mixes with RAP: Select the appropriate asphalt binder grade based on Table 334-1. Obtain a sample of the mixture for the Engineer within the first 1,000 tons of production and at a continuing frequency of one sample per 4,000 tons of mix. The Engineer reserves the right to change the asphalt binder grade at design based on the characteristics of the RAP asphalt binder, and reserves the right to make changes during production.

Table 334-1 Asphalt Binder Grade for Mixes Containing RAP	
Percent RAP	Asphalt Binder Grade
0-15	PG 67-22
16-30	PG 58-22
>30	PG 52-28

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

1. Consider the recycled crushed glass a local material and meet all requirements specified in 902-6.
2. Limit the amount of recycled crushed glass to a maximum of 15% by weight of total aggregate.
3. Use an asphalt binder that contains a minimum of 0.5% anti-stripping agent by weight of binder.

The anti-strip additive shall be one of the products listed on the Approved Product List (APL). The anti-strip additive shall be introduced into the asphalt binder by the supplier during loading.

4. Do not use recycled crushed glass in friction course mixtures or in structural course mixtures which are to be used as the final wearing surface.

334-3 General Composition of Mixture.

334-3.1 General: Compose the asphalt mixture using a combination of aggregate (coarse, fine or mixtures thereof), mineral filler, if required, and asphalt binder material. Size, grade and combine the aggregate fractions to meet the grading and physical properties of the mix design. Aggregates from various sources may be combined.

334-3.2 Mix Design:

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

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

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

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

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

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

When warm mix technologies are used, for mixtures containing a PG 5228, PG 58-22, or PG 67-22 binder, a mixture will be considered a warm mix asphalt design if the mixing temperature is 285°F or less. For mixtures containing a PG 76-22 or High Polymer binder, a mixture will be

considered a warm mix asphalt design if the mixing temperature is 305°F or less.

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

334-3.2.2 Mixture Gradation Requirements: Combine the coarse and fine aggregate in proportions that will produce an asphalt mixture meeting all of the requirements defined in this specification and conform to the gradation requirements at design as defined in AASHTO M 323-12, Table 3. Aggregates from various sources may be combined.

334-3.2.2.1 Mixture Gradation Classification: Plot the combined mixture gradation on an FHWA 0.45 Power Gradation Chart. Include the Control Points from AASHTO M 323-12, Table-3, as well as the Primary Control Sieve (PCS) Control Point from AASHTO M 323-12, Table 4. Fine mixes are defined as having a gradation that passes above the primary control sieve control point and above the maximum density line for all sieve sizes smaller than the primary control sieve and larger than the No. 100 sieve.

334-3.2.3 Aggregate Consensus Properties: For Traffic Level C through E mixtures, meet the following consensus properties at design for the aggregate blend. Aggregate consensus properties do not apply to Traffic Level A and B mixtures.

334-3.2.3.1 Coarse Aggregate Angularity: When tested in accordance with ASTM D 5821-01 (2006), meet the percentage of fractured faces requirements specified in AASHTO M 323-12, Table 5.

334-3.2.3.2 Fine Aggregate Angularity: When tested in accordance with AASHTO T 304-11, Method A, meet the uncompacted void content of fine aggregate specified in AASHTO M 323-12, Table 5.

334-3.2.3.3 Flat and Elongated Particles: When tested in accordance with ASTM D 4791-10, (with the exception that the material passing the 3/8 inch sieve and retained on the No. 4 sieve shall be included), meet the requirements specified in AASHTO M 323-12, Table 5. Measure the aggregate using the ratio of 5:1, comparing the length (longest dimension) to the thickness (shortest dimension) of the aggregate particles.

334-3.2.3.4 Sand Equivalent: When tested in accordance with AASHTO T 176-08, meet the sand equivalent requirements specified in AASHTO M 323-12, Table 5.

334-3.2.4 Gyrotory Compaction: Compact the design mixture in accordance with AASHTO T 312-12, with the following exception: use the number of gyrations at N_{design} as defined in Table 334-2. Measure the inside diameter of gyrotory molds in accordance with AASHTO T 312-12.

Table 334-2 Gyratory Compaction Requirements	
Traffic Level	N _{design} Number of Gyration
A	50
B	65
C	75
D	100
E	100

334-3.2.5 Design Criteria: Meet the requirements for nominal maximum aggregate size as defined in AASHTO M 323-12, as well as for relative density, VMA, VFA, and dust-to-binder ratio as specified in AASHTO M 323-12, Table 6. N_{initial} and N_{maximum} requirements are not applicable.

334-3.2.6 Moisture Susceptibility:

1. For Traffic Level A and B mixtures, use a liquid anti-strip additive, at a rate of 0.5% by weight of the asphalt binder. The anti-strip additive must be listed on the APL. Other rates of anti-strip additive may be used upon approval of the Engineer.
2. For Traffic Level C through E mixtures, test 4 inch specimens in accordance with FM 1-T 283. Provide a mixture having a retained tensile strength ratio of at least 0.80 and a minimum tensile strength (unconditioned) of 100 psi. If necessary, add a liquid anti-stripping agent and/or hydrated lime (meeting the requirements of Section 337) in order to meet these criteria. The anti-strip additive must be listed on the APL.

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

1. The design traffic level and the design number of gyrations (N_{design}).
2. The source and description of the materials to be used.
3. The Department source number and the Department product code of the aggregate components furnished from a Department approved source.
4. The gradation and proportions of the raw materials as intended to be combined in the paving mixture. The gradation of the component materials shall be representative of the material at the time of use. Compensate for any change in aggregate gradation caused by handling and processing as necessary.
5. A single percentage of the combined mineral aggregate passing each specified sieve. Degradation of the aggregate due to processing (particularly material passing the No. 200 sieve) should be accounted for and identified.
6. The bulk specific gravity (G_{sb}) value for each individual aggregate and RAP component, as identified in the Department's aggregate control program.
7. A single percentage of asphalt binder by weight of total mix intended to be incorporated in

- the completed mixture, shown to the nearest 0.1%.
8. A target temperature for the mixture at the plant (mixing temperature) and a target temperature for the mixture at the roadway (compaction temperature) in accordance with 320-6.3. Do not exceed a target temperature of 340°F for High Polymer asphalt binder, 330°F for PG 76-22 asphalt binders, and 315°F for unmodified asphalt binders.
 9. Provide the physical properties achieved at four different asphalt binder contents. One of which must be at the optimum asphalt content, and must conform to all specified physical requirements.
 10. The name of the Construction Training Qualification Program (CTQP) Qualified Mix Designer.
 11. The ignition oven calibration factor.
 12. The warm mix technology, if used.

334-3.3 Mix Design Revisions: During production, the Contractor may request a target value revision to a mix design, subject to meeting the following requirements: the target change falls within the limits defined in Table 334-3, appropriate data exists demonstrating that the mix complies with production air voids specification criteria, and the mixture gradation meets the basic gradation requirements defined in 334-3.2.2.

Table 334-3 Limits for Potential Adjustments to Mix Design Target Values	
Characteristic	Limit from Original Mix Design
No. 8 sieve and Coarser	± 5.0%
No. 16 sieve	± 4.0%
No. 30 sieve	± 4.0%
No. 50 sieve	± 3.0%
No. 100 sieve	± 3.0%
No. 200 sieve	± 1.0%
Asphalt Binder Content ⁽¹⁾	± 0.3%
Each Component of Aggregate Blend ⁽²⁾	± 5.0%
⁽¹⁾ Reductions to the asphalt binder content will not be permitted if the VMA during production is lower than 1.0% below the design criteria.	
⁽²⁾ Revisions to FC-5 mixtures to be determined by the Engineer.	

Submit all requests for revisions to mix designs, along with supporting documentation, to the Engineer. In order to expedite the revision process, the request for revision or discussions on the possibility of a revision may be made verbally, but must be followed up by a written request. The verified mix design will remain in effect until the Engineer authorizes a change. In no case will the effective date of the revision be established earlier than the date of the first communication between the Contractor and the Engineer regarding the revision.

A new design mix will be required if aggregate sources change, or for any substitution of an aggregate product with a different aggregate code, unless approved by the Engineer.

334-4 Producer Process Control (PC).

Assume full responsibility for controlling all operations and processes such that the requirements of these Specifications are met at all times. Perform any tests necessary at the plant and roadway for process control purposes. Enter all PC test data into the Department's database. The Engineer will not use these test results in the acceptance payment decision.

Address in the Producer QC Plan how PC failures will be handled. When a PC failure occurs, investigate, at a minimum, the production process, testing equipment and/or sampling methods to determine the cause of the failure, and make any necessary changes to assure compliance with these Specifications. Obtain a follow up sample immediately after corrective actions are taken to assess the adequacy of the corrections. In the event the follow-up PC sample also fails to meet Specification requirements, cease production of the asphalt mixture until the problem is adequately resolved to the satisfaction of the QC Manager.

334-5 Acceptance of the Mixture.

334-5.1 General: The mixture will be accepted at the plant with respect to gradation (P-8 and P-200), asphalt content (Pb), and volumetrics (volumetrics is defined as air voids at Ndesign). The mixture will be accepted on the roadway with respect to density of roadway cores. Acceptance will be on a LOT by LOT basis (for each mix design) based on tests of random samples obtained within each subplot taken at a frequency of one set of samples per subplot. A roadway LOT and a plant production LOT shall be the same. Acceptance of the mixture will be based on Contractor QC test results that have been verified by the Department.

334-5.1.1 Sampling and Testing Requirements: Obtain the samples in accordance with FM 1-T 168. Obtain samples at the plant of a sufficient quantity to be split into three smaller samples; one for QC, one for Verification testing and one for Resolution testing; each sample at approximately 35 pounds. The split samples for Verification testing and Resolution testing shall be reduced in size and stored in three boxes each. The approximate size of each box must be 12 inches x 8 inches x 4 inches. Provide, label and safely store sample boxes in a manner agreed upon by the Engineer for future testing.

The asphalt content of the mixture will be determined in accordance with FM 5-563. The gradation of the recovered aggregate will be determined in accordance with FM 1-T 030. Volumetric testing will be in accordance with AASHTO T 312-12 and FM 1-T 209. Prior to testing volumetric samples, condition the test-sized sample for one hour, plus or minus five minutes, at the target roadway compaction temperature in a shallow, flat pan, such that the mixture temperature at the end of the one hour conditioning period is within plus or minus 20°F of the roadway compaction temperature. Test for roadway density in accordance with FM 1-T 166.

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

Density testing for acceptance will not be performed on widening strips or shoulders with a width of 5 feet or less, open-graded friction courses, variable thickness overbuild courses,

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

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

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

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

334-5.2 Full LOTs: Each LOT will be defined (as selected by the Contractor prior to the start of the LOT) as either (1) 2,000 tons, with each LOT subdivided into four equal sublots of 500 tons each, or (2) 4,000 tons, with each LOT subdivided into four equal sublots of 1,000 tons each. As an exception to this, the initial LOT of all new mix designs shall be defined as 2,000 tons, subdivided into four equal sublots of 500 tons each. Before the beginning of a LOT, the Engineer will develop a random sampling plan for each subplot and direct the Contractor on sample points, based on tonnage, for each subplot during construction.

334-5.3 Partial LOTs: A partial LOT is defined as a LOT size that is less than a full LOT. A partial LOT may occur due to the following:

1. The completion of a given mix type or mix design on a project.
2. Closure of the LOT due to time. LOTs will be closed 30 calendar days after the start of the LOT. Time periods other than 30 calendar days may be used if agreed to by both the Engineer and the Contractor, but under no circumstances shall the LOT be left open longer than 60 days.
3. A LOT is terminated per 334-5.4.4.

All partial LOTs will be evaluated based on the number of tests available, and will not be redefined.

If a LOT is closed before the first plant random sample is obtained, then the LOT will be visually accepted by the Engineer and the LOT pay factor will be 1.00.

334-5.4 QC Sampling and Testing: Obtain all samples randomly as directed by the Engineer.

Should the Engineer determine that the QC requirements are not being met or that unsatisfactory results are being obtained, or should any instances of falsification of test data occur, acceptance of the Producer's QC Plan will be suspended and production will be stopped.

334-5.4.1 Lost or Missing Verification/Resolution Samples: In the event that any of the Verification and/or Resolution asphalt mixture samples that are in the custody of the Contractor are lost, damaged, destroyed, or are otherwise unavailable for testing, the minimum possible pay factor for each quality characteristic as described in 334-8.2 will be applied to the entire LOT in question, unless called for otherwise by the Engineer. Specifically, if the LOT in question has more than two sublots, the pay factor for each quality characteristic will be 0.55. If the LOT has two or less sublots, the pay factor for each quality characteristic will be 0.80. If only the roadway cores are lost, damaged, destroyed, or are otherwise unavailable for testing, then the minimum possible pay factor for density will be applied to the entire LOT in question. In either event, the material in question will also be evaluated in accordance with 334-5.9.5.

If any of the Verification and/or Resolution samples that are in the custody of the Department are lost, damaged, destroyed or are otherwise unavailable for testing, the corresponding QC test result will be considered verified, and payment will be based upon the Contractor's data.

334-5.4.2 Plant Sampling and Testing Requirements: Obtain one random sample of mix per subplot in accordance with 334-5.1.1 as directed by the Engineer. Test the QC split sample for gradation, asphalt binder content and volumetrics in accordance with 334-5.1.1. Complete all QC testing within one working day from the time the samples were obtained.

334-5.4.3 Roadway Sampling and Testing Requirements: Obtain five 6 inch diameter roadway cores within 24 hours of placement at random locations as directed by the Engineer within each subplot. Test these QC samples for density (G_{mb}) in accordance with 334-5.1.1. Obtain a minimum of three cores per subplot at random locations as identified by the Engineer in situations where the subplot/LOT was closed or terminated before the random numbers were reached or where it is impractical to cut five cores per subplot. Do not obtain cores any closer than 12 inches from an unsupported edge. The Engineer may adjust randomly generated core locations for safety purposes or as the Engineer deems necessary. Do not perform density testing for acceptance in a subplot if the plant random sample for that subplot has not been obtained. Maintain traffic during the coring operation; core the roadway, patch the core holes (within three days of coring); and trim the cores to the proper thickness prior to density testing.

Density for the subplot shall be based on the average value for the cores cut from the subplot with the target density being a percentage of the maximum specific gravity (G_{mm}) of the subplot, as defined in the Contract. Once the average density of a subplot has been determined, do not retest the samples unless approved by the Engineer. Ensure proper handling and storage of all cores until the LOT in question has been accepted.

334-5.4.4 Individual Test Tolerances for QC Testing: Terminate the LOT if any of the following QC failures occur:

1. An individual test result of a subplot for air voids does not meet the requirements of Table 334-4,
2. The average subplot density does not meet the requirements of Table 334-4,
3. Two consecutive test results within the same LOT for gradation or asphalt binder content do not meet the requirements of Table 334-4,

When a LOT is terminated due to a QC failure, stop production of the mixture until the problem is resolved to the satisfaction of the QC Manager and/or Asphalt Plant Level II technician responsible for the decision to resume production after a QC failure, as identified in Section 105. In the event that it can be demonstrated that the problem can immediately be or already has been resolved, it will not be necessary to stop production. When a LOT is terminated, make all necessary changes to correct the problem. Do not resume production until appropriate corrections have been made. Prior to resuming production, inform the Engineer of the problem and corrections made to correct the problem. After resuming production, sample and test the material to verify that the changes have corrected the problem. Summarize this information and provide it to the Engineer prior to the end of the work shift when production resumes.

In the event that a QC failure is not addressed as defined above, the Engineer's approval will be required prior to resuming production after any future QC failures.

Address any material represented by a failing test result, as defined above in this subarticle, in accordance with 334-5.9.5. Any LOT terminated under this subarticle will be limited to a maximum Pay Factor of 1.00 (as defined in 334-8.2) for all quality characteristics and will include all material placed up to the point when the LOT was terminated.

In the event that a G_{mm} test result differs by more than 0.040 from the mix design G_{mm} , investigate the causes of the discrepancy and report the findings and proposed actions to the Engineer.

Table 334-4 Master Production Range	
Characteristic	Tolerance ⁽¹⁾
Asphalt Binder Content (%)	Target \pm 0.55
Passing No. 200 Sieve (%)	Target \pm 1.50
Air Voids (%)	2.30 – 6.00
Density (minimum % G_{mm}) ⁽²⁾	89.50
⁽¹⁾ Tolerances for sample size of n=1 from the verified mix design	
⁽²⁾ Based on average of 5 randomly located cores	

334-5.5 Verification Testing: In order to determine the validity of the Contractor's QC test results prior to their use in the Acceptance decision, the Engineer will run verification tests.

334-5.5.1 Plant Testing: At the completion of each LOT, the Engineer will test a minimum of one Verification split sample randomly selected from the LOT. Results of the testing and analysis for the LOT will be made available to the Contractor within one working day from the time the LOT is completed. Verification samples shall be reheated at the target roadway compaction temperature for 1-1/2 hours, plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. In lieu of the 1-1/2 hours reheating procedure, the mixture may be reheated to within plus or minus 20°F of the roadway compaction temperature using a microwave oven. Stir the mixture as necessary during the reheating process to maintain temperature uniformity. Subsequently, condition and test the mixture as described in 334-5.1.1.

The Verification test results will be compared with the QC test results based on the between-laboratory precision values shown in Table 334-5.

Table 334-5 Between-Laboratory Precision Values	
Property	Maximum Difference
G_{mm}	0.016
G_{mb} (gyratory compacted samples)	0.022
G_{mb} (roadway cores)	0.014
P_b	0.44%
P_{-200}	FM 1-T 030 (Figure 2)
P_{-8}	FM 1-T 030 (Figure 2)

If all of the specified mix characteristics compare favorably, then the LOT will be accepted, with payment based on the Contractor's QC test data for the LOT.

If any of the results do not compare favorably, then the Resolution samples from the LOT will be sent to the Resolution laboratory for testing, as described in 334-5.6.

334-5.5.2 Roadway Testing: At the completion of each LOT, the Engineer will determine the density (G_{mb}) of each core (previously tested by QC) as described in 334-5.1.1 from the same subplot as the plant samples. For situations where roadway density is not required for the random subplot chosen, then another subplot shall be randomly chosen for roadway density cores only. Results of the testing and analysis for the LOT will be made available to the Contractor within one working day from the time the LOT is completed.

The individual Verification test results will be compared with individual QC test results by the Engineer based on the between-laboratory precision values given in Table 334-5.

If each of the core test results compare favorably, then the LOT will be accepted with respect to density, with payment based on the Contractor's QC test data for the LOT.

If any of the results do not compare favorably, then the core samples from the LOT will be sent to the Resolution laboratory for testing as specified in 334-5.6.

334-5.6 Resolution System:

334-5.6.1 Plant Samples: In the event of an unfavorable comparison between the Contractor's QC test results and the Engineer's Verification test results on any of the properties identified in Table 334-5, the Resolution laboratory will test all of the split samples from the LOT for only the property (or properties) in question. Resolution samples shall be reheated at the target roadway compaction temperature for 1-1/2 hours, plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. In lieu of the 11/2 hours reheating procedure, the mixture may be reheated to within plus or minus 20°F of the roadway compaction temperature using a microwave oven. Stir the mixture as necessary during the reheating process to maintain temperature uniformity. Subsequently, condition and test the mixture as described in 334-5.1.1.

334-5.6.2 Roadway Samples: In the event of an unfavorable comparison between the Contractor's QC test data and the Engineer's Verification test data on the density results, the Resolution laboratory will test all of the cores from the LOT. Testing will be as described in 3345.1.1.

334-5.6.3 Resolution Determination: The Resolution test results (for the property or properties in question) will be compared with the QC test results based on the between-laboratory precision values shown in Table 334-5.

If the Resolution test results compare favorably with all of the QC results, then acceptance and payment for the LOT will be based on the QC results, and the Department will bear the costs associated with Resolution testing. No additional compensation, either monetary or time, will be made for the impacts of any such testing.

If the Resolution test results do not compare favorably with all of the QC results, then acceptance and payment for the LOT will be based on the Resolution test data for the LOT, and the costs of the Resolution testing will be deducted from monthly estimates. No additional time will be granted for the impacts of any such testing.

In addition, the material failure requirements of 334-5.4.4 apply to the Resolution test data. Address any material represented by the failing test results in accordance with 334-5.9.5. For this situation, the LOT will be limited to a maximum Pay Factor of 1.00 (as defined in 334-8.2) for all quality characteristics.

In the event of an unfavorable comparison between the Resolution test results and QC test results, make the necessary adjustments to assure that future comparisons are favorable.

334-5.7 Independent Verification (IV) Testing:

334-5.7.1 Plant: The Contractor shall provide sample boxes and take samples as directed by the Engineer for IV testing. Obtain enough material for three complete sets of tests (two samples for IV testing by the Engineer and one sample for testing by the Contractor). If agreed upon by both the Engineer and the Contractor, only one sample for IV testing by the Engineer may be obtained. IV samples will be reheated at the target roadway compaction temperature for 1-1/2 hours, plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. The Contractor's split sample, if tested immediately after

sampling, shall be reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. If the Contractor's sample is not tested immediately after sampling, then the sample shall be reheated at the target roadway compaction temperature for 11/2 hours, plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. For the IV and Contractor's samples, in lieu of the 1-1/2 hours reheating procedure, the mixture may be reheated to within plus or minus 20°F of the roadway compaction temperature using a microwave oven. Stir the mixture as necessary during the reheating process to maintain temperature uniformity. Subsequently, condition and test the mixture as described in 334-5.1.1. The Contractor's test results shall be provided to the Engineer within one working day from the time the sample was obtained.

If any of the IV test results do not meet the requirements of Table 334-4, then a comparison of the IV test results and the Contractor's test results, if available, will be made. If a comparison of the IV test results and the Contractor's test results meets the precision values of Table 334-5 for the material properties in question, or if the Contractor's test results are not available, then the IV test results are considered verified and the Contractor shall cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Address any material represented by the failing test results in accordance with 334-5.9.5.

If a comparison of the IV test results and the Contractor's test results does not meet the precision values of Table 334-5 for the material properties in question, then the second IV sample shall be tested by the Engineer for the material properties in question. If a comparison between the first and second IV test results does not meet the precision values of Table 334-5 for the material properties in question, then the first IV test results are considered unverified for the material properties in question and no action shall be taken.

If a comparison between the first and second IV test results meets the precision values of Table 334-5 for the material properties in question, then the first IV sample is considered verified and the Contractor shall cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Address any material represented by the failing test results in accordance with 334-5.9.5.

The Engineer has the option to use the IV sample for comparison testing as specified in 334-6.

334-5.7.2 Roadway: Obtain five 6 inch diameter roadway cores within 24 hours of placement, as directed by the Engineer, for IV testing. In situations where it is impractical to cut five cores per subplot, obtain a minimum of three cores per subplot at random locations, as identified by the Engineer. These independent cores will be obtained from the same LOTs and sublots as the Independent Verification Plant samples, or as directed by the Engineer. The density of these cores will be obtained as described in 334-5.1.1. If the average of the results for the subplot does not meet the requirements of Table 334-4 for density, then a comparison of the IV G_{mm} test results and the Contractor's G_{mm} test results, if available, will be made in accordance with the procedure provided in 334-5.7.1. Address any material represented by the failing test results in accordance with 334-5.9.5.

334-5.8 Surface Tolerance: The asphalt mixture will be accepted on the roadway with respect to surface tolerance in accordance with the applicable requirements of 330-9.

334-5.9 Minimum Acceptable Quality Levels:

334-5.9.1 PFs Below 0.90: In the event that an individual pay factor for any quality characteristic of a LOT falls below 0.90, take steps to correct the situation and report the actions to the Engineer. In the event that the pay factor for the same quality characteristic for two consecutive LOTs is below 0.90, cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Actions taken must be approved by the Engineer before production resumes.

334-5.9.2 CPFs Less Than 0.90 and Greater Than or Equal to 0.80: If the composite pay factor for the LOT is less than 0.90 and greater than or equal to 0.80, cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Actions taken must be approved by the Engineer before production resumes.

334-5.9.3 CPFs Less Than 0.80 and Greater Than or Equal to 0.75: If the CPF for the LOT is less than 0.80 and greater than or equal to 0.75, address the defective material in accordance with 334-5.9.5. **334-5.9.4 CPFs Less Than 0.75:** If the CPF for the LOT is less than 0.75, remove and replace the defective LOT at no cost to the Department, or as approved by the Engineer.

334-5.9.5 Defective Material: Assume responsibility for removing and replacing all defective material placed on the project, at no cost to the Department.

As an exception to the above and upon approval of the Engineer, obtain an engineering analysis in accordance with Section 6 by an independent laboratory (as approved by the Engineer) to determine the disposition of the material. The engineering analysis must be signed and sealed by a Professional Engineer licensed in the State of Florida.

The Engineer may determine that an engineering analysis is not necessary or may perform an engineering analysis to determine the disposition of the material.

Any material that remains in place will be accepted with a CPF as determined by 334-8, or as determined by the Engineer.

If the defective material is due to a gradation, asphalt binder content or density failure, upon the approval of the Engineer the Contractor may perform delineation tests on roadway cores in lieu of an engineering analysis to determine the limits of the defective material that may require removal and replacement. Prior to any delineation testing, all sampling locations shall be approved by the Engineer. All delineation sampling and testing shall be monitored and verified by the Engineer. For materials that are defective due to air voids, an engineering analysis is required.

When evaluating defective material by engineering analysis or delineation testing, at a

minimum, evaluate all material located between passing QC, PC or IV test results. Exceptions to this requirement shall be approved by the Engineer.

334-6 Comparison Testing.

At the start of the project (unless waived by the Engineer) and at other times as determined necessary by the Engineer, provide split samples for comparison testing with the Engineer. The purpose of these tests is to verify that the testing equipment is functioning properly and that the testing procedures are being performed correctly. In the event that the Engineer determines that there is a problem with the Contractor's testing equipment and/or testing procedures, immediately correct the problem to the Engineer's satisfaction. In the event that the problem is not immediately corrected, cease production of the asphalt mixture until the problem is adequately resolved to the satisfaction of the Engineer.

If so agreed to by both the Contractor and the Engineer, the split sample used for comparison testing may also be used for the QC sample. The split sample used for comparison testing must also meet the requirements for IV testing described in 334-5.7.

334-7 Method of Measurement.

For pavement repair/replacement work specified in the drawings, the quantity to be paid for will be the square yards of pavement installed at the minimum thicknesses specified in the drawings and meeting the minimum density requirements specified for the required pavement components, including surface course, base course, and subgrade.

The bid price for the asphalt mix will include the cost of the liquid asphalt and the tack coat application as directed in 300-8. There will be no separate payment or unit price adjustment for the asphalt binder material in the asphalt mix.

Prepare and submit a Certification of Quantities to the Engineer in accordance with 92.1.2.

334-8 Basis of Payment.

334-8.1 General: Price and payment will be full compensation for all the work specified under this Section (including the applicable requirements of Sections 320 and 330).

The price and payment for pavement repair/replacement will be full compensation for all the work specified under this Section (including the applicable requirements of Sections 320 and 330) meeting the limits of Table 334-7 and for all cost of the liquid asphalt, aggregate, tack coat and prime coat applications as directed, base course materials, and subgrade materials installed per the respective specifications and accepted by the Engineer. Price and payment shall be full compensation for meeting all compaction requirements specified in the plans and specifications. Pay factors shall not be applied.

Table 334-7 Specification Limits	
Quality Characteristic	Specification Limits
Passing No. 8 sieve (percent)	Target ± 3.1
Passing No. 200 sieve (percent)	Target ± 1.0
Asphalt Content (percent)	Target ± 0.40
Air Voids (percent)	4.00 ± 1.20
Density, vibratory mode (percent of G_{mm}):	93.00 +2.00, -1.20
Density, static mode (percent of G_{mm}):	92.00 + 3.00, -1.50 ⁽¹⁾
⁽¹⁾ No vibratory mode in the vertical direction will be allowed. Other vibratory modes will be allowed, if approved by the Engineer)	

334-8.4 Payment: Payment will be made under:

Item No. 334-1 Asphalt Pavement Repair / Replacement --Square Yards (SY)

End of Item 334

**SECTION 425
INLETS, MANHOLES, AND JUNCTION BOXES**

425-1 Description.

Construct inlets, manholes, and junction boxes from reinforced concrete as shown in the Standard Plans and the Plans. Furnish and install the necessary metal frames and gratings. Construct yard drains from concrete meeting the requirements of Section 347. Adjust structures shown in the Plans to be adjusted or requiring adjustment for the satisfactory completion of the work.

For precast structures, meet the requirements in 449-1.

425-2 Composition and Proportioning.

425-2.1 Concrete: For inlets, manholes, and junction boxes, use Class II or IV concrete, as designated in the Plans and Standard Plans and as specified in Section 346. For yard drains use concrete as specified in Section 347.

425-2.2 Mortar: For brick masonry, make the mortar by mixing one part cement to three parts sand. Miami Oolitic rock screenings may be substituted for the sand, provided the screenings meet the requirements of 902 except for gradation requirements. Use materials passing the No. 8 sieve that are well graded from coarse to fine. Submit documentation, from a Department approved mine or a Department approved concrete plant, confirming the sand or sand substitute meets the requirements of 902-3.2.

Preblended masonry cement mortar may be used in lieu of the above-specified mortar. Deliver the product in original and unopened packages properly identified by brand name of manufacturer, net weight of package, and type. Store the material in full compliance with the manufacturer’s recommendations. Material must be used within manufacturer’s recommended shelf life.

425-3 Materials.

425-3.1 General: Meet the following requirements:

Sand (for mortar)	Section 902
Portland Cement	Section 921
Water	Section 923
Reinforcing Steel	Sections 931 and 415
Liner Repair Systems	Section 948
Brick and Concrete Masonry Units	Section 949
Castings for Frames and Gratings	Section 962
Masonry Cement, Type M or S	ASTM C91
Preblended Dry Masonry Cement Mortar, Type M or S.....	
.....	ASTM C1714

425-3.2 Gratings, Covers, and Frames: Use gratings and frames fabricated from structural steel or cast iron as designated in the appropriate Standard Plans Index. When “Alt. G” grates are specified in the Plans, provide structural steel grates that are galvanized in accordance with the requirements of ASTM A123.

Use rigid frames and covers either 24 inches or 36 inches or optional three-piece adjustable frames and covers as indicated in Standard Plans, Index 425-001.

For three-piece adjustable frames, the inner frame may include replaceable resilient seats to support the cover. In addition, the inner frame shall indicate it is adjustable, by clearly having the word "adjustable" imprinted into the exposed portion of the inner frame so "adjustable" is visible from the roadway after installation.

425-4 Forms.

Design and construct wood or metal forms so that they may be removed without damaging the concrete. Build forms true to line and grade and brace them in a substantial and unyielding manner. Obtain the Engineer's approval before filling them with concrete.

425-5 Precast Inlets, Manholes, and Junction Boxes.

Precast inlets, manholes, and junction boxes, designed and fabricated in accordance with the Plans, the Standard Plans and Section 449 may be substituted for cast-in-place units.

425-6 Construction Methods.

425-6.1 Excavation: Excavate as specified in Section 125.

Where unsuitable material for foundations is encountered, excavate the unsuitable material and backfill with suitable material prior to constructing or setting inlets, manholes and junction boxes.

As an option to the above and with the Engineer's approval, the Contractor may carry the walls down to a depth required for a satisfactory foundation, backfill to 8 inches below the flowline with clean sand and cast a non-reinforced 8 inch floor.

425-6.2 Placing and Curing Concrete: Place the concrete in the forms, to the depth shown in the Plans, and thoroughly vibrate it. After the concrete has hardened sufficiently, cover it with suitable material and keep it moist for a period of three days. Finish the traffic surface in accordance with 522-7.2, or with a simulated broom finish approved by the Engineer.

425-6.3 Setting Manhole Castings: After curing the concrete as specified above, set the frame of the casting in a full mortar bed composed of one part portland cement to two parts of fine aggregate.

425-6.3.1 Standard Castings: Set manhole frames in a mortar bed and adjust to grade using brick or concrete grade rings, with a maximum 12 inch adjustment.

425-6.3.2 Optional Adjustable Castings: When using a three-piece adjustable frame and cover, install the frame and cover with brick or concrete grade rings to the base course height. Make adjustments using the inner frame in accordance with the manufacturer's installation recommendations so the inner frame and cover meet the grade and slope of the pavement surface opened to traffic.

425-6.4 Reinforcing Steel: Follow the construction methods for the steel reinforcement as specified in Section 415.

425-6.5 Laying Brick: Brick masonry may be used if the structure is circular and constructed in place, or for adjustments of rectangular risers up to a maximum 12 inches in height. Saturate all brick with water before laying. Bond the brick thoroughly into the mortar using the shove-joint method to lay the brick. Arrange headers and stretchers so as to bond the mass thoroughly. Finish the joints properly as the work progresses and ensure that they are not less than 1/4 inch or more than 3/4 inch in thickness. Do not use spalls or bats except for shaping around irregular openings or when unavoidable at corners.

425-6.6 Backfilling: Backfill as specified in Section 125, meeting the specific requirements for backfilling and compaction around inlets, manholes, and junction boxes detailed in 125-8.1 and 125-8.2. However; for outfall lines beyond the sidewalk or future sidewalk area, where no vehicular traffic will pass over the pipe, inlets, manholes, and junction boxes, compact backfill as required in 125-9.2.2.

425-6.7 Adjusting Structures: Adjust existing manholes, catch basins, inlets, valve boxes, etc., within the limits of the proposed work, to meet the finished grade of the proposed pavement, or if outside of the proposed pavement area, to the finished grade designated in the Plans for such structures. Adjust structures prior to placement of final asphalt pavement surface layer. Adjust structures to match final pavement surface cross-slope. Use materials and construction methods which meet the requirements specified above to adjust the existing structures.

The Contractor may extend manholes needing to be raised using adjustable extension rings of the type which do not require the removal of the existing manhole frame. Use an extension device that provides positive locking action and permits adjustment in height as well as diameter and meets the approval of the Engineer. When adjusting structures in flexible pavement, restore final road surface in accordance with Standard Plans, Index 125-001.

425-7 Method of Measurement.

The quantities to be paid for will be the number of inlets, manholes, junction boxes, and yard drains, completed and accepted; and the number of structures of these types (including also valve boxes) satisfactorily adjusted.

425-8 Basis of Payment.

425-8.1 New Structures: Price and payment will be full compensation for furnishing all materials and completing all work described herein or shown in the Plans, including all clearing and grubbing outside the limits of clearing and grubbing as shown in the Plans, all excavation except the volume included in the measurement designated to be paid for under the items for the grading work on the project, all backfilling around the structures, the disposal of surplus material, and the furnishing and placing of all gratings, frames, covers, and any other necessary fittings.

425-8.2 Adjusted Structures: When an item of payment for adjusting manholes, valve boxes, or inlets is provided in the proposal, price and payment will be full compensation for the number of such structures designated to be paid for under such separate items, and which are satisfactorily adjusted, at the Contract unit prices each for adjusting inlets, adjusting manholes, and adjusting valve boxes. For any of such types of these structures required to be adjusted but for which no separate item of payment is shown in the proposal for the specific type, payment will be made under the item of adjusting miscellaneous structures.

425-8.3 Payment Items: Payment will be made under:

Item No. 425-1	FDOT Type C DBI	--Each (EA)
Item No. 425-2	FDOT Type G DBI	--Each (EA)
Item No. 425-3	CIP Curb Inlet Top, FDOT Type F Bottom	--Each (EA)
Item No. 425-4	Round Riser Manhole Top, FDOT Type J ALT B Bottom 3'-0" x 5'-6"	--Each (EA)
Item No. 425-5	Round Riser Manhole Top, FDOT Type J ALT B Bottom 5'-0" x 5'-0"	--Each (EA)
Item No. 425-6	CIP Curb Inlet Top, FDOT Type J ALT B Bottom 3'-0" x 8'-0"	--Each (EA)
Item No. 425-7	CIP Curb Inlet Top, FDOT Type J ALT B Bottom 5'-0" x 5'-6"	--Each (EA)
Item No. 425-8	CIP Curb Inlet Top, FDOT Type J ALT B Bottom 12'-0" x 15'-0"	--Each (EA)
Item No. 425-9	Straight Concrete Endwall, FDOT Std. Index No. 250	--Each (EA)
Item No. 425-10	48" x 76" MES	--Each (EA)
Item No. 425-11	CIP Curb Inlet Top, FDOT Type J ALT B Bottom 5'-0" x 5'-0"	--Each (EA)
Item No. 425-12	CIP Curb Inlet Top, FDOT Type J ALT B Bottom 5'-6" x 5'-6"	--Each (EA)
Item No. 425-13	CIP Curb Inlet Top, FDOT Type J ALT B Bottom 3'-0" x 12'-0"	--Each (EA)
Item No. 425-14	CIP Curb Inlet Top, FDOT Type C Bottom	--Each (EA)
Item No. 425-15	FDOT Type F Top, FDOT Type J ALT B Bottom 3'-0" x 10'-0"	--Each (EA)
Item No. 425-16	FDOT Type F Top, FDOT Type J ALT B Bottom 3'-0" x 12'-0"	--Each (EA)
Item No. 425-17	12" MES	--Each (EA)
Item No. 425-18	18" MES	--Each (EA)

END OF SECTION 425

**SECTION 430
PIPE CULVERTS**

430-1 Description.

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

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

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

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

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

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

430-2 Materials.

430-2.1 Pipe: Meet the following requirements:

Concrete Pipe.....	Section 449
Steel Pipe	556-2.1
Round Rubber Gaskets.....	Section 942
Resilient Connectors*	Section 942
Corrugated Steel Pipe and Pipe Arch.....	Section 943
Corrugated Aluminum Pipe and Pipe Arch	Section 945
Corrugated Polyethylene Pipe	Section 948
Steel Reinforced Polyethylene Ribbed Pipe.....	Section 948
Corrugated Polypropylene Pipe.....	Section 948
Corrugated Polyvinyl Chloride (PVC) Pipe.....	Section 948
Fiberglass Reinforced Polymer Pipe	Section 948
Liner Repair Systems.....	Section 948

*Use resilient connector products listed on the Department’s Approved Product List (APL).

430-2.2 Joint Materials: Use joint materials specified in 430-7 through 430-9 according to type of pipe and conditions of usage.

430-2.3 Mortar: Use mortar composed of one part Portland cement and two parts of clean, sharp sand, to which mixture the Contractor may add hydrated lime in an amount not to exceed 15% of the cement content. Use mortar within 30 minutes after its preparation.

430-3 Type of Pipe to Be Used.

430-3.1 General: Prior to the preconstruction conference, submit to the Engineer which optional pipe material from the optional materials tabulation sheet will be used. Once a pipe material is selected, do not change pipe materials without approval of the Engineer.

When the Plans designate a type (or types) of pipe, use only the type (or choose from the types) designated. As an exception, when the Plans designate reinforced concrete pipe as Class S, Class I, Class II, Class III and Class IV, the Contractor may use non-reinforced concrete pipe up to and including 36 inch in diameter.

430-3.2 Side Drain: If the Plans do not designate a type (or types) of pipe, the Contractor may use either a minimum Class I concrete pipe, corrugated steel pipe, corrugated aluminum pipe, corrugated high-density polyethylene pipe, steel reinforced polyethylene ribbed pipe, polypropylene pipe, or PVC pipe. If one of the metal types is chosen, use the minimum gage specified in Section 943 for steel pipe or Section 945 for aluminum pipe. Alternatively, when metal pipe is allowed and no future maintenance concerns exist, the Contractor may propose the pipe gage based on the Department's Drainage Manual and Culvert Service Life Estimator for approval by the Engineer. When extending existing pipes, construct the pipe extensions of the same size and kind as the existing pipe. Extensions of existing pipes, whose materials are no longer produced, shall be extended with the most similar pipe material available.

Non-reinforced concrete pipe may also be substituted for concrete pipe in side drains, subject to the provisions of 430-3.1.

430-4 Laying Pipe.

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

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

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

Use a Type D-3 filter fabric meeting the requirements specified in Section 985.

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

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

Furnish and install a filter fabric jacket around all pipe joints and the joint between the pipe and the structure in accordance with Standard Plans, Indexes 425-001 and 430001. Use fabric meeting the physical requirements of Type D-3 specified in Section 985. Extend the fabric a minimum of 12 inches beyond each side of the joint or both edges of the coupling band, if a coupling band is used. The fabric must have a minimum width of 24 inches, and a length sufficient to provide a minimum overlap of 24 inches. Secure the filter fabric jacket against the outside of the pipe by metal or plastic strapping or by other methods approved by the Engineer.

Meet the following minimum joint standards:

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

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

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

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

1. Use resilient connectors on pipes entering and leaving drainage structures.
2. Provide a 2 to 4 inch pipe overhang beyond the drainage structure internal walls.
3. For pipes without welded joints, meet the following additional requirements:
 - a. Pipe joints must be watertight to 10.8 psi when pulled out 2 inches from the fully home joint alignment.

- b. Do not allow the gap between sections of pipe to exceed 5/8 inch for all pipe diameters.

430-4.2 Trench Excavation: Excavate the trench for storm and cross drains, and side drains as specified in Section 125.

430-4.3 Foundation: Provide a suitable foundation, where the foundation material is of inadequate supporting value, as determined by the Engineer. Remove the unsuitable material and replace it with suitable material, as specified in 125-8. Where in the Engineer's opinion, the removal and replacement of unsuitable material is not practicable, he may direct alternates in the design of the pipe line, as required to provide adequate support. Minor changes in the grade or alignment will not be considered as an adequate basis for extra compensation.

Do not lay pipe on blocks or timbers, or on other unyielding material, except where the use of such devices is called for in the Plans.

430-4.4 Backfilling: Backfill around the pipe as specified in 125-8 unless specific backfilling procedures are described in the Contract Documents.

430-4.5 Plugging Pipe: When existing pipe culverts are to be permanently placed out of service, fill them with flowable fill that is non-excavatable, contains a minimum 350 pounds per cubic yard of cementitious material and meets the requirements of Section 121 and/or plug them with masonry plugs as shown in the Plans. Install masonry plugs that are a minimum of 8 inches in thickness, in accordance with Standard Plans, Index 430-001.

When proposed or existing pipe culverts are to be temporarily placed out of service, plug them with prefabricated plugs as shown in the Plans. Install prefabricated plugs in accordance with the manufacturer's recommendations. Do not fill or construct masonry plugs in any pipe culvert intended for current or future service.

430-4.6 End Treatment: Place an end treatment at each storm and cross drain, and side drain as shown in the Plans. Refer to the Standard Plans for types of end treatment details. As an exception to the above, when concrete mitered end sections are permitted, the Contractor may use reinforced concrete U-endwalls, if shop drawings are submitted to the Engineer for approval prior to use.

Provide end treatments for corrugated polyethylene pipe, polypropylene pipe, and PVC pipe as specified in Section 948, or as detailed in the Plans.

430-4.7 Metal Pipe Protection: Apply a bituminous coating to the surface area of the pipe within and 12 inches beyond the concrete or mortar seal prior to sealing, to protect corrugated steel or aluminum pipe embedded in a concrete structure, such as an inlet, manhole, junction box, endwall, or concrete jacket.

Ensure that the surface preparation, application methods (dry film thickness and conditions during application), and equipment used are in accordance with the coating manufacturers' published specifications.

Obtain the Engineer's approval of the coating products used.

430-4.8 Pipe Inspection: For pipes installed under the roadway, inspection is to be conducted when backfill reaches 3 feet above the pipe crown or upon completion of placement of the stabilized subgrade. For pipe installed within fills, including embankments confined by walls, inspection is to be conducted when compacted embankment reaches 3 feet above the pipe crown or the finished earthwork grade as specified in the Plans. Prior to conducting the inspection, submit to the Engineer a video recording schedule for videoing, dewater installed pipe, and remove all silt, debris and obstructions. Submit pipe videoing and reports to the Department for review prior to the continuation of paving.

For pipe 48 inches or less in diameter, submit to the Engineer a video DVD and report using low barrel distortion video equipment with laser profile technology, non-contact video micrometer and associated software. For all pipe types, provide a Pipe Observation Summary Report for each pipe run that includes:

1. Actual recorded length and width measurements of all cracks within the pipe.
2. Actual recorded separation measurement of all rigid pipe joints.
3. Detailed written observations of leaks, debris, or other damage or defects.

For flexible pipe types, submit a Pipe Ovality Report for each pipe run that includes:

1. Representative diameter of the pipe.
2. Pipe deformation/deflections measurements with the 5% deflection limit clearly delineated.

Laser profiling and measurement technology must be certified by the company performing the work to be in compliance with the calibration criteria posted at:

<http://www.fdot.gov/construction/contractorissues/laser.shtm>. Reports submitted in electronic media are preferred.

The Engineer may waive this requirement for side drains and cross drains which are short enough to inspect from each end of the pipe.

430-4.8.1 Video Report: Provide a high quality DVD in a MPEG2 format video with a standard resolution of 720 x 480. Use a camera with lighting suitable to allow a clear picture of the entire periphery of the pipe. Center the camera in the pipe both vertically and horizontally and be able to pan and tilt to a 90 degree angle with the axis of the pipe and rotating 360 degrees. Use equipment to move the camera through the pipe that will not obstruct the camera's view or interfere with proper documentation of the pipe's condition.

The video image shall be clear, focused, and relatively free from roll, static, or other image distortion qualities that would prevent the reviewer from evaluating the condition of the pipe. The video will include identification before each section of pipe filmed. The identification will include the project number, the structure number corresponding to the structure number in the Plans for the project, size of pipe, the date and time, and indicate which pipe is being filmed if multiple pipes are connected to the structure. Notes should be taken during the video recording

process. Submit these notes along with the video.

Move the camera through the pipe at a speed not greater than 30 feet per minute. Mark the video with the distance down the pipe. The distance shall have an accuracy of one foot per 100 feet. Film the entire circumference at each joint. Stop the camera and pan when necessary to document and measure defects. Position the camera head perpendicular to all defects requiring measurement by the video micrometer.

430-4.8.2 Reinspection: At any time after reviewing the submitted pipe inspection reports, the Engineer may direct additional inspections. If no defects are observed during the reinspection, the Department will pay for the cost of the reinspections in accordance with 4-3. If defects are observed, the reinspection and all work performed to correct the defects will be done at no cost to the Department. Acceptance of all replacements or repairs will be based on video documentation of the completed work prior to Final Acceptance.

430-5 Removing Existing Pipe.

If the Plans indicate that existing pipe is to remain the property of the Department, collect and stack along the right-of-way all existing pipe or pipe arch so indicated in the Plans to be removed, or that does not conform to the lines and grades of the proposed work and that is not to be re-laid, as directed by the Engineer. Take care to prevent damage to salvageable pipe during removal and stacking operations.

430-6 Placing Pipe Under Railroad.

430-6.1 General: Construct pipe culverts under railroad tracks in accordance with the requirements of the railroad company.

Perform all the shoring under the tracks, and sheeting and bracing of the trench, required by the railroad company or deemed necessary by the Engineer in order to ensure safe and uninterrupted movement of the railroad equipment, at no expense to the Department.

430-6.2 Requirements of the Railroad Company: Install pipe using methods required by the railroad company and shown in the Contract Documents.

When the general method of installation required by the railroad company is indicated in the Plans, do not alter such method, or any other specific details of the installation which might be indicated in the Plans, without receiving approval or direction from the railroad, followed by written approval from the Engineer.

430-6.3 Notification to Railroad Company: Notify the railroad company and the Engineer at least ten days prior to the date on which pipe is to be placed under the railroad tracks.

430-6.4 Placing Pipe by Jacking: Obtain the Engineer's and the railroad company's approval of the details of the jacking method to be used, when placing pipe through the railroad embankment, before the work is started.

430-6.5 Use of Tunnel Liner: When the railroad company requires that a tunnel liner be used for placing the pipe in lieu of the jacking method, the Department will pay for the tunnel liner material separately in cases where the Contract Documents do not require the use of a tunnel liner. For these

cases the Department will reimburse the Contractor for the actual cost of the liner, delivered at the site. The Department will base such cost on a liner having the minimum gage acceptable to the railroad.

430-7 Specific Requirements for Concrete Pipe.

430-7.1 Sealing Joints: Seal the pipe joints with round rubber or profile gaskets meeting the requirements of Section 449. Ensure that the gasket and the surface of the pipe joint, including the gasket recess, are clean and free from grit, dirt and other foreign matter, at the time the joints are made. In order to facilitate closure of the joint, application of a vegetable soap lubricant immediately before closing of the joint will be permitted. Prelubricated gaskets may be used in lieu of a vegetable soap lubricant when the lubricating material is certified to be inert with respect to the rubber material.

430-7.2 Laying Requirements for Concrete Pipe with Rubber Gasket Joints: Do not allow the gap between sections of pipe to exceed 5/8 inch for pipe diameters of 12 inches through 18 inches, 7/8 inch for pipe diameters of 24 through 66 inches, and 1 inch for pipe diameters 72 inches and larger. Where minor imperfections in the manufacture of the pipe create an apparent gap in excess of the tabulated gap, the Engineer will accept the joint provided that the imperfection does not exceed 1/3 the circumference of the pipe, and the rubber gasket is 1/4 inch or more past the pipe joint entrance taper. Where concrete pipes are outside of these tolerances, replace them at no expense to the Department. Do not apply mortar, joint compound, or other filler to the gap which would restrict the flexibility of the joint.

430-7.3 Field Joints for Elliptical Concrete Pipe: Use either a preformed plastic gasket material or an approved rubber gasket to make a field joint.

430-7.3.1 Plastic Gasket: Meet the following requirements when field joints are made from preformed plastic gasket material:

430-7.3.1.1 General: Install field joints in accordance with the manufacturer's instructions and the following:

430-7.3.1.2 Material: Meet the requirements of 942-2.

430-7.3.1.3 Joint Design: Ensure that the pipe manufacturer submits details to the Engineer regarding configuration of the joint and the amount of gasket material required to affect a satisfactory seal. Do not brush or wipe joint surfaces which are to be in contact with the gasket material with a cement slurry. Fill minor voids with cement slurry.

430-7.3.1.4 Primer: Apply a primer of the type recommended by the manufacturer of the gasket material to all joint surfaces which are to be in contact with the gasket material, prior to application of the gasket material. Thoroughly clean and dry the surface to be primed.

430-7.3.1.5 Application of Gasket: Apply gasket material to form a continuous gasket around the entire circumference of the leading edge of the tongue and the groove joint, in accordance with the detail shown on Standard Plans, Index 430-001. Do not remove the paper wrapper on the exterior surface of the gasket material until immediately prior to

joining of sections. Apply plastic gasket material only to surfaces which are dry. When the atmospheric temperature is below 60°F, either store plastic joint seal gaskets in an area above 70°F, or artificially warm the gaskets to 70°F in a manner satisfactory to the Engineer.

430-7.3.1.6 Installation of Pipe: Remove and reposition or replace any displaced or contaminated gasket as directed by the Engineer. Install the pipe in a dry trench. Carefully shape the bottom of the trench to minimize the need for realignment of sections of pipe after they are placed in the trench. Hold to a minimum any realignment of a joint after the gaskets come into contact. Prior to joining the pipes, fill the entire joint with gasket material and ensure that when the pipes are joined there is evidence of squeeze-out of gasket material for the entire internal and external circumference of the joint. Trim excess material on the interior of the pipe to provide a smooth interior surface. If a joint is defective, remove the leading section of pipe and reseal the joint.

430-7.3.2 Rubber Gasket: Meet the following requirements when field joints are made with profile rubber gaskets:

430-7.3.2.1 General: Install field joints in accordance with the manufacturer's instructions and the following:

430-7.3.2.2 Material: Meet the requirements of 942-4.

430-7.3.2.3 Joint Design: Ensure that the pipe manufacturer submits details to the Engineer regarding configuration of the joint and gasket required to effect a satisfactory seal. Do not apply mortar, joint compound, or other filler which would restrict the flexibility of the gasket joint.

430-7.4 Requirements for Concrete Radius Pipe:

430-7.4.1 Design: Construct concrete radius pipe in segments not longer than 4 feet (along the pipe centerline), except where another length is called for in the Contract Documents. Join each segment using round rubber gaskets. Ensure that the pipe manufacturer submits details of the proposed joint, segment length and shape for approval by the Engineer, prior to manufacture.

430-7.4.2 Pre-Assembly: Ensure that the manufacturer pre-assembles the entire radius section in his yard, in the presence of the Engineer, to ensure a proper fit for all parts. At the option of the manufacturer, the Contractor may assemble the pipe without gaskets. Consecutively number the joints on both the interior and exterior surfaces of each joint, and make match marks showing proper position of joints. Install the pipe at the project site in the same order as pre-assembly.

430-8 Specific Requirements for Corrugated Metal Pipe.

430-8.1 Field Joints:

430-8.1.1 General: Make a field joint with locking bands, as specified in Article 9 of AASHTO M36 and AASHTO M196M for aluminum pipe. For aluminum pipe, fabricate bands from the same alloy as the culvert sheeting.

When existing pipe to be extended is helically fabricated, make a field joint between the existing

pipe and the new pipe using one of the following methods:

1. Cut the new pipe to remove one of the re-rolled annular end sections required in Sections 943 or 945, or fabricate the pipe so that the re-rolled annular section is fabricated only on one end. Use either a spiral (helical) band with a gasket or a flat band with gaskets as required by 430-8.1.2 (2) to join the pipe sections.
2. The Contractor may construct a concrete jacket as shown on Standard Plans, Index 430-001.

430-8.1.2 Side Drain, Storm and Cross Drain, and Gutter Drains: Where corrugated metal pipe is used as side drain, storm and cross drain, or gutter drain, use a rubber or neoprene gasket of a design shown to provide a joint as specified in 430-4.

Use a gasket of one of the following dimensions:

1. For annular joints with 1/2 inch depth corrugation: either a single gasket a minimum of 7 inches by 3/8 inch or two gaskets a minimum of 3-1/2 inches by 3/8 inch; and for annular joints with 1 inch depth corrugations: either a single gasket a minimum of 7 inches by 7/8 inch or two gaskets a minimum of 3-1/2 inches by 7/8 inch.
2. For helical joints with 1/2 inch depth corrugation: either a single gasket a minimum of 5 inches by 1 inch or two gaskets a minimum of 3-1/2 inches by 1 inch; and for helical joints with 1 inch depth corrugations: either a single gasket a minimum of 5 inches by 1-1/2 inches or two gaskets a minimum of 3-1/2 inches by 1-1/2 inches.
3. Such other gasket designs as may be approved by the Engineer.

If, in lieu of a single gasket spanning the joint, two gaskets are used, place these individual gaskets approximately 2 inches from each pipe end at the joint. When two gaskets are used, seal the overlapping area on the coupling band between the gaskets consistent with the joint performance specified. The Contractor may tuck a strip of preformed gasket material over the bottom lip of the band for this purpose. Use coupling bands that provide a minimum circumferential overlap of 3 inches. As the end connections on the coupling band are tightened, ensure that there is no local bending of the band or the connection. Use precurved coupling bands on pipe diameters of 24 inches or less.

Use flat gaskets meeting the requirements of ASTM D1056, designation 2C2 or 2B3. In placing flat gaskets on pipe prior to placing the coupling band, do not stretch the gasket more than 15% of its original circumference. Use circular gaskets meeting the requirements of ASTM C361. Do not stretch the circular gasket more than 20% of its original circumference in placing the gasket on pipe. Use preformed plastic gasket material meeting the composition requirements of 942-2.2.

Apply an approved vegetable soap lubricant, as specified for concrete pipe in 430-7.1.1.

430-8.1.3 Alternate Joint: In lieu of the above-specified combination of locking bands and flat gaskets, the Contractor may make field joints for these pipe installations by the following

combinations:

1. Use the metal bands as specified in Article 9 of AASHTO M36M that are at least 10-1/2 inches wide and consist of a flat central section with a corrugated section near each end, designed to match the annular corrugation in the pipe with which they are to be used. Connect the bands in a manner approved by the Engineer, with a suitable fastening device such as the use of two galvanized 1/2 inch diameter bolts through a galvanized bar and galvanized strap, suitably welded to the band. Use a strap that is the same gage as the band.

Where helically corrugated pipe is to be jointed by this alternate combination, ensure that at least the last two corrugations of each pipe section are annular, and designed such that the band will engage each pipe end with the next-to-outside annular corrugation.

2. For these bands, use a rubber gasket with a circular cross-section of the "O-ring" type conforming to ASTM C361. Use gaskets having the following cross-sectional diameter for the given size of pipe:

Non-SI Units	
Pipe Size	Gasket Diameter
12 inches through 36 inches (with 1/2 inch depth corrugations)	13/16 inch
42 inches through 96 inches (with 1/2 inch depth corrugations)	7/8 inch
36 inches through 120 inches (with 1 inch depth corrugations)	1-3/8 inches

Use preformed gasket material to seal the overlapping area on the coupling band between gaskets.

3. Use channel band couplers in helical pipe with ends which have been reformed and flanged specifically to receive these bands. Use channel band couplers that are of a two piece design, are fabricated from galvanized steel stock conforming to AASHTO M36, have 2 inch by 2 inch by 3/16 inch angles fastened to the band ends to allow for proper tightening, and meet the following:

Non SI Units	
Band Thickness	Pipe Wall Thickness
0.079 inch	0.109 inch or lighter
0.109 inch	0.138 inch or heavier
3/4 inch wide	0.109 inch or lighter
1 inch wide	0.138 inch or heavier

Furnish two 1/2 inch diameter connection bolts with each band, that conform to ASTM A307, Grade A and are electroplated in accordance with ASTM B633.

Use a gasket with the joint that is a hydrocarbon blend of butyl rubber meeting the chemical composition and physical properties of 942-2.2. Use a 3/8 by 3/4 inch gasket for pipe fabricated from 0.109 inch or lighter material and a 3/8 by 1 inch gasket for pipe fabricated from 0.138 inch and heavier material.

The Contractor may use a flange band coupler without the gasket for all applications other than side drain, storm and cross drain, and gutter drain.

Do not use the flange band coupler to join dissimilar types of pipe.

The Contractor may join reformed flanged helical pipe to existing annular or reformed pipe having annular ends. On non-gasketed installations, use either an annular band or an alternate joint described in 430-8.1.3. On gasketed installations, use an annular band, minimum of five corrugations in width, in conjunction with two O-ring gaskets as specified in 430-8.1.3. Use mastic material to seal the area of band overlap.

The minimum joint performance standards specified in 430-4.1 apply.

430-8.2 Laying and Shape Requirements for Corrugated Metal Pipe: Install pipe using either a trench or open ditch procedure.

Check pipe shape regularly during backfilling to verify acceptability of the construction method used. Pipe deflected 5% or more of the certified actual mean diameter of the pipe at final inspection shall be replaced at no cost to the Department. Deflection measurements are taken at the point of smallest diameter on the corrugations.

430-9 Specific Requirements for Steel Reinforced Polyethylene Ribbed Pipe, Corrugated High-Density Polyethylene Pipe, Polypropylene Pipe, and Polyvinyl Chloride (PVC) Pipe.

430-9.1 Sampling Requirements: Submit a sample of each pipe material and diameter used on each project to the Engineer a minimum of two weeks prior to the installation, provided that the pipe meets all of the following:

1. Pipe material is PVC, HDPE, steel reinforced polyethylene, or polypropylene
2. Pipe is corrugated or ribbed
3. Pipe diameter is 12" or larger
4. Pipe is not perforated, unless the material is PVC or polypropylene
5. Pipe is intended for applications requiring 100 year design service life as defined in the Florida Department of Transportation Drainage Manual.

The length of each sample pipe section must comprise at least seven regular corrugations (not including the first three corrugations of the pipe on the bell or spigot ends).

430-9.2 Field Joints: Use gasketed joints to seal side drain, and storm and cross drain. Use gaskets meeting the requirements of Section 449. Ensure that the pipe manufacturer provides a joint design approved by the Engineer before use.

430-9.3 Installation Requirements Including Trenching, Foundation and Backfilling Operations: Check structure shape regularly during backfilling to verify acceptability of the construction method

used. Replace pipe deflected 5% or more of the certified actual mean diameter of the pipe at final inspection at no cost to the Department.

430-10 Desilting Pipe or Concrete Box Culvert. Desilt pipe culvert and concrete box culvert as designated in the Plans.

430-11 Method of Measurement.

430-11.1 New Pipe Installed by Excavation or Trenching: The quantity of storm and cross drain pipe, storm drain trench, side drain and gutter drain pipe, installed by pipe culvert optional material - excavation or trenching, to be paid for will be plan quantity, in place and accepted. The plan quantity will be determined from the inside wall of the structure as shown in the Plans, along the centerline of the pipe.

Adjustment to bid quantities, prices and payment will not be allowed for increases, decreases or changes in material or installation requirements due to the use of any optional pipe materials.

If adjustments are required due to Plan errors or omissions or authorized field changes, the plotted material and not the material elected would be used to establish new pay quantities.

Pipe sizes other than round (elliptical/arch) are summarized and paid for using equivalent round pipe diameter.

430-11.2 New Pipe Installed by Jack & Bore: The quantity of storm and cross drain pipe, storm drain trench, side drain and gutter drain pipe, installed by pipe culvert optional material - jack & bore, to be paid for will be the plan quantity, in place and accepted. The measurement and payment will be the plan quantity length of the casing or carrier pipe installed by jack & bore.

Carrier pipe installed through/inside the casing is paid for as pipe culvert optional material – excavation or trenching.

430-11.3 Mitered End Section: The quantity of mitered end sections to be paid for will be the number completed and accepted.

430-12 Basis of Payment.

430-12.1 General: Prices and payments will be full compensation for all work specified in this Section, including all excavation except the volume included in the items for the grading work on the project, and except for other items specified for separate payment in Section 125; all backfilling material and compaction; disposal of surplus material; and all clearing and grubbing outside of the required limits of clearing and grubbing as shown in the Plans.

No payment will be made for failed bore paths, injection of excavatable flowable fill, products taken out of service, or incomplete installations. Payment will include all work and materials necessary for jack & bore, including boring, backfilling, flowable fill, and restoration materials necessary for a complete and accepted installation.

No payment will be made for jack & bore until a Bore Path Report has been submitted to the Engineer.

430-12.2 Removing Existing Pipe: When existing pipe is removed and replaced with new pipe approximately at the same location, the cost of excavating and removing the old pipe and of its disposal will be included in the Contract unit price for clearing and grubbing.

430-12.3 Site Restoration: The cost of restoring the site, as specified in 125-11, that is disturbed, solely for the purpose of constructing pipe culvert, will be included in the Contract unit price for the pipe culvert, unless designated specifically to be paid for under other items.

430-12.4 Plugging Pipes: The cost of temporarily plugging a pipe culvert, either proposed or existing, will be incidental to the contract unit price for new pipe culvert.

The cost of filling and/or plugging an existing pipe culvert that is to be permanently placed out of service will be paid for at the contract unit price for filling and plugging pipe, per cubic yard. Price and payment will be full compensation for flowable fill, masonry, concrete, mortar, and all labor and materials necessary to complete the work.

When the project includes no quantities for new pipe culverts, and temporary plugs are required for existing pipe culverts, the cost will be considered as extra work, in accordance with 4-3.5.

430-12.5 Desilting Pipe: Desilting pipe will be paid for at the contract unit price per foot for each pipe desilted. Price and payment will be full compensation for furnishing all equipment, tools and labor, disposal of silt and debris, and all incidentals necessary for satisfactorily performing the work.

430-12.6 Desilting Concrete Box Culverts: Price and payment will be full compensation for all work required.

430-12.7 Flared End Sections: Price and payment will be full compensation for all work and materials required.

430-12.8 Mitered End Sections: Price and payment will be full compensation for all pipe, grates when required, fasteners, reinforcing, connectors, anchors, concrete, sealants, jackets and coupling bands, and all work required.

430-12.9 Railroad Requirements: Where pipe culvert is constructed under railroad tracks, the Contract unit price for the pipe culvert will include the costs of any jacking operations and the operation of placing the pipe by use of a tunnel liner, (except as specified for unanticipated tunnel liner, in 430-6.5, where reimbursement is to be made for such unanticipated liner), and all other work necessary to meet the requirements of the railroad company, excluding the costs of watchman or flagman services provided by the railroad company, except as provided below.

The Department will reimburse the Contractor for the actual costs of any trestle bridge work which is performed by the railroad's forces, as billed to him by the railroad, less the value of any salvage materials derived there from, whether such salvage materials are retained by the railroad company or by the Contractor. When the work of shoring and bracing is to be performed by the railroad, such fact will be stipulated in the Contract Documents and the Contractor will be required to pay to the railroad the amount of such costs, which amount will be reimbursed to him by the Department. The Contract unit price for the pipe culvert shall include the costs of all other work of shoring and

bracing.

430-12.10 Payment Items: Payment will be made under:

Item No. 430-1	14" x 23" ERCP	--Linear Foot (LF)
Item No. 430-2	19" x 30" ERCP	--Linear Foot (LF)
Item No. 430-3	24" x 38" ERCP	--Linear Foot (LF)
Item No. 430-4	38" x 60" ERCP	--Linear Foot (LF)
Item No. 430-5	48" x 76" ERCP	--Linear Foot (LF)
Item No. 430-6	29" x 45" ERCP	--Linear Foot (LF)
Item No. 430-7	12" RCP	--Linear Foot (LF)
Item No. 430-8	18" RCP	--Linear Foot (LF)

END OF SECTION 430

**SECTION 520
CONCRETE GUTTER, CURB ELEMENTS,
AND TRAFFIC SEPARATOR**

520-1 Description.

Construct portland cement concrete curb. Curb will include concrete curb and gutter, concrete traffic separator, valley gutter, special concrete gutter, curb for sidewalk curb ramps and driveways, and any other types of concrete curb not specified in other Sections.

520-2 Materials.

520-2.1 Concrete: Use concrete meeting the requirements of Section 347.

520-2.2 Reinforcement: For all steel reinforcement required by the Plans, meet the requirements of Section 415.

520-2.3 Joint Materials: Meet the requirements of Section 932.

520-3 Forms.

520-3.1 Form Materials: Construct forms for this work of either wood or metal. Provide forms that are straight, free from warp or bends, and of sufficient strength, when staked, to resist the pressure of the concrete without deviation from line and grade. For all items constructed on a radius, use flexible forms.

520-3.2 Depth of Forms: Ensure that forms have a depth equal to the plan dimensions for the depth of concrete being deposited against them.

520-3.3 Machine Placement: The Contractor may place these items by machine methods with the approval of the Engineer provided that the Contractor consistently produces an acceptable finished product, true to line, grade, and cross section.

520-4 Excavation.

Excavate to the required depth, and compact the foundation material upon which these items are to be placed as specified in 120-9.

520-5 Placing Concrete.

Place the concrete in the forms, and tamp and spade it to prevent honeycombing, and until the top of the structure can be floated smooth and the edges rounded to the radius shown in the Plans.

520-6 Joints.

520-6.1 Contraction Joints: Except for machine placed items, the Contractor may form joints by using dummy joints (either formed or sawed) or by using sheet metal templates. If using sheet metal templates, ensure that they are of the dimensions, and are set to the lines, shown in the Plans. Hold templates firmly while placing the concrete. Leave templates in place until the concrete has set sufficiently to hold its shape, but remove them while the forms are still in place.

Saw contraction joints, for machine placed items, unless the Engineer approves an alternate method. Saw the joints as soon as the concrete has hardened to the degree that excessive raveling will not occur and before uncontrolled shrinkage cracking begins.

Space contraction joints at intervals of 10 feet except where closure requires a lesser interval, but do not

allow any section to be less than 4 feet in length.

520-6.2 Expansion Joints: Construct expansion joints at all inlets, at all radius points, and at other locations indicated in the Plans. Locate them at intervals of 500 feet between other expansion joints or ends of a run. Ensure that the joint is 1/2 inch in width.

520-7 Finishing.

520-7.1 Repair of Minor Defects: Remove the forms within 24 hours after placing the concrete, and then fill minor defects with mortar composed of one part portland cement and two parts fine aggregate. The Engineer will not allow plastering on the face of the curb. Remove and replace any rejected curb, curb and gutter, or valley gutter without additional compensation.

520-7.2 Final Finish: Finish all exposed surfaces while the concrete is still green. In general, the Engineer will only require a brush finish. For any surface areas, however, which are too rough or where other surface defects make additional finishing necessary, the Engineer may require the Contractor to rub the curb to a smooth surface with a soft brick or wood block, using water liberally. Also, if necessary to provide a suitable surface, the Engineer may require the Contractor to rub further, using thin grout or mortar.

520-7.3 Imprinted Concrete: Install imprinted concrete as shown in the Plans.

520-8 Curing.

520-8.1 General: Continuously cure the concrete for a period of at least 72 hours. Commence curing after completely finishing and as soon as the concrete has hardened sufficiently to permit application of the curing material without marring the surface. Immediately replace any curing material removed or damaged during the 72 hour period.

After removing the forms, cure the surfaces exposed by placing a berm of moist earth against them or by any of the methods described below, for the remainder of the 72 hour curing period.

520-8.2 Wet Burlap Method: Place burlap, as specified in 925-1, over the entire exposed surface of the concrete, with sufficient extension beyond each side to ensure complete coverage. Overlap adjacent strips a minimum of 6 inches. Hold the burlap securely in place such that it will be in continuous contact with the concrete at all times, and do not allow any earth between the burlap surfaces at laps or between the burlap and the concrete. Saturate the burlap with water before placing it, and keep it thoroughly wet throughout the curing period.

520-8.3 Membrane Curing Compound Method: Apply clear membrane curing compound or white pigmented curing compound, as specified in 925-2, by a hand sprayer meeting the requirements of 350-3.10, in a single coat continuous film at a uniform coverage of at least one gallon per 200 square feet. Immediately recoat any cracks, checks, or other defects appearing in the coating. Thoroughly agitate the curing compound in the drum prior to application, and during application as necessary to prevent settlement of the pigment.

520-8.4 Polyethylene Sheeting Method: Place polyethylene sheeting, as specified in 925-3, over the entire exposed surface of the concrete, with sufficient extension beyond each side to ensure complete coverage. Overlap adjacent strips a minimum of 6 inches. Hold the sheeting securely in place and in continuous contact with the concrete at all times.

520-9 Backfilling and Compaction.

After the concrete has set sufficiently, but not later than three days after pouring, refill the spaces in front and back of the curb to the required elevation with suitable material. Place and thoroughly compact the material in layers not thicker than 6 inches.

520-10 Surface Requirements.

Test the gutter section of curb and gutter with a 10 foot straightedge laid parallel to the centerline of the roadway and while the concrete is still plastic. Perform straightedging along the edge of the gutter adjacent to the pavement or along other lines on the gutter cross-section, as directed by the Engineer. Immediately correct irregularities in excess of 1/4 inch.

520-11 Method of Measurement.

For curb or curb and gutter, the quantity to be paid will be plan quantity, in feet, measured along the face of the completed and accepted curb or curb and gutter. Curb for sidewalk curb ramps or driveways will be paid at the contract unit price for the adjacent curb type.

For valley gutter or shoulder gutter, the quantity to be paid will be plan quantity, in feet, measured along the gutter line of the completed and accepted valley gutter or shoulder gutter.

For concrete traffic separator of constant width, the quantity to be paid will be plan quantity, in feet, measured along the center of its width, completed and accepted, including the length of the nose.

For concrete traffic separator of varying width, the quantity to be paid will be plan quantity, in square yards, completed and accepted.

520-12 Basis of Payment.

520-12.1 Concrete Gutter, Curb Elements, and Traffic Separator: Price and payment will be full compensation for all work specified in this Section, including reinforcement steel, joint materials and asphalt curb pad.

520-12.2 Excavation: Excavation for new installations will be paid for as roadway excavation in accordance with 120-13.2.

520-12.3 Payment Items: Payment will be made under:

Item No. 520-1	D-Curb Demolition & Repair	--Linear Foot (LF)
Item No. 520-2	F-Curb Demolition & Repair	--Linear Foot (LF)
Item No. 520-3	Rollover Curb Demolition & Repair	--Linear Foot (LF)

END OF SECTION 520

**SECTION 522
CONCRETE SIDEWALK AND DRIVEWAYS**

522-1 Description.

Construct concrete sidewalks and driveways. Sidewalk will include sidewalk curb ramps.

522-2 Materials.

Meet the requirements specified in 520-2.

522-3 Forms.

Provide forms as specified in 520-3.

522-4 Foundation.

Compact fill areas, including cut areas under the sidewalk that have been excavated more than 6 inches below the bottom of sidewalk, to a minimum of 95% of AASHTO T99 density. The area to be compacted is defined as that area directly under the sidewalk and 1 foot beyond each side of the sidewalk when right-of-way allows.

522-5 Joints.

522-5.1 Expansion Joints: Form 1/2 inch expansion joints between the sidewalk and the curb or driveway or at fixed objects and sidewalk intersections with a preformed joint filler meeting the requirements specified in 932-1.1.

522-5.2 Contraction Joints:

522-5.2.1 Types: The Contractor may use open type or sawed contraction joints.

522-5.2.2 Open-Type Joints: Form open type contraction joints by staking a metal bulkhead in place and depositing the concrete on both sides. After the concrete has set sufficiently to preserve the width and shape of the joint, remove the bulkhead. After finishing the sidewalk over the joint, edge the slot with a tool having a 1/2 inch radius.

522-5.2.3 Sawed Joints: If electing to saw the contraction joints, cut a slot approximately 3/16 inch wide and not less than 1-1/2 inches deep with a concrete saw after the concrete has set, and within the following periods of time:

Joints at not more than 30 feet intervalswithin 12 hours after finishing.

Remaining joints.....within 96 hours after finishing.

522-6 Placing Concrete.

Place the concrete as specified in 520-5.

522-7 Finishing.

522-7.1 Screeding: Strike-off the concrete by means of a wood or metal screed, used perpendicular to the forms, to obtain the required grade and remove surplus water and laitance.

522-7.2 Surface Requirements: Imprint concrete as detailed in the Plans, otherwise provide a broom finish. Ensure that the surface variations are not more than 1/4 inch under a 10 foot straightedge or more than 1/8 inch on a 5 foot transverse section. Finish the edge of the sidewalk with an edging tool having a radius of 1/2 inch.

522-8 Curing.

Cure the concrete as specified in 520-8.

522-9 Method of Measurement.

The quantity to be paid will be plan quantity, in square yards, completed and accepted. Ramps, reconstructed sidewalks, walk around sidewalks, sidewalk landings, sidewalk curb, and driveways will be included in the area to be paid.

522-10 Basis of Payment.

Payment for sidewalks shall be at the contract unit price per square yard for sidewalks completed and accepted. Price and payment will be full compensation for furnishing all materials and completing all work described herein or shown in the plans, including all clearing and grubbing, all excavation and embankment, compaction, joint construction, curing, protection and all other labor, materials, equipment, and incidentals required to complete the work.

Payment will be made under:

Item No. 522-1	Concrete Sidewalk	- per Square Yard (SY)
Item No. 522-2	Concrete Driveway	- per Square Yard (SY)

No separate payment shall be made for concrete sidewalk to remain and damaged by the contractor. The contractor shall repair sidewalks, if damaged by the contractor, at no additional expense to the owner.

END OF SECTION 522

**SECTION 710
PAINTED PAVEMENT MARKINGS**

710-1 Description.

Apply painted pavement markings, in accordance with the Contract Documents.

710-2 Materials. Use only materials listed on the Department’s Approved Product List (APL) meeting the following requirements:

Materials for Raised Pavement Markers (RPMs) and Bituminous Adhesive	Section 970
Standard Paint	971-1 and 971-3
Durable Paint	971-1 and 971-4
Glass Spheres.....	971-1 and 971-2

The Engineer will take random samples of all material in accordance with the Department’s Sampling, Testing and Reporting Guide schedule.

710-3 Equipment.

Use equipment that will produce continuous uniform dimensions of pavement markings of varying widths and meet the following requirements:

1. Capable of traveling at a uniform, predetermined rate of speed, both uphill and downhill, in order to produce a uniform application of paint and capable of following straight lines and making normal curves in a true arc.
2. Capable of applying glass spheres to the surface of the completed line by an automatic sphere dispenser attached to the pavement marking machine such that the glass spheres are dispensed closely behind the installed line. Use a glass spheres dispenser equipped with an automatic cut-off control that is synchronized with the cut-off of the paint and applies the glass spheres in a manner such that the spheres appear uniform on the entire pavement markings surface.
3. Capable of spraying the paint to the required thickness and width without thinning of the paint. Equip the paint tank with nozzles equipped with cut-off valves, which will apply broken or skip lines automatically.

710-4 Application.

710-4.1 General: Remove existing pavement markings, such that scars or traces of removed markings will not conflict with new pavement markings, by a method approved by the Engineer.

Before applying pavement markings, remove any material that would adversely affect the bond of the pavement markings by a method approved by the Engineer.

Apply standard paint to dry surfaces only, and when the ambient air and surface temperature is at least 40°F and rising.

Apply durable paint to dry surfaces only. Do not apply durable paint when the ambient air and surface temperature is below 50°F, relative humidity is above 80% or when the dew point is within

5°F of the ambient air temperature.

Do not apply painted pavement markings when winds are sufficient to cause spray dust.

Apply painted pavement markings, having well defined edges, over existing pavement markings such that not more than 2 inches on either end and not more than 1 inch on either side is visible. When stencils are used to apply symbols and messages, the areas covered by the stencil reinforcing will not be required to be painted.

Mix the paint thoroughly prior to pouring into the painting machine. Apply paint to the pavement by spray or other means approved by the Engineer.

Conduct field testing in accordance with FM 5-541. Remove and replace painted pavement markings not meeting the requirements of this Section at no additional cost to the Department. Apply all pavement markings prior to opening the road to traffic.

710-4.1.1 Painted Pavement Markings (Final Surface): On concrete surfaces or newly constructed asphalt, the painted pavement markings (final surface) will include one application of standard paint and one application of Class B RPMs applied to the final surface.

For center line and edge line rumble strip installations where the pavement marking is placed within the grinding, apply a second application of standard paint within 24 hours of each day's grinding operation.

For center line rumble strip installations where RPMs are in conflict with the grinding, install Class D RPMs with the first application of standard paint. Remove Class D RPMs prior to grinding, then install Class B RPMs in an unground area after grinding.

Do not apply final surface paint for bicycle arrows or bicycle messages, 24 inch longitudinal bars in special emphasis crosswalks, or route shields where preformed thermoplastic will be applied.

Install all RPMs in accordance with Standard Plans, Indexes 706-001 and 711-003, prior to opening the road to traffic.

Temporary RPMs must meet the requirements of Section 102.

Permanent RPMs must meet the requirements of Section 706.

710-4.2 Thickness: Apply standard paint to attain a minimum wet film thickness in accordance with the manufacturer's recommendations. Apply durable paint to attain a minimum wet film thickness of 0.025 inches or 25 mils. Measure, record, and certify on a Department approved form and submit to the Engineer, the thickness of white and yellow durable paint pavement markings in accordance with FM 5-541.

710-4.3 Retroreflectivity: Apply white and yellow standard paint that will attain an initial retroreflectance of not less than 300 mcd/lx-m² and not less than 250 mcd/lx-m², respectively. Apply white and yellow durable paint that will attain an initial retroreflectance of not less than 450

mcd/lx·m2 and not less than 300 mcd/lx·m2, respectively.

Measure, record and certify on a Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with FM 5541.

The Department reserves the right to test the markings within three days of receipt of the Contractor's certification. Failure to afford the Department opportunity to test the markings will result in non-payment. The test readings should be representative of the Contractor's pavement marking performance. If the retroreflectivity values measure below values shown above, reapply the pavement marking at no additional cost to the Department.

For standard paint, ensure that the minimum retroreflectance of white and yellow pavement markings are not less than 150 mcd/lx m2. If the retroreflectivity values for standard paint fall below the 150 mcd/lx m2 value within 180 days of initial application, the pavement marking will be reapplied at the Contractor's expense. If the retroreflectivity values for durable paint fall below the initial values of 450 mcd/lx m2 value for white and 300 mcd/lx m2 for yellow within 180 days of initial application, the pavement marking will be reapplied at the Contractor's expense.

710-4.4 Color: Use paint material that meets the requirements of 971-1.

710-4.5 Glass Spheres: Apply glass spheres on all pavement markings immediately and uniformly following the paint application. The rate of application shall be based on the manufacturer's recommendation.

For longitudinal durable paint markings, apply a double drop of Type 1 and Type 3 glass spheres. For transverse durable paint markings, apply a single drop of Type 3 glass spheres.

The rate of application shall be based on the manufacturer's recommendation.

710-5 Tolerances in Dimensions and in Alignment.

Establish tack points at appropriate intervals for use in aligning pavement markings, and set a stringline from such points to achieve accuracy.

710-5.1 Dimensions:

710-5.1.1 Longitudinal Lines: Apply painted skip line segments with no more than plus or minus 12 inches variance, so that over-tolerance and under-tolerance lengths between skip line and the gap will approximately balance. Apply longitudinal lines at least 2 inches from construction joints of portland cement concrete pavement.

710-5.1.2 Transverse Markings, Gore Markings, Arrows, and Messages: Apply paint in multiple passes when the marking cannot be completed in one pass, with an overall line width allowable tolerance of plus or minus 1 inch.

710-5.1.3 Contrast Lines: Use black paint to provide contrast on concrete or light asphalt pavement, when specified by the Engineer. Apply black paint in 10 foot segments following each longitudinal skip line.

710-5.2 Alignment: Apply painted pavement markings that will not deviate more than 1 inch from the stringline on tangents and curves one degree or less. Apply painted pavement markings that will not deviate more than 2 inches from the stringline on curves greater than one degree. Apply painted edge markings uniformly, not less than 2 inches or more than 4 inches from the edge of pavement, without noticeable breaks or deviations in alignment or width.

Remove and replace at no additional cost to the Department, pavement markings that deviate more than the above stated requirements.

710-5.3 Correction Rates: Make corrections of variations in width at a maximum rate of 10 feet for each 0.5 inch of correction. Make corrections of variations in alignment at a maximum rate of 25 feet for each 1 inch of correction, to return to the stringline.

710-6 Contractor's Responsibility for Notification.

Notify the Engineer prior to the placement of the materials. At the time of notification, submit a certification to the Engineer with the APL number and the batch or Lot numbers of the paint and glass spheres to be used.

710-7 Protection of Newly Applied Pavement Markings.

Do not allow traffic onto or permit vehicles to cross newly applied pavement markings until they are sufficiently dry. Remove and replace any portion of the pavement markings damaged by passing traffic or from any other cause, at no additional cost to the Department.

710-8 Corrections for Deficiencies to Applied Painted Pavement Markings.

Reapply a 1.0 mile section, centered around any deficiency, at no additional cost to the Department.

710-9 Submittals.

710-9.1 Submittal Instructions: Prepare a certification of quantities, using the Department's current approved form, for each project in the Contract. Submit the certification of quantities and daily worksheets to the Engineer. For Lump Sum pay item 710-90, document the quantity as an estimated percentage (in decimal form) of the total lump sum amount on the daily worksheet. The Department will not pay for any disputed items until the Engineer approves the certification of quantities.

710-9.2 Contractor's Certification of Quantities: Request payment by submitting a certification of quantities no later than Twelve O'clock noon Monday after the estimate cut-off date or as directed by the Engineer, based on the amount of work done or completed. Ensure the certification of quantities consists of the following:

1. Contract Number, FPID Number, Certification Number, Certification Date and the period that the certification represents.
2. The basis for arriving at the amount of the progress certification, less payments previously made and less any amount previously retained or withheld. The basis will include a detailed breakdown provided on the certification of items of payment.

710-10 Method of Measurement.

No separate measurement shall be made for furnishing or installing pavement markings.

710-11 Basis of Payment.

No separate payment shall be made for furnishing or installing pavement markings. Payment for pavement marking shall be included in the contract unit price per square yard for Item **334-1 Asphalt Pavement Repair/Replacement**.

END OF SECTION 710

**SECTION 800
SPECIAL PROVISIONS**

Special Provision No. 1 – Utility Relocation/Replacement

800-1 Description

This item shall consist of any work requested but not specified in the project documents if separately directed and approved by the Owner. The allowance is intended to cover any unforeseen conflicts, the temporary removal and adjustment of the existing light poles location as in the construction drawings, and other modifications as desired by the Owner, if any, not otherwise addressed in the contract drawings.

An allowance of \$10,000 for Utility Relocation/Replacement shall be included in each bidder’s Base Bid amount and Bid Alt #2 amount as shown in the Bid Schedule. An allowance for \$5,000 for Utility Relocation/Replacement shall be included in each bidder’s Bid Alt #3 amount as shown in the Bid Schedule.

The contractor shall only receive reimbursement from the allowance for the amount which is invoiced by an independent party or as otherwise approved in writing by the Owner prior to the work.

As a result, the amount paid to the contractor from the allowance may be less than the allowance amount. Any portions of the allowance not paid to the contractor shall be deducted from the contract price in the final change order.

800-2 Measurement

No separate measurement shall be made for Miscellaneous Modifications.

800-3 Basis Of Payment

The Contractor’s reimbursement shall be limited to reimbursement for costs which are invoiced by an independent party or as otherwise approved in writing by the Owner prior to the work. The full amount of the allowance may not be awarded.

Payment will be made under:

Item No. AL-1 Special Provision #1 - Utility Relocation/Replacement --Allowance (AL)

Note: Payment for protecting and temporarily supporting existing utilities to remain and as identified in the contract drawings shall not be included in this item, but shall be incidental to the respective demolition item for which it is a part.

End Special Provision No. 1

Special Provision No. 2 – FDOT Specifications and Design Standards

800-4 General

Unless otherwise specified in the contract documents, all improvements shall be in accordance with specifications and requirements of the Florida Department of Transportation (FDOT) Standard Specifications for Road and Bridge Construction, latest edition, and the Florida Department of Transportation (FDOT) Design Standards, latest edition.

End Special Provision No. 2

Special Provision No. 3 – Phasing

800-5 General

The driveway connections shall be completed in three phases. Contractor shall perform only one driveway closure within a work period without prior authorization from the Owner. Contractor shall perform driveway work during the hours of 10:00 pm on Saturday to 6:00 am on Mondays. The driveway connections shall be temporarily stabilized with asphalt until the final asphalt work is completed. The Contractor shall not use gravel or rock as a temporary stabilization method for the driveway crossings.

Contractor shall provide and coordinate with property owners and the City of Fort Walton Beach at least two weeks prior to any driveway closure with maintenance of traffic/ pedestrian plan.

During all phases of the project, any light fixtures removed shall be separated from the circuit so the remainder of the parking lot lighting network is preserved for security purposes. The contractor shall reinstall the parking lot lights once the parking lot has been stabilized. The Contractor shall be responsible for any damage that may occur to the existing light poles during the removal and reinstallation, and if the light poles are damaged the Contractor shall repair or replace the light poles at no additional cost to the owner.

All business signs shall be temporarily removed and protected by the Contractor. The Contractor shall reinstall the sign within 24 hours of stabilizing the adjacent area. The Contractor shall be responsible for any damage that may occur to any existing signs during the removal and reinstallation, and if the sign is damaged the Contractor shall repair or replace the sign at no additional cost to the owner.

End Special Provision No. 3

END OF SECTION 800

SECTION 981
TURF MATERIALS**981-1 General.**

The types of seed and sod will be specified in the Contract Documents. All seed and sod shall meet the requirements of the Florida Department of Agriculture and Consumer Services and all applicable state laws, and shall be approved by the Engineer before installation.

All seed, sod and mulch shall be free of noxious weeds and exotic pest plants, plant parts or seed listed in the current Category I "List of Invasive Species" from the Florida Exotic Pest Plant Council (FLEPPC, <http://www.fleppc.org>). Any plant officially listed as being noxious or undesirable by any Federal Agency, any agency of the State of Florida or any local jurisdiction in which the project is being constructed shall not be used. Any such noxious or invasive plant or plant part found to be delivered in seed, sod or mulch will be removed by the Contractor at his expense and in accordance with the law.

All materials shall meet plant quarantine and certification entry requirements of Florida Department of Agriculture & Consumer Services, Division of Plant Industry Rules.

981-2 Seed.

The seed shall have been harvested from the previous year's crop. All seed bags shall have a label attached stating the date of harvest, LOT number, percent purity, percent germination, noxious weed certification and date of test.

Each of the species or varieties of seed shall be furnished and delivered in separate labeled bags. During handling and storing, the seed shall be cared for in such a manner that it will be protected from damage by heat, moisture, rodents and other causes.

All permanent and temporary turf seed shall have been tested within a period of six months of the date of planting.

All permanent and temporary turf seed shall have a minimum percent of purity and germination as follows:

1. All Bahia seed shall have a minimum pure live seed content of 95% with a minimum germination of 80%.
2. Bermuda seed shall be of common variety with a minimum pure live seed content of 95% with a minimum germination of 85%.
3. Annual Type Ryegrass seed shall have a minimum pure live seed content of 95% with a minimum germination of 90%.

981-3 Sod.

981-3.1 Types: Unless a particular type of sod is called for in the Contract Documents, sod may be either centipede, bahia, or bermuda at the Contractor's option. It shall be well matted with roots. Where sodding will adjoin, or be in sufficiently close proximity to, private lawns, other types of sod may be used if desired by the affected property owners and approved by the Engineer.

981-3.2 Dimensions: The sod shall be taken up in commercial-size rectangles, or rolls, preferably 12 inches by 24 inches or larger, except where 6 inch strip sodding is called for, or as rolled sod at least 12 inches in width and length consistent with the equipment and methods used to handle the rolls

and place the sod. Sod shall be a minimum of 1-1/4 inches thick including a 3/4 inch thick layer of roots and topsoil. Reducing the width of rolled sod is not permitted after the sod has been taken up from the initial growing location. Any netting contained within the sod shall be certified by the manufacturer to be degradable within three years.

981-3.3 Condition: The sod shall be sufficiently thick to secure a dense stand of live turf. The sod shall be live, fresh and uninjured, at the time of planting. It shall have a soil mat of sufficient thickness adhering firmly to the roots to withstand all necessary handling. It shall be planted within 48 hours after being cut and kept moist from the time it is cut until it is planted. No sod which has been cut for more than 48 hours may be used unless specifically authorized by the Engineer. A letter of certification from the turf Contractor as to when the sod was cut, and what type, shall be provided to the Engineer upon delivery of the sod to the job site.

The source of the sod may be inspected and approved by the Engineer prior to being cut for use in the work.

981-4 Mulch.

The mulch material shall be compost meeting the requirements of Section 987, hardwood barks, shavings or chips; or inorganic mulch materials as approved by the Engineer; or hydraulically applied wood fiber mulch or bonded fiber matrix (BFM) for the establishment of turf material.

END OF SECTION 981

SECTION 02660**WATER DISTRIBUTION SYSTEM****PART 1 - GENERAL****1.01 DESCRIPTION**

- A. This item consists of furnishing all labor, materials, equipment and incidentals required for the installation of new waterline as required by the Contract Documents, including all piping, fittings, and appurtenances for water distribution.
- B. The work generally includes on-site underground potable water mains (with or without fire hydrants), below grade mechanical piping and other miscellaneous work as depicted on the drawings or specified herein.
- C. General Design. The equipment and materials specified herein is intended to be standard types of pipe, fittings and appurtenances for use in transporting water.
- D. The below listed standards are applicable and are adopted by reference:
- | | |
|--------------------------|--|
| 1. ANSI/AWWA C104/A21.4 | Cement-Mortar Lining for Ductile-Iron Pipe and fittings for Water |
| 2. ANSI/AWWA C110/A21.10 | Ductile-Iron and Gray-Iron Fittings, 3 in. through 48 in., for Water and Other Liquids. |
| 3. ANSI/AWWA C111/A21.11 | Rubber-Gasket Joints for Ductile-Iron and Gray-Iron Pressure Pipe and Fittings. |
| 4. ANSI/AWWA C115/A21.15 | Flanged Ductile-Iron Pipe with Threaded Flanges. |
| 5. ANSI/AWWA C150/A21.50 | Thickness Design of Ductile-Iron Pipe. |
| 6. ANSI/AWWA C151/A21.51 | Ductile-Iron Pipe, Centrifugally Cast in Metal Molds or Sand Lined Molds for Water or Other Liquids. |
| 7. ANSI/AWWA C153/A21.53 | Ductile-Iron Compact Fittings, 3 in. Through 16 in, for Water and Other Liquids. |
| 8. ANSI/AWWA C503 | Wet-Barrel Fire Hydrants. |
| 9. ANSI/AWWA C506 | Back flow Prevention Devices – Reduced Pressure Principal and Double Check Valve Types |
| 10. ANSI/AWWA C508 | Swing-Check Valves for Water Works Service – 2 inches through 24 inches. |
| 11. ANSI/AWWA C509 | Resilient- Seated Gate Valves for Water Supply Service. |
| 12. ANSI/AWWA C511 | Reduced-Pressure Principal Backflow- Prevention Assembly |
| 13. ANSI/AWWA C600 | Installation of Ductile Iron Water Mains and their Appurtenances. |
| 14. ANSI/AWWA C605 | Underground Installation of Poly Vinyl Chloride (PVC) Pressure Pipe and Fittings for Water. |
| 15. ANSI/AWWA C651 | Disinfecting Water Mains |
| 16. ANSI/AWWA | C702 Cold - Water Meters - Compound Type |
| 17. ANSI/AWWA C900 | Polyvinyl Chloride (PVC) Pressure Pipe, 4 inches through 12 inches. |
| 18. ANSI/AWWA C905 | Polyvinyl Chloride (PVC) Water Transmission Pipe, |

19. ASTM D2241

20. ASTM F477

Nominal Diameters 14 inches through 36 inches.

*Poly (Vinyl Chloride) (PVC) Plastic Pipe (SDR-PR)

*Elastomeric Seals (Gaskets) for Joining Plastic Pipe.

1.02 QUALITY ASSURANCE

- A. Qualifications. All of the pipe, fittings and appurtenances shall be furnished by manufacturers who are fully experienced, reputable, and qualified in the manufacture of the materials to be furnished. The pipe, fittings and appurtenances shall be designed, constructed, and installed in accordance with the best practices and methods and shall comply with the adapted references and these specifications as applicable.
- B. Manufacturers of Ductile Iron Pipe and Fitting will be the American Cast Iron Pipe Company, U.S. Pipe and Foundry Company, McWane Cast Iron Pipe Company or Owner approved equal.
- C. Factory Tests for DIP and DI Fittings: The manufacturer shall perform the factory tests described in ANSI/AWWA C151/A-21.51 and shall submit sworn certifications of the factory tests and their results.
- D. PVC pipe shall be manufactured by Certain Teed, Diamond Plastics, Eslon, J-M Pipe, North American Pipe Corp., or equal.
- E. PVC compounds shall be Class 12454A or 12454B in accordance with ASTM D1784. The manufacturer(s) of pipe supplied for this project shall provide a compliance statement for the following and for all other qualifications required by this specification as applicable.
1. Cell Classification Tests (ASTM D1784)
 2. Hydrostatic Design Stress Testing (ASTM D2837)
 3. Quick Burst Testing (ASTM D1599)
 4. Pipe Impact Testing (ASTM D2444)
 5. Pipe Stiffness Testing and Flattening Testing (ASTM D2412)
 6. Sustained Pressure Testing (ASTM D1598 and ASTM D2241)
 7. Hydrostatic Proof Testing (ANSI/AWWA C900)
- F. Quality Control. The manufacturer shall establish the necessary quality control and inspection practice to ensure compliance with the referenced standards and shall provide written warranty for their products.
- G. All new and relocated project components that will come into contact with drinking water or drinking water treatment chemicals (except components that will come into contact with raw water prior to its treatment by reverse osmosis) will be in conformance with American National Standards Institute/NSF International (ANSI/NSF) Standard 61. Also, all drinking water treatment chemicals supplied under this project except fluoridation chemicals will be in conformance with ANSI/NSF Standard 60 and all fluoridation chemicals supplied under this project will be in conformance with ANSI and American Water Works Association Standard B701, B702, or B703 as applicable.

1.03 SUBMITTALS

- A. Within seven (7) days after execution of the Contract, submit a list of materials, names of manufacturers and dates of delivery of materials to the project site.
- B. Shop and Layout Drawings.
 - 1. Submit complete shop drawings detailing all of the technical and dimensional data of material to be furnished including weights.
 - 2. Submit layout drawings including restrained joint layouts, fitting and joint layouts, and mechanical piping layouts with support locations. Layout drawings shall be prepared to an appropriate scale with dimensioning.
- C. Submit Manufacturer Certifications as required by these specifications.
- D. Submit Florida Licensed Surveyor Certified As-built drawings of water mains and piping with verified vertical and horizontal data as required by these specifications.
- E. Submit documentation for all tests required by these specifications.

PART 2 - PRODUCTS**2.01 MECHANICAL JOINT & PUSH-ON JOINT DUCTILE IRON PIPE AND FITTINGS**

- A. Pipe shall conform to the requirements of ANSI/AWWA C151/A21.51 with thickness design in accordance with ANSI/AWWA C150/A21-50, latest editions. All pipes shall be tested and marked in accordance with these standards. Pipe diameters equal to or less than 12 inches shall be minimum pressure Class 350 psi.
- B. Pipe for installation below ground shall be supplied in lengths not in excess of a nominal 20 feet. The pipe shall have either mechanical joint or push-on joints with rubber gaskets in accordance with ANSI/AWWA C111/A21.11.
- C. Fittings shall be ductile iron or cast iron mechanical joint in accordance with ANSI/AWWA C110/A21.10 with a minimum pressure rating as follows: 350 psi for pipe diameters through 24 inches.
- D. In lieu of the above requirement compact ductile iron mechanical joint fittings in accordance with ANSI/AWWA C153/A21.53 may be used for pipe diameters 12 inches and smaller; minimum pressure Class 350 psi.
- E. Rubber gaskets for joints and fittings shall be made of vulcanized styrene butadiene rubber (SBR) in accordance with ANSI/AWWA C111/A21.11. Tee head nuts and bolts for mechanical joints shall also comply with this standard.
- F. Push-on joint pipe joints shall be in accordance with the applicable parts of ANSI/AWWA C111/A21.11 and shall be American Standard, Fastite type or equal.

2.02

FLANGED JOINT DUCTILE IRON PIPE AND FITTINGS

A. All above grade pipe and pipe inside pits, tanks, and pump station structures shall be flanged ductile iron pipe conforming to ANSI/AWWA C115/A21.15, latest edition with a minimum special thickness class of 53.

1. Minimum dimension for flanged pipe shall be as shown in **Table 2.1**.
2. Ductile iron pipe barrels for threaded flanged pipe shall conform to the requirements of ANSI/AWWA C151/A21.51 with taper pipe threads for flanges in accordance with ASME/ANSI B1.20.1.

Table 2.1				
Ductile Iron Pipe for Use with Threaded Flanges				
Nominal Pipe Size (in)	Maximum Working Pressure (psi)	Pipe Nominal Thickness* (in)	Pipe OD (in)	Maximum Nominal Length
3	250	0.31	3.96	19'-6"
4	250	0.32	4.80	19'-6"
6	250	0.34	6.90	19'-6"
8	250	0.36	9.05	19'-6"
10	250	0.38	11.10	19'-6"
12	250	0.40	13.20	19'-6"
14	250	0.42	15.30	19'-6"
16	250	0.43	17.40	19'-6"
18	250	0.44	19.50	19'-6"
20	250	0.45	21.60	19'-6"
24	250	0.47	25.80	19'-6"
30	250	0.51	32.00	19'-6"
36	250	0.58	38.30	19'-6"

3. Flanges shall be ductile-iron or gray-iron solid type with an internal taper pipe thread in accordance with ASME/ANSI B1.20.1. They shall be flat-faced with dimensions and bolthole patterns for a water service rating of 250 psi working pressure in accordance with ASME/ANSI B.16.1, Class 125 flanges. Flanges may be back- or spot-faced to conform with flange thickness tolerances. Hollowback flanges are not acceptable.

4. All flanged pipes shall meet the fabrication tolerances specified in ANSI/AWWA C151/A21.51 and shall be inspected, tested and so marked by the manufacturer.
5. Fittings shall be ductile iron or cast iron flanged joint in accordance with ANSI/AWWA C110/A21.10 with a minimum rating of 250 psi working pressure.
6. Nuts, bolts, and gaskets for flanged joints shall be provided by the. Gaskets shall be full face, minimum 1/8-inch thick synthetic rubber manufacturer adequate for the type of service and pressure rating of the joint with molded annular rings.

2.03**JOINT RESTRAINT FOR DUCTILE IRON PIPE**

- A. Pipe joint restraint for standard mechanical joints shall be incorporated into the design of the follower gland and shall include a restraining mechanism which, when activated, imparts multiple wedging action against the pipe, increasing its resistance as the pressure increases. Flexibility of the joint shall be maintained after burial. Glands shall be manufactured of ductile iron conforming to ASTM A536. Restraining devices shall be of ductile iron heat treated to minimum hardness of 370 BHN. Dimensions of the gland shall be such that it can be used with a standard mechanical joint bell and tee-head bolts conforming to ANSI A21.11 and ANSI/AWWA C153/A21.53. Twist-off nuts shall be used on the restraining devices to ensure proper actuating of the restraining devices. The mechanical joint restraint system shall be designed for a working pressure of 250 psi with a minimum factor of safety of 2. Restrained joint devices shall be Meg-a-Lug as manufactured by Ebba Iron or equal. Standard mechanical joint retainer glands are not acceptable.
- B. For 4" to 12" pipes, pipe joint restraint for push on joint pipe shall be American Standard Fastite joint with Fast-Grip gasket, American Flex-Ring joint or equal.
- C. Pipe joint restraint across flange adapters and couplings shall be by threaded rods as depicted on the Drawings. Threaded rods shall clear the periphery of adapter and coupling flanges and shall span across to the adjacent flange by flange joints. Gusset plates shall be provided as necessary and fabricated out of 3/4-inch thick ASTM A-36 steel plate, dimensions and number as required.

2.04**LININGS FOR DUCTILE IRON PIPE**

- A. Ductile iron pipe and fittings for potable water mains, shall have standard thickness cement mortar lining and asphaltic material seal coat in accordance with ANSI/AWWA C104/A21.4.

2.05**COATINGS & FINISHES FOR DUCTILE IRON PIPE**

- A. All buried or submerged ductile iron pipe and fittings shall receive an exterior asphaltic coating approximately 1 mil thick in accordance with ANSI/AWWA C151A/A21.51.
- B. All above grade pipe and fittings, exposed to view in the finished work or in non-submerged concrete pits or structures, shall not receive the asphaltic coating but shall be shop primed and field painted. The pipe shall be color coded, labeled as to type of service and marked for flow direction. Asphaltic coating on pipe penetrating the ground or inadvertently applied to above grade pipe shall receive a non-bleeding sealer prior to being painted.

2.06 PVC PRESSURE PIPE 3-INCHES IN DIAMETER AND SMALLER

A. Pipe shall have the following properties at 73°F

1.	Tensile Strength	7,000 psi
2.	Modules of Elasticity in Tension	400,000 psi
3.	Compressive Strength	96,000 psi
4.	Flexural Strength	12,700 psi
5.	Izod Impact Strength	0.65
6.	Relative Hardness (Durometer/Rockwell)	80± 3/110-120
7.	Cell Designation	12454-B

B. Pipe shall be Schedule 80 PVC with solvent weld or threaded fittings meeting ASTM and NSF industry standards. Physical dimensions and tolerances shall be in accordance with ASTM D-1785 with the pipe appropriately marked.

C. Schedule 80 solvent weld socket fittings shall be in accordance with ASTM D-2467. Solvent welding shall be in strict accordance with manufacturer's instructions with Schedule 80 solvent weld cement and related products only. Schedule 80 threaded fittings shall be in accordance with ASTM D-2464, all threaded connections shall be taped with teflon tape. All PVC to metal pipe connections shall be flanged. All PVC unions shall have O-rings seats.

2.07 PVC PRESSURE PIPE 4-INCHES IN DIAMETER AND LARGER

A. Pipe shall have the following properties at 73 °F:

1.	Tensile Strength	7,000 psi
2.	Modules of Elasticity in Tension	400,000 psi
3.	Izod Impact Strength	0.65
4.	Cell Designation	12454A or 12454B
5.	Hydrostatic Design Basis(HDB)	4,000 psi

B. Pipe shall be cast iron (CI) equivalent outside diameter with Elastomeric rubber gasket push-on joints in accordance with ASTM F477.

1. Pipe 4-inches through 12-inches in diameter shall be AWWA C900 DR 18, Pressure Class 150 psi rated at 73.4°F. Dimensions, tolerances, inspection, testing, and pipe marking shall be in accordance with AWWA C900, latest edition.

2. Pipe greater than 12-inches in diameter shall be AWWA C905 DR25, Pressure Rating 165 psi at 73.4°F. Dimensions, tolerances, inspection, testing, and pipe markings shall be in accordance with AWWA C905, latest edition.

C. Fittings shall be of ductile iron in accordance with paragraph 2.01 of this section.

D. Pipe shall be supplied in lengths not exceeding a nominal 20 feet.

2.08 JOINT RESTRAINT FOR PVC PRESSURE PIPE 4-IN. THROUGH 12-IN.

A. Where pipe restraint is required, it shall be provided by restraining sufficient length of pipe with mechanical type devices. Mechanical restraint devices for PVC pipe shall meet the

following requirements.

1. **Push-on joint pipe restraint:** Mechanical devices shall be full circumferential contact compression type consisting of two rings connected across the pipe joint with restraining rods and associated hardware. The pipe bell ring shall be a single piece ductile iron retainer ring that slides over the pipe plain end up to the pipe bell. The pipe plain end ring shall be a two piece ductile iron restrainer with a serrated-face to contact the pipe. The restrainer shall be assembled on the pipe with side clamping bolts and nuts. The design tolerances to which the restrainer is machined will prevent over-tightening which could weaken or damage the pipe. Ductile iron rings shall be ASTM A536, Grade 65-45-12. Connecting bolts shall be in accordance with ANSI/AWWA C111/A21.11. The restraining devices shall be rated for a working pressure equivalent to the pressure rating of the pipe and shall meet or exceed the requirements of UNI-B-13-94, Recommended Performance Specification for Joint Restraint Devices for Use with PVC Pipe. The devices shall be Uni-Flange Block Buster Series 1350 or Owner approved equal.
2. **Mechanical Joint Fitting Restraint:** Mechanical restraining devices shall have a full circumferential contact compression 2-piece split ring restrainer which is assembled on the PVC pipe with slide clamping bolts and nuts. The restrainer shall be designed to attach to Standard mechanical joints with extra long T-bolt studs in 4-inch through 12-inch sizes and with threaded restraining rods in 14-inch through 36-inch sizes. The device shall be of ductile iron ASTM A536, Grade 65-45-12. Connection bolts and hardware shall be in accordance with ANSI/AWWA C111/A21.11. The restraining devices shall be rated for a working pressure equivalent to the pressure rating of the pipe and shall meet or exceed the requirements of UNI-B-13-94, Recommended Performance Specification for Joint Restraint Devices for Use with PVC Pipe. The devices shall be Uni-Flange Block Buster Series 1300 or Owner approved equal.

2.09 GATE VALVES

When full open, gate valves shall have a clear waterway equal to the nominal diameter of the pipe. Operating nut or wheel shall have an arrow cast in the metal indicating the direction of opening. Each valve shall have the manufacturer's distinctive marking, pressure rating and year of manufacture cast on the body. Prior to shipment from the factory, each valve shall be tested by applying it to a hydrostatic pressure equal to twice the specified working pressure. Exercise care in transporting and handling valves to avoid damage. Inside valves shall be kept free of dirt and debris. All gate valves shall have mechanical joint ends or flanged ends to fit the pipe run in which they are to be used. Gate valves shall open left or counter-clockwise when viewed from the stem. Buried gate valves shall be furnished with 2-inch square AWWA standard nut operators with a valve box and cover. Gate valves located above ground or inside structures shall be furnished with hand wheel operators and shall have a suitable indicator arrow to give valve position from fully open to fully closed. Unless shown or specified otherwise, manually operated valves shall be equipped with a mechanism which will allow the valve to be opened or closed with a force of not more than 40 lb. applied to the nut, crank, or hand wheel. Hydrostatic and leakage tests shall be conducted in strict accordance with ANSI/AWWA C500, latest revision or ANSI/AWWA C509, latest revision, whichever is applicable.

- A. **Double Disc Gate Valves 2 to 2 ½ Inch:** Valves shall conform to ANSI/AWWA C500, latest

revision and shall be designed for a minimum working pressure of 200 psi. Valves shall be iron body, bronze mounted, parallel seat, non-rising stem type with O-ring stem seals. Interior ferrous surfaces of valve, except for finished for wearing, shall be coated with a two-part thermosetting epoxy coating in accordance with AWWA C550, latest revision. Surfaces shall be clean, dry, and free from rust and grease before coating. Exterior surfaces of valve shall be coated as specified hereinafter. Gate valves for this size range shall be as manufactured by Mueller Company, M&H Valve Company or Owner approved equal.

- C. **Resilient Seat Gate Valves 3 to 24 Inch:** Resilient Seat Gate Valves shall be used on all potable water lines. Valves shall conform to ANSI/AWWA C509, latest revision and shall be designed for a minimum working pressure of 150 psi. Valves shall be iron body with non-rising stem and O-ring stem seals. The valve stem, stem nut, glands and bushings shall be bronze. Valve disc shall be constructed to assure uniform seating pressure between disc seating and body seating surface. Body seating surface shall be resilient seat ring seals made from internally reinforced molded rubber which are attached to the disc ring with stainless steel screws, or by a special corrosion resistant, synthetic elastomer which is permanently bonded to and completely encapsulates a cast iron valve disc. Interior of valve body and valve disc shall be coated with a two-part thermosetting epoxy-coating in accordance with AWWA C550, latest revision. Surfaces shall be clean, dry and free from rust and grease before coating. Exterior surfaces of valve shall be coated as specified hereinafter. Gate valves for this size range shall be as manufactured by Mueller Company, American-Darling Company, US. Pipe, Kennedy Valve Company, or approved equal.

2.10**CHECK VALVES**

- A. Check valves for potable water service shall be cast iron bodied per AWWA C508, latest revision, with integral ANSI Class 125 flanges. Valves shall have a field replaceable centrifugally cast bronze body seat located in place with stainless steel screws. The valve shaft shall be a one-piece shaft of Type 17-4PH steel, which shall extend through both sides of the valve body. An outside lever and weight shall be attached to one side of the shaft; an oil filled control dampening device shall be attached to the other side of the shaft. The valve disc shall be of ASTM A126 Grade B cast iron and the disc seat shall be of BUNA-N. The control device shall consist of a side-mounted, oil-filled cylinder, which provides (3) closing speed stages. All control stages shall be fully adjustable. Check valves shall be GA Industries, Flomatic, Apco Series 6100, or an approved equal.

2.11**VALVE BOXES**

- A. All buried valves shall have cast iron three-piece valve boxes. Valve boxes shall be provided with suitable heavy bonnets and extend to such elevation at or slightly above the finished grade surface as directed by the Owner. The barrel shall have two-piece, sliding type, having 5-1/4- inch shaft. The upper section shall have a flange at the bottom having sufficient bearing area to prevent settling and shall be complete with cast iron covers. Covers shall have "WATER" cast into the top as applicable to service. All valves shall have actuating nuts extended to top of valve boxes. Valve boxes shall be provided with concrete base and valve nameplate engraved with lettering 1/8-inch deep as shown on the Drawings.

2.12**FLEXIBLE COUPLINGS**

- A. Flexible couplings shall be of the sleeve type as shown on the Drawings and as follows:

1. Sleeve type couplings shall be used with all buried piping and where shown on the Drawings. The couplings shall be of steel and shall be Dresser Style 38, Rockwell Model 413, Baker Allsteel, or equal. The couplings shall be provided with hot dipped galvanized steel bolts and nuts unless indicated otherwise.
2. Flanged adapters shall be Dresser Type 128, Rockwell Model 913, or equal.
3. All couplings shall be furnished with the pipe stop removed.
4. Couplings shall be provided with gaskets of a composition suitable for contact with potable water.

2.13

HARNESSING SYSTEMS

- A. All expansion joints specified in Paragraph 2.06 and flexible couplings specified in Paragraph 2.07 shall be restrained with threaded tie rods and lugs. Tie rods shall be threaded rods manufactured of ASTM A36 steel and shall be hot dip galvanized. All bolts and washers shall be hot dip galvanized. Lugs for tie rods shall connect to flange bolts and provide a device, which allows installation of tie rods outside the periphery of the pipe flanges. Lugs shall be manufactured of ASTM A36 steel, ASTM A283 Grade B, C, or D steel, or ASTM A255 Grade C steel. Lug dimensions shall conform to AWWA Manual M11, Table 19.7. Washers shall be provided for all lugs; washers shall have a minimum thickness of 1/8 inch. Tie rods for restraint of the above coupling and joints shall be furnished as shown below.

PIPE SIZE	NUMBER OF TIE RODS	ROD SIZE (INCHES)
3	4	5/8
4	4	5/8
6	4	3/4
8	4	3/4
10	4	7/8
12	4	7/8

2.14

PRESSURE GAUGES

- A. Each pressure gauge shall be a flange-mounted water sensor conforming to ANSI 125-lb. flange drilling specifications. Pressure sensor shall provide a full 360-degree circumferential reading of line fluids, while isolating them from the gauge with a flexible rubber sleeve. Line pressure shall be transferred from the flexible rubber sleeve to the gauge through a captive fluid with a maximum error rate of 2%. Captive sensing fluid shall be ethylene glycol/glycerin. An alternate pressure sensor shall be diaphragm seals with a ball valve for easy removal of pressure gauge.
- B. Water body and end flanges shall be carbon steel. All wetted steel parts of the sensor shall be Teflon coated. Sleeve material shall be BUNA N.
- C. Gauge shall have a 4" minimum diameter. Pressure gauge shall have an operating range of 0 – 100 psig or as indicated in specification or drawings.
- D. Pressure gauges shall be Series 40, in-line water sensor, as manufactured by Red Valve,

Carnegie, Pennsylvania, Wika, or an approved equal. Diaphragm seals shall be manufactured by HYET Instrument Co., Bridge City, Texas.

2.15**BALL VALVES**

- A. Ball valves for copper, black steel, and galvanized steel pipe and for below grade PVC pipe shall be Type 1000 as manufactured by Jamesbury, American Valve Milano Series figure M200, Crane Figure 9303-B, or Owner approved equal. Ball valves shall have threaded ends, bronze body, TFE seats and seals and ¼ turn to open lever handles. Below grade service ball valves shall be supplied with and installed in precast concrete access boxes.

2.16**TAPPING SADDLES FOR PVC WATER MAINS**

- A. Tapping saddles shall be double-strap type saddles suitable for wet-tapping water mains. Each saddle shall be rated for a 200 psi working pressure and shall have a threaded outlet compatible with the tapping valve and other appurtenances furnished. Tapping saddles shall have epoxy coated steel bodies and stainless steel straps and hardware. Tapping saddles shall be Smith-Blair Model 313, Ford Model F-202, JCM Model 402, Mueller Series 10500, Baker Shur Seal-O or an approved equal.

2.17**CORPORATION STOPS**

- A. Corporation stops for connections to cast-iron, ductile iron or steel piping shall be Ford Model F-1000 or FB-1000, McDonald Model 4701-T, Mueller Model H-15008 or H-15013, Hays Model 5200 DF or 4400 DF or an approved equal.

2.18**BACKFLOW PREVENTERS**

- A. Backflow preventers shall be reduced pressure type backflow preventers meeting all applicable AWWA requirements and the Owner's code requirement. Backflow preventers shall be manufactured by Febco, Watts, Zurn/Wilkins or an approved equal.
- B. Backflow Preventers from 2 ½" through 10" shall meet all applicable requirements of AWWA C511 and the USC manual for Cross Connection Control. They shall have fused epoxy coated cast iron bodies, replaceable bronze seats, and OSY resilient seated gate valves. Maximum pressure drop across an 8-inch valve at 1250 gpm shall not exceed 11 ½ psi.
- C. Backflow preventers from ¾" through 2" shall meet all applicable requirements of AWWA C506 and the USC Manual for Cross Connection Control. They shall have threaded end bronze bodies with a rated working pressure of 175 psi. Valves must be supplied with resilient seated ball valve shut-offs and test cocks. Maximum pressure drop across a 1-inch valve at 30 gpm shall not exceed 11 psi.

2.19**DRY BARREL FIRE HYDRANT**

- A. Fire hydrants shall be Traffic Dry Barrel Type and shall meet or exceed all applicable requirements and tests of ANSI and the latest revisions of AWWA Standard C502. Fire hydrants shall meet all test requirements and shall be listed by Underwriters Laboratories Inc. Fire Hydrants shall be rated for a working pressure of 250 PSIG. (1725 kPa). Manufacturers shall provide sufficient documentation to assure that their hydrant will successfully meet section 24.1 of UL 246 Standard.

1. Fire hydrant shall be of ample length for 3' – 6" depth of bury with a 4 foot square by 8-inch thick concrete thrust collar at 14-inches below finish grade.
2. Fire hydrants shall be of the true compression type, opening against the pressure and closing with the pressure. Fire hydrants shall have a 5-1/4" main valve opening, and have a minimum inside barrel diameter of 7 inches to assure maximum flow.
3. Fire hydrants shall be three-way in design, having one 4-1/2" NST pumper nozzle and two 2-1/2" NST hose nozzles. Nozzles shall thread counter-clockwise into the hydrant barrel utilizing O-ring pressure seals. A suitable nozzle lock shall be in place to prevent inadvertent nozzle removal.
4. The bonnet assembly shall provide an oil reservoir and lubrication system that automatically circulates to all stem threads and bearing surfaces each time the hydrant is operated. This lubrication system shall be sealed from the waterway and any external contaminants by use of O-ring pressure seals. An anti-friction washer shall be in place above the thrust collar to further minimize operating torque. The oil reservoir shall be factory filled with a low viscosity, FDA approved non-toxic oil lubricant which will remain fluid through a temperature range of -60 degrees F. to +150 degrees F.
5. The operating nut shall be a one-piece design, manufactured of ASTM B-584 bronze. It shall be pentagon in shape, measuring 1-1/2" from point to flat. The operating nut shall be affixed to the bonnet by means of an ASTM B-584 bronze hold down nut. The hold down nut shall be threaded into the bonnet in such a manner as to prevent accidental disengagement during the opening cycle of the hydrant. The use of Allen head set screws as a means of retention is unacceptable. A resilient weather seal shall be incorporated into the hold down nut, for the purpose of protecting the operating mechanism from the elements.
6. The direction of the opening shall be left. An arrow shall be cast on the bonnet flange to indicate the operating direction.
7. The hydrant bonnet shall be attached to the upper barrel by not less than eight bolts and nuts, and sealed by means of the O-ring pressure seal.
8. Hydrants shall be "traffic-model" having upper and lower barrels joined at the groundline by a separate and breakable "swivel" flange providing 360 rotation of upper barrel for proper nozzle facing. This flange shall employ not less than eight bolts. The pressure seal between the barrels shall be an O-ring. The proper groundline shall be cast clearly on the lower barrel and shall provide not less than 18" of clearance from the centerline of the lowest nozzle to the ground.
9. The operating stem shall be two pieces, not less than 1-1/4" diameter (excluding threaded or machined areas) and shall be connected by a torque diverting stem coupling near the groundline flange which shall be manufactured of stainless steel to minimize galvanic action at this point. Screws, pins, or fasteners used in conjunction with the stem coupling shall also be stainless steel. The top of the

- lower stem shall be recessed 2" below the face of the safety flange to prevent water hammer in the event of a "drive over" where a vehicle tire might accidentally depress the main valve.
10. Hydrant shoe and barrel castings shall be cast of ASTM A-126, class B gray iron or ductile iron ASTM A-536, but no combination thereof, assuring uniform strength of all cast components and minimizing the possibility of shoe breakage upon traffic impact. The lower barrel shall be an integrally cast unit. The use of threaded on or mechanically attached flanges is deemed unacceptable. The inside diameter of the hydrant barrels shall not be less than seven inches (7").
 11. Main valves shall be "compression type", closing with the pressure and shall not be less than 5-1/4" in diameter. Composition of the main valve shall be a molded rubber having a durometer hardness of 95+/-5 and shall be reversible in design. The main valve shall not be less than 1" thick.
 12. Hydrants shall be equipped with (2) two drain valves which drain the barrel when the hydrant is closed and seal shut when the hydrant is opened. These drain valves shall be an integral part of the one piece bronze upper valve plate. They shall operate without the use of springs, toggles, tubes, levers or other intricate synchronizing mechanisms.
 13. The upper valve plate, seat ring and drain ring (shoe bushing) must be ASTM B-584 bronze and work in conjunction to form an all bronze drainway. A minimum of two (2) internal and two (2) external drain openings are required. Drains ported through the cast iron shoe must be bronze lined.
 14. The bronze seat ring shall thread into a bronze drain ring (or shoe bushing) providing a bronze-to-bronze connection. Seat rings shall be O-ring pressure sealed.
 15. The 6" shoe connection shall be as specified (flanged, A/C, M.J., etc.) having ample blocking pads for sturdy setting and two strapping lugs to secure the hydrant to piping. A minimum of six bolts and nuts is required to fasten the shoe to the lower barrel.
 16. The interior of the shoe including the lower valve plate and stem cap nut shall have a protective coating of a two part thermosetting epoxy to a minimum thickness of 4 mils. If a stem cap nut is utilized, it must be locked in place by a stainless steel lock washer or similar non-corrosive device.
 17. Hydrants shall be warranted by the manufacturer against defects in materials or workmanship for a period of ten (10) years from the date of manufacture.
 18. Hydrants shall be Mueller Super Centurion 250 or approved equal.
- B. Existing fire hydrants to be relocated shall be thoroughly reconditioned to a serviceable condition satisfactory to the Engineer and the Owner. The outside of the hydrant above the finished ground line shall be thoroughly cleaned and thereafter painted with one coat of

paint of a durable composition plus one additional coat of finish paint.

- C. Fire hydrant assemblies including all pipe, fittings, valves and appurtenances shall have restrained joints from the hydrant to the limits shown on the drawings.

PART 3 - EXECUTION

3.01 DELIVERY, STORAGE AND HANDLING OF DUCTILE IRON PIPE & FITTINGS

- A. Delivery and Storage: Delivery and storage of the materials shall be in accordance with manufacturer recommendations and ANSI/AWWA C600.B.
- B. Handling: Care shall be taken in loading, transporting and unloading to prevent damage to the pipe or fittings and their respective linings and coatings. Pipe or fittings shall not be rolled off the carrier or dropped. Unloading shall be done by lifting with a forklift or crane. All pipe or fittings shall be examined before laying, and no piece shall be installed which is found to be defective.
- C. If any defective pipe is discovered after it has been laid it shall be removed and replaced with a sound pipe in a satisfactory manner at no additional expense to the Owner. All pipe and fittings shall be thoroughly cleaned before laying, shall be kept clean until they are used in the work, and when installed or laid, shall conform to the lines and grades required.

3.02 INSTALLATION (DUCTILE IRON PIPE AND FITTINGS)

- A. Below grade ductile iron pipe and fittings shall be installed in accordance with requirements of ANSI/AWWA C-600 and manufacturer recommendations. Pipes shall be laid to the lines and grades shown on the Drawings with a minimum of 3 feet of cover from proposed finished grades. Pipes shall be laid at a constant slope between elevations specified. Pipe joints may be deflected to a maximum of 75% of manufacturer recommendations to establish alignment, slope, and grade.
- B. Above grade flanged ductile iron pipe and fittings shall be installed true to alignment and adequately supported. All valves, fittings, equipment, and appurtenances needed upon the pipelines shall be set and jointed as indicated on the Drawings or as required. All pipe and appurtenances connected to equipment shall be supported in such manner as to prevent any strain being imposed on the equipment. Supports shall be provided at each fitting/valve/appurtenance or combination thereof and at a maximum spacing of 6 feet.
- C. All field cutting of pipe shall be performed in accordance with the requirements of ANSI/AWWA C600 and manufacturer recommendations. Field touch-up of linings shall be per manufacturer recommendations.

3.03 DELIVERY, STORAGE, AND HANDLING OF PVC PIPE

- A. Delivery and Storage: Delivery and storage of the materials shall be in accordance with manufacturer recommendations and ANSI/AWWA C605.
- B. Handling: Care shall be taken in loading, transporting and unloading to prevent damage to the pipe. Pipe shall not be rolled off the carrier or dropped. Unloading shall be done by lifting with a forklift or crane. All pipe or fittings shall be examined before laying, and no piece shall be installed which is found to be defective.

- C. If any defective pipe is discovered after it has been laid it shall be removed and replaced with a sound pipe in a satisfactory manner at no additional expense to the Owner. All pipe and fittings shall be thoroughly cleaned before laying, shall be kept clean until they are used in the work, and when installed or laid, shall conform to the lines and grades required.

3.04 INSTALLATION (PVC PIPE)

- A. Below grade PVC pipe shall be installed in accordance with requirements of ANSI/ AWWA C605, manufacturer recommendations and ASTM D2321. Pipes shall be laid to the lines and grades shown on the drawings with a minimum of 3 feet of cover from proposed finished grades. Pipes shall be laid at a constant slope between elevations specified. Pipe joints may be deflected to a maximum of 75% of manufacturer recommendations to establish alignment, slope, and grade.
- B. All field cutting of pipe shall be performed in accordance with the requirements of ANSI/AWWA C605 and manufacturer's recommendations. Installation of valves and fittings shall be strictly in accordance with manufacturer's instructions. Particular care shall be taken not to over-stress threaded connections. Except for ductile iron mechanical joint fittings, all plastic pipe to metal pipe connections shall be made using flanged connections. Metal piping shall not be threaded into plastic fittings, valves, or couplings, nor shall plastic piping be threaded into metal valves, fittings, or couplings.

3.05 INSTALLATION OF VALVES AND APPURTENANCES

- A. All valves and appurtenances shall be installed in the locations shown, true to alignment and rigidly supported. Any damage to the above items shall be repaired to the satisfaction of the Owner before they are installed.
- B. Pipe for use with flexible couplings shall have plain ends.
- C. Prior to the installation of sleeve-type couplings, the pipe ends shall be cleaned thoroughly for a distance of 8 inches. Soapy water may be used as a gasket lubricant. A follower and gasket, in that order, shall be slipped over each pipe to a distance of about 6 inches from the end, and the middle ring shall be placed on the already laid pipe end until it is properly centered over the joint. The other pipe end shall be inserted into the middle ring and brought to proper position in relation to the pipe already laid. The gaskets and followers shall then be pressed evenly and firmly into the middle ring flares. After the bolts have been inserted and all nuts have been made up finger-tight diametrically opposite nuts shall be progressively and uniformly tightened all around the joint by use of a torque wrench of the appropriate size and torque for the bolts.

- D. Pressure gauges shall not be installed until after the substantial completion date unless otherwise requested by the Owner.
- E. Valve boxes with concrete bases shall be installed as shown on the drawings. Mechanical joints shall be made in the standard manner. Valve stems shall be vertical in all cases. Place cast iron box over each stem with base bearing on compacted fill or bedding rock and the top shall be set flush with final grade. Boxes shall have sufficient bracing to maintain alignment during backfilling. Knobs on cover shall be parallel to pipe. Remove any sand or undesirable fill from valve box.

3.06 BEDDING AND BACKFILLING

- A. Pipe bedding and backfilling shall be in accordance with the requirements in the plans.
- B. Bedding: Bedding material shall consist of pearock, drainfield limerock or similar material approved by the Engineer in wet trenches, and limerock screenings, sand or other fine inorganic material approved by the Engineer in dry trenches.

After pipe trenches have been excavated to the proper depths, backfill the resulting excavation with approved pipe bedding material, up to the level of the lower one-third of the proposed pipe barrel. Tamp, compact and shape this material to provide a proper bedding for the pipe. Provide bedding under the branch of all fittings to furnish adequate support and bearing under the fitting.

Backfill any excess excavation below the levels required for installation of the pipe bedding, with approved bedding material, tamped, compacted and shaped to provide proper support for the proposed pipe.

- C. Backfill Material: Suitable fill material as specified elsewhere in the contract documents shall contain no stones or rocks larger than 6-inches in diameter, and, when placed within 1-foot of piping and appurtenances, shall contain no stones or rocks larger than 2-inches in diameter (1-inch for PVC pipe).

Backfilling of utility trenches will not be allowed until installation of pipe and appurtenances has been approved and pressure tested if required. Uncover or expose for inspection at no cost to the Owner any work which is covered or concealed without the knowledge and consent of the Engineer. Partial backfill may be placed to restrain the pipe during pressure testing.

If a sufficient quantity of suitable backfill material is not available from the trench or other excavations within the site of the work, provide and install additional material suitable for this purpose.

Place backfill material in 6-inch layers and compact per the densities specified in the embankment specification, but not less than 90% of the maximum density of the material. After the backfill has been placed to a level 12-inches over the pipe, place the remainder of the backfill in layers not to exceed 9-inches, and compact with mechanical vibrators or other suitable equipment to obtain a density of the backfilled material as specified in the embankment specification. Exercise particular attention and care in obtaining thorough

support for the branch of all service connection fittings and to preserve the alignment and gradient of the installed pipe.

Within paved areas of trench excavation, reconstruct the base and surfacing as specified under the appropriate specification section. Partially backfill no more than 800-feet of trench with pipe in place at any time unless otherwise approved by the Engineer.

3.07 CLEANING.

At the conclusion of the work, the Contractor shall thoroughly clean the new pipe lines by flushing with water or other means to remove all dirt, stones or other material which may have entered the line during the construction period. The Contractor shall pay for and provide all water, pumps, piping, and related equipment required for cleaning at no additional cost to the owner.

Flushing will be accomplished using a temporary jumper connection.

3.08 HYDROSTATIC PRESSURE AND LEAKAGE TESTING

A. Hydrostatic tests shall consist of a pressure test and a leakage test. Hydrostatic tests shall be conducted on all newly laid pressure pipes, joints, and valves including all service lines. Air testing of pressure pipes will not be permitted under any circumstance. Tests shall be made on sections not exceeding 2,000 ft. The Contractor shall furnish all closure pieces in the pipe as required. Equipment to be furnished by the Contractor shall include, but not be limited to, graduated containers, pressure gauges, hydraulic force pumps, suitable hoses and piping, and temporary jumper connection with reduced pressure backflow prevention device as shown on the Drawings. The Owner will monitor and approve a satisfactory test. The Contractor shall pay for, provide, and dispose of all flushing and test water at no additional cost to the Owner.

B. The Contractor may conduct hydrostatic tests after the trench has been partially backfilled with the joints left exposed for inspection for his informational purposes only. The hydrostatic tests for acceptance shall only be conducted after the trenches have been completely backfilled and compacted as specified. Where any section of pipe is provided with concrete thrust blocking, tests will not be made until at least five (5) days have elapsed after the thrust blocking is installed. If high early strength cement is used for the concrete thrust blocking, the time may be reduced to 24 hours.

C. All pressure pipe sections to be tested shall be subjected to hydrostatic pressure and leakage tests. Test pressures for potable water mains shall be 150 psi.

D. The duration of pressure and leakage tests shall be for periods of 2 hours each. If during the tests, the integrity of the tested line is in question, the Owner may require 6-hour tests. The basic provisions of AWWA C-600 shall be applicable.

E. Pressure Test:

Each section of pipe to be tested, as determined by the Owner, shall be slowly filled with water and the specified test pressure shall be applied by means of a pump connected to the pipe in a satisfactory manner. Before applying the specified test pressure, all air shall be expelled from the pipe. To accomplish this, taps shall be made, and appropriate valves

installed to ensure bleeding of all air from the main. If defective pipes, fittings, valves, or hydrants are discovered in consequence of the pressure test, all such items shall be removed and replaced by the Contractor with sound material and tests shall be repeated until satisfactory results are obtained. Provisions of AWWA C-600, where applicable, shall apply.

F. Leakage Test:

1. After completion of the pressure test, a leakage test shall be conducted to determine the quantity of water lost by leakage under the specified test pressure. Applicable provisions of AWWA C-600 shall apply.

2. Allowable leakage in gallons per hour for the pipeline shall not be greater than that determined by the formula:

$$L = \frac{SD(P)^{0.5}}{133,200}$$

where:

L = Allowable leakage in gallons per hour.

S = Length of pipe tested, in feet.

D = Nominal diameter of pipe in inches.

P = Average test pressure during leakage test in pounds per square inch gauge.

3. Leakage is defined as the quantity of water to be supplied in the newly laid pipe or any valved section under test, which is necessary to maintain the specified leakage test pressure after the pipe has been filled with water and the air expelled. Should any test of pipe laid disclose leakage greater than that allowed, the Contractor shall locate and replace or repair the defective joints, pipe or valves until the leakage from subsequent testing is within the specified allowance.

3.09 DISINFECTION OF WATER MAINS

A. Before being placed in service, all new water mains shall be chlorinated in accordance in the specifications below and the procedures outlined in ANSI/AWWA C-651 Disinfecting Water Mains. A temporary jumper connection shall be provided by the Contractor as shown on the Drawings.

B. Sections of pipe to be disinfected shall first be flushed (*full diameter) to remove any solids or contaminated material that may have become lodged in the pipe. If no hydrant is installed at the end of the main, then a blow-off valve shall be provided large enough to develop a velocity of at least 2.5 feet per second in the main. The Contractor shall pay for all flushing and disinfecting water at no additional cost to the Owner.

C. All taps required for chlorination or flushing purposes, or for temporary or permanent release of air shall be provided for by the Contractor as a part of the construction of water mains. After the disinfection, all such taps shall be sealed to the satisfaction of the Owner.

D. Before being placed into service, all new mains and repaired portions of, or extensions to

- existing mains shall be chlorinated so that the initial chlorine residual is not less than 50 mg/l and that a chlorine residual of not less than 25 mg/l remains in the water after standing 24 hours in the pipe.
- E. Chlorine may be applied as a liquid chlorine (gas-water mixture), or a mixture of water and high-test calcium hypochlorite. The Contractor shall assume responsibility for safe handling of chlorine and shall meet requirements of OSHA and other regulatory agencies for safe handling of chlorine.
 - F. The preferred point of application of the chlorinating agent is at the beginning of the pipeline extension or any valved section of it, and through a corporation stop inserted in the pipe. The water injector for delivering the chlorine-bearing water into the pipe should be supplied from a tap made on the pressure side of the gate valve controlling the flow into the pipe line extension.
 - G. Valves shall be manipulated by the Owner's personnel so that the strong chlorine solution in the line being treated will not flow back into the line supplying the water.
 - H. Treated water shall be retained in the pipe at least 24 hours. After this period, the chlorine residual at pipe extremities and at other representative points shall be at least 25 mg/l.
 - I. In the process of chlorinating newly laid pipe, all valves or other appurtenances shall be operable while the pipe line is filled with the chlorinating agent and under normal operating pressure.
 - J. Following chlorination, all treated water shall be thoroughly flushed from the newly laid pipe at its extremity until the replacement water throughout its length shows upon test, a free chlorine residual not in excess of that normally carried in the system.
 - K. After flushing, water samples collected on 2 successive days from the treated piping system, as directed by the Owner, shall show acceptable bacteriological results. All bacteriological sampling and testing shall be provided by the Contractor. All such bacteriological analyses must be performed by a laboratory certified by the State of Florida.
 - L. Proper chain of custody procedures must be followed and samples shall only be collected by certified laboratory personnel in the presence of the Owner's personnel.
 - M. Copies of testing results and all related correspondence with the Florida Department of Environmental Protection (FDEP) shall be submitted to the Owner.
 - N. Should the initial treatment result in an unsatisfactory bacterial test, the original chlorination procedure shall be repeated by the Contractor until satisfactory results are obtained.

3.10 CORRECTION OF NON-CONFORMING WORK.

All non-conforming work shall be repaired or replaced by the Contractor at no additional expense to the Owner. Non-conforming work shall be defined as failure to adhere to any specific or implied directive of these specifications and/or the Drawings, including but not limited to pipe not laid straight, true to the lines

and grades as shown on the drawings, damaged or unacceptable materials, excessive misalignment or diameter ring deflection in pipe due to bedding, backfilling or installation, visible or detectable leakage and failure to pass any specified test or inspection.

4.0 METHOD OF MEASUREMENT.

The number of waterline assemblies to be paid for shall be the number waterline assemblies in place, completed, and approved. It shall be measured per each and shall include bends, line stops, wet taps, jumper connections with RPZ backflow preventers, blow-off assemblies, plugs, and gate valves and boxes. Fittings (other than those previously listed) shall be incidental to the pay item under the respective contract unit price for which they are a part; and, price shall include all materials, preparation, excavation, installation, labor, equipment, tools, supplies and incidentals to complete this work.

5.0 BASIS OF PAYMENT.

Payment shall be made at the contract unit price per each waterline assembly. This price shall be full compensation to the Contractor for furnishing all materials, preparation, excavation, installation, labor, equipment, tools, supplies and incidentals to complete this work.

Bends, line stops, wet taps, jumper connections with RPZ backflow preventers, blow-off assemblies, plugs, and gate valves and boxes shall be incidental to the associated waterline assembly installation. This price shall be full compensation to the Contractor for furnishing all materials and for preparation, excavation, installation and backfilling of these materials; furnishing and installation of such specials and connections to pipes and other structures as may be required to complete the items as shown in the plans; and for all labor, equipment, tools, supplies, and incidentals to complete this work.

Payment shall be made under:

Item 02660-1	2" PVC Potable Waterline and Gate Valve & Box Assembly	- Each (EA)
Item 02660-2	2 ¼" PVC Potable Waterline and Gate Valve & Box Assembly	- Each (EA)
Item 02660-3	6" PVC Potable Waterline and Gate Valve & Box Assembly	- Each (EA)
Item 02660-4	8" PVC Potable Waterline and Gate Valve & Box Assembly	- Each (EA)

END OF SECTION 02660