



Georgia Department of Transportation Proposal
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Date of Opening : October 19, 2012

Proposal ID : B14326-12-000-1

Call Order : 002

Projects : 0010751.01000

Project No. : 0010751

Counties : All Counties

DO NOT UNSTAPLE THIS BOOKLET....Enter all required information either by  
hand or by stamp.

**VOID FOR BIDDING**

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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Proposal ID : B14326-12-000-1

DESIGN BUILD PROJECT CONSISTING OF INSTALLATION OF SIGNING AND PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN DISTRICT 3.  
(E)

DBE Goal: 10.00%

Proposal Guaranty: 5%

Time ID	Description	Completion Date or Number of Units	Time Type
00	COMPLETE CONTRACT	12/31/2013	DT
01	FAIL TO REOPEN LANES - SEE SPEC PROV SEC 108		AD

#### NOTICE TO BIDDERS

If a DBE goal is specified, the bidder shall submit with this bid proposal a list of all proposed DBE participants. A form for this purpose is provided in this proposal. Please refer to the following specifications:

102.07 Rejection of Proposals

Disadvantaged Business Enterprise Program (Special Provision)

Bidders must enter all unit prices, make all extensions, and total the bid.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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## Proposal Schedule of Items

Page: 1

Proposal ID: B14326-12-000-1

Project(s): 0010751.01000

SECTION: 0001

ROADWAY

Alt Set ID:

Alt Mbr ID:

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0005	999-2010 DESIGN COMPLETE	LUMP SUM	LUMP SUM		_____	_____
0010	999-2015 CONSTRUCTION COMPLETE	LUMP SUM	LUMP SUM		_____	_____
Section: 0001			Total:		_____	_____
			Total Bid:		_____	_____

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**DBE GOALS**

VENDOR ID :

BIDDER'S COMPANY NAME:

PROJECT NO. &amp; COUNTY:

**0010751 All Counties**

LET NO:

**002**LET DATE: **October 19, 2012**

TOTAL BID: \_\_\_\_\_

THE REQUIRED DBE GOAL ON THIS CONTRACT IS : 10%

I PROPOSE TO UTILIZE THE FOLLOWING DBE'S:

**LIST OF DBE PARTICIPANTS**

<b>*VENDOR NUMBER</b>	<b>DBE NAME/ ADDRESS (CITY, STATE)</b>	<b>TYPE OF WORK</b>	<b>RACE Neutral</b>	<b>Race Conscious</b>	<b>*WORK CODE</b>	<b>AMOUNT</b>
<b>TOTAL</b>						

\* For Departmental use only. Do not fill in Work codes.

PLEASE NOTE :

Only 60% of the participation of a DBE Supplier who does not manufacture or install the product will be counted toward the goal. See below for further instructions.

**DEPARTMENT OF TRANSPORTATION  
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## **INSTRUCTIONS FOR LIST OF DBE PARTICIPANTS**

If a DBE Goal is indicated, you must propose to achieve a goal that is equal or greater than the percentage required. If no goal is indicated, you may propose your own goal.

The DBE Firms to be utilized as counting toward the proposed goal must be listed on this form, along with their addresses, type of work and the amount to be paid to each of the minority firms. The amount entered will not necessarily be the contract amount, but must be the actual amount that will be paid to the DBE firm. In the case of a DBE supplier, the amount paid and 60% of that amount both will be entered; and only the 60% figure should be added to the total. An example of this is shown in the example chart:

Vendor Number	Company Name And Address (City and State)	Type of Work	* Work Code	Race Neutral	Race Conscious	Amount
	ABC Oil Company Atlanta, GA	Diesel Fuel Supplier				\$80,000.00 (60% = \$48,000.00)

\* For Departmental use ONLY. Do not fill in Work Codes.

The Contractor shall indicate for each DBE and Type of Work whether the DBE Participant is Race Neutral or Race Conscious by placing a checkmark in the appropriate column.

**PLEASE NOTE:** For 60% of the amount paid to a DBE supplier to be eligible to count toward fulfilling the DBE goal, the supplier must be an established “regular dealer” in the product involved, and not just a broker. A “regular dealer” would normally sell the product to several customers and would usually have product inventory on hand.

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION CONTRACTORS  
BID OPPORTUNITY LIST

FORM EEOP  
PREQUALIFICATION OFFICE  
Revised 05/16/11

Please complete and mail or FAX to:  
Construction Bidding Administration  
600 West Peachtree Street, NW  
Suite 1113  
Atlanta, Georgia 30308  
TELEPHONE: (404) 631-1147  
FAX: (404) 631-1275

This information shall be submitted in accordance with Specification Section 102.18

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Prime Contractor/Consultant: \_\_\_\_\_  
Address/Telephone Number: \_\_\_\_\_  
Bid/Proposal Number: \_\_\_\_\_  
Quote Submitted MM/YY: \_\_\_\_\_

49 CRF Part 26.11 requires the Georgia Department of Transportation to develop and maintain a "bid opportunity list". The list is intended to be a listing of all firms participating or attempting to participate, on DOT assisted contracts. The list must include all firms that bid on prime contracts, or bid or quote subcontracts and materials supplies on DOT-assisted projects, including both DBEs and non-DBEs. For consulting companies this list must include all subconsultants contacting you and expressing an interest in teaming with you on a specific DOT assisted project. Prime contractors and consultants must provide information for Nos. 1, 2, 3, and 4 and must provide information they have available on Numbers 5, 5.A.6, 7, 8 and 9 for themselves, and their subcontractors and subconsultants.

- |                                   |   |
|-----------------------------------|---|
| 1. Federal Tax ID Number: _____   | 6. <input type="checkbox"/> DBE           |
| 2. Firm Name: _____               | <input type="checkbox"/> Non-DBE          |
| 3. Phone: _____                   | 7. <input type="checkbox"/> Subcontractor |
| 4. Address: _____                 | 8. <input type="checkbox"/> Subconsultant |
| _____                             | 9. <input type="checkbox"/> Supplier      |
| 5. Contact _____                  |   |
| 5.A. Company E mail address _____ |   |

- 
- |                                   |   |
|-----------------------------------|---|
| 1. Federal Tax ID Number: _____   | 6. <input type="checkbox"/> DBE           |
| 2. Firm Name: _____               | <input type="checkbox"/> Non-DBE          |
| 3. Phone: _____                   | 7. <input type="checkbox"/> Subcontractor |
| 4. Address: _____                 | 8. <input type="checkbox"/> Subconsultant |
| _____                             | 9. <input type="checkbox"/> Supplier      |
| 5. Contact _____                  |   |
| 5.A. Company E mail address _____ |   |

- 
- |                                   |   |
|-----------------------------------|---|
| 1. Federal Tax ID Number: _____   | 6. <input type="checkbox"/> DBE           |
| 2. Firm Name: _____               | <input type="checkbox"/> Non-DBE          |
| 3. Phone: _____                   | 7. <input type="checkbox"/> Subcontractor |
| 4. Address: _____                 | 8. <input type="checkbox"/> Subconsultant |
| _____                             | 9. <input type="checkbox"/> Supplier      |
| 5. contact _____                  |   |
| 5.A. Company E mail address _____ |   |
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## GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contractor(s) Name: \_\_\_\_\_

Letting: \_\_\_\_\_

Call No: \_\_\_\_\_

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify,\* in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation at the time the subcontractor(s) is retained to perform such service.

\_\_\_\_\_  
EEV / E-Verify™ User Identification Number

\_\_\_\_\_  
Date of Authorization

\_\_\_\_\_  
BY: Authorized Officer or Agent  
(Name of Person or Entity)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title of Authorized Officer or Agent

\_\_\_\_\_  
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN  
BEFORE ME ON THIS THE

\_\_\_\_ DAY OF \_\_\_\_\_, 201\_\_

\_\_\_\_\_  
Notary Public

[NOTARY SEAL]

My Commission Expires: \_\_\_\_\_

\* or any subsequent replacement operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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## REQUEST FOR ELIGIBILITY TO BID

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF CONSTRUCTION BIDDING ADMINISTRATION  
600 West Peachtree St., N.W.  
Atlanta, GA 30308

Email [SalesOffice@dot.ga.gov](mailto:SalesOffice@dot.ga.gov)

**GDOT FAX NUMBERS:** (404)631-1070 Sales Office Fax  
(404)631-1275 Sales Office Alternate Fax  
(404)631-1945 Main Office CBA Fax

LETTING DATE:

GDOT  
VENDOR CODE:

COMPANY NAME:

CONTACT PERSON:

EMAIL ADDRESS:

FOR OPTIMUM SERVICE, KEEP GDOT UP-TO-DATE  
WITH YOUR CONTACT INFORMATION

*( Mailing Address, Phone No., Fax No., E-mail Address, Primary Contact Person, etc.*

Indicate below the three digits of the Call Order Number, and your bidding status

**B = Bidding Prime**

**(Example: 1.) 001 B 2.) 006 B 3.) 018 B etc.)**

1. <input type="text"/>	5. <input type="text"/>	9. <input type="text"/>	13. <input type="text"/>
2. <input type="text"/>	6. <input type="text"/>	10. <input type="text"/>	14. <input type="text"/>
3. <input type="text"/>	7. <input type="text"/>	11. <input type="text"/>	15. <input type="text"/>
4. <input type="text"/>	8. <input type="text"/>	12. <input type="text"/>	16. <input type="text"/>

Complete this form to Request For Eligibility To Bid. The deadline to submit this form to GDOT, Office of Construction Bidding Administration is no later than 12:00 p.m. on the day preceding the letting. **\*\* Failure to submit this document will result in ineligibility to Bid.**

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STATE OF GEORGIA**

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**FEDERAL AID CERTIFICATION**  
(English Project)

Revised: April 15, 2011

Revised : August 23, 2001

First Use Date 2001 Specifications: November 1, 2002

Failure to complete appropriate certification requirements identified below or submission of a false certification shall render the bid non-responsive.

**EQUAL EMPLOYMENT OPPORTUNITY**

I further certify that I have \_\_\_/have not \_\_\_ participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 10925, 11114, or 11246, and that I have\_\_\_ / have not\_\_\_ filed with the Joint Reporting Committee, the Director of the *Office of Federal Contract Compliance*, a Federal Government contracting or administering agency, or the former *President's Committee on Equal Employment Opportunity*, all reports due under the applicable filing requirements.

I understand that if I have participated in a previous Contract or Subcontract subject to the Executive Orders above and have not filed the required reports that 41 CFR 60-1.7(b)(1) prevents the award of this Contract unless I submit a report governing the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

Reports and notifications required under 41 CFR 604, including reporting subcontract awards in excess of \$10,000.00 should be addressed to:

Ms. Carol Gaudin  
Regional Director, U. S. Department of Labor  
Office of Federal Contract Compliance Programs, Region 4  
Rm. 7B75  
61 Forsyth St. SW  
Atlanta GA 30303

**EXAMINATION OF PLANS AND SPECIFICATIONS**

I acknowledge that this Project will be constructed in English units.

I certify that I have carefully examined the Plans for this Project and the Standard Specifications 2001 Edition, the 2008 Supplemental Specification Book, Supplemental Specifications and Special Provisions included in and made a part of this Proposal, and have also personally examined the site of the work. On the basis of the said Specifications and Plans, I propose to furnish all necessary machinery, tools, apparatus and other means of construction, and do all the work and furnish all the materials in the manner specified.

I understand the quantities mentioned are approximate only and are subject to either increase or decrease and hereby propose to perform any increased or decreased quantities of work or extra work on the basis provided for in the Specifications.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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I also hereby agree that the State, or the Department of Transportation, would suffer damages in a sum equal to at least the amount of the enclosed Proposal Guaranty, in the event my Proposal should be accepted and a Contract tendered me thereunder and I should refuse to execute same and furnish bond as herein required, in consideration of which I hereby agree that, in the event of such failure on my part to execute said Contract and furnish bond within fifteen (15) days after the date of the letter transmitting the Contract to me, the amount of said Proposal Guaranty shall be and is hereby, forfeited to the State, or to the Department of Transportation, as liquidated damages as the result of such failure on my part.

I further propose to execute the Contract agreement described in the Specifications as soon as the work is awarded to me, and to begin and complete the work within the time limit provided. I also propose to furnish a Contract Bond, approved by the State Transportation Board, as required by the laws of the State of Georgia. This bond shall not only serve to guarantee the completion of the work on my part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted, as well as to fully comply with all the laws of the State of Georgia.

**CONFLICT OF INTEREST**

By signing and submitting this Contract I hereby certify that employees of this company or employee of any company supplying material or subcontracting to do work on this Contract will not engage in business ventures with employees of the Georgia Department of Transportation (GA D.O.T.) nor shall they provide gifts, gratuities, favors, entertainment, loans or other items of value to employees of this department.

Also, by signing and submitting this Contract I hereby certify that I will notify the Georgia Department of Transportation through its District Engineer of any business ventures entered into between employees of this company or employees of any company supplying material or subcontracting to do work on this Contract with a family member of GA D.O.T. employees.

**DRUG FREE WORKPLACE**

The undersigned certifies that the provisions of Code Sections 50-24-1 through 50-24-6 of the Official Code of Georgia Annotated, relating to the "Drug-free Workplace Act", have been complied with in full. The undersigned further certifies that:

- (1) A drug-free workplace will be provided for the Contractor's employees during the performance of the Contract; and
- (2) Each Contractor who hires a Subcontractor to work in a drug-free workplace shall secure from that Subcontractor the following written certification:

"As part of the subcontracting agreement with \_\_\_\_\_ (Contractor's name), \_\_\_\_\_ (Subcontractor's name) certifies to the Contractor that a drug free workplace will be provided for the Subcontractor's employees during the performance of this Contract pursuant to paragraph (7) of subsection (b) of Code Section 50-24-3."

Also, the undersigned further certifies that he will not engage in the unlawful manufacture, sale distribution, dispensation, possession, or use of a controlled substance or marijuana during the performance of the Contract.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**NON-COLLUSION CERTIFICATION**

I hereby certify that I have not, nor has any member of the firm(s) or corporation(s), either directly or indirectly entered into any agreement, participated in any collusion, nor otherwise taken any action in restraint of free competitive bidding in connection with this submitted bid.

It is understood and agreed that this Proposal is one of several competitive bids made to the Department of Transportation, and in consideration of mutual agreements of the bidders, similar hereto, and in consideration of the sum of One Dollar cash in hand paid, receipt whereof is hereby acknowledged, the undersigned agrees that this Proposal shall be an option, which is hereby given by the undersigned to the Department of Transportation to accept or reject this Proposal at any time within thirty (30) calendar days from the date on which this sealed proposal is opened and read, unless a longer period is specified in the Proposal or the successful bidder agrees in writing to a longer period of time for the award, and in consideration of the premises, it is expressly covenanted and agreed that this Proposal is not subject to withdrawal by the Proposer or Bidder, during the term of said option.

I hereby acknowledge receipt of the following checked amendments of the Proposal, Plans, Specifications and/or other documents pertaining to the Contract.

Amendment Nos.: 1\_\_\_\_2\_\_\_\_3\_\_\_\_4\_\_\_\_5\_\_\_\_. I understand that failure to confirm the receipt of amendments is cause for rejection of bids.

Witness my hand and seal this the \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

The bidder(s) whose signature(s) appear on this document, having personally appeared before me, and being duly sworn, deposes and says that the above statements are true and correct.

Sworn to and subscribed before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
(Notary Public)

My Commission expires the \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
(Federal ID No./IRS No.)

\_\_\_\_\_  
(Print Company Name)

By \_\_\_\_\_(Seal)  
Corporate President/Vice President or  
Individual Owner or Partner (Strike  
through all except the one which applies.)

Joint Bidder:

\_\_\_\_\_  
(Print Company Name)

By \_\_\_\_\_(Seal)  
Corporate President/Vice President or  
Individual Owner or Partner (Strike  
through all except the one which applies.)

Joint Bidder:

\_\_\_\_\_  
(Print Company Name)

By \_\_\_\_\_(Seal)  
Corporate President/Vice President or  
or Individual Owner or Partner (Strike  
through all except the one which applies.)

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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Call Order Number: 002

Counties:      All Counties

Project No(s):      0010751

<b>Listed below are modifications and additions to the 2001 State of Georgia Standard Specifications Constructions of Transportation System and the 2008 Supplemental Specifications modifying the 2001 Standard Specifications.</b>	
DBE Requirements	Sec. 621 - Concrete Barrier
Bid Opportunity List	Sec. 624 - Sound Barriers
Prime Contractors Work Authorized Form	Sec. 627 - Mechanically Stabilized Embankment Retaining Wall
Request for Eligibility to Bid	Sec. 632 - Portable Changeable Message Signs
Federal Aid Requirements	Sec. 636 - Highway Signs
Certification/Drug Free Workplace	Sec. 639 - Strain Poles for Overhead Sign and Signal Assemblies
Signature Page	Sec. 647 - Traffic Signal Installation
Proposal Index	Sec. 648 - Traffic Impact Attenuator
Notice to All Bidders	Sec. 652 - Painting Traffic Stripe
Federal Labor Provisions (FHWA 1273)	Sec. 653 - Thermoplastic Traffic Stripe
Notice to Contractors	Sec. 657 - Wet Reflective Preformed Pavement Markings
Wage Rates	Sec. 658 - Polyurea Traffic Stripe
Standard EEO Specifications	Sec. 666 - Vertical Drainage Wicks
Notice of Affirmative Action	Sec. 700 - Grassing
Disadvantaged Business Enterprise Program	Sec. 702 - Vine, Shrubs, And Tree Planting
Prompt Payment	Sec. 800 - Coarse Aggregate
Buy America	Sec. 812 – Backfill Materials
Utility Conflicts	Sec. 814 - Soil Base Materials
Sec. 102 - Bidding Requirements and Conditions (2)	Sec. 815 - Graded Aggregate
Sec. 104 - Scope of Work	Sec. 820 - Asphalt Cement
Sec. 107 -Legal Regulations and Responsibility to the Public	Sec. 822 - Emulsified Asphalt
Sec. 108 - Prosecution and Progress(2)	Sec. 824 - Cationic Asphalt Emulsion
Sec. 109 - Measurement and Payment	Sec. 831 - Admixtures
Sec. 149 - Construction Layout	Sec. 832 - Curing Agents
Sec. 150 - Traffic Control	Sec. 833 - Joint Fillers and Sealers
Sec. 153 - Field Engineers Office	Sec. 845 - Smooth Lined Corrugated Polyethylene (PE) Culvert Pipe
Sec. 161 - Control of Soil Erosion and Sedimentation	Sec. 848 – Pipe Appurtenances
Sec. 163 - Miscellaneous Erosion Control	Sec. 853 - Reinforcement and Tensioning Steel
Sec. 165 - Maintenance of Temporary Erosion and Sedimentation Control Devices	Sec. 863 - Preservative Treatment of Timber Products
Sec. 167 - Water Quality Monitoring	Sec. 870 - Paint
Sec. 170 - Silt Retention Barrier	Sec. 881 -Fabrics
Sec. 171 - Silt Fence	Sec. 882 - Lime
Sec. 207 - Excavation and Backfill for Minor Structures	Sec. 883 - Mineral Filler
Sec. 208 -Embankments	Sec. 886 - Epoxy Resin Adhesives
Sec. 209 -Subgrade Construction	Sec. 891 - Fertilizers
Sec. 211 - Bridge Excavation & Backfill	Sec. 894 - Fencing
Sec. 225 - Soil Lime Construction	Sec. 895 - Polyacrylamide (Pam)
Sec. 400 - Hot Mix Asphaltic Concrete Construction	Sec. 913 - Reflectorizing Material
Sec. 402 - Hot Mix Recycled Asphaltic Concrete	Sec. 917 - Reflectors and Non Reflective Characters
Sec. 412 - Bituminous Prime	Sec. 919 - Raised Pavement Markers
Sec. 413 - Bituminous Tack Coat	Sec. 925 - Traffic Signal Equipment
Sec. 424 - Bituminous Surface Treatment	Sec. 934 - Rapid Setting Patching Materials for Portland Cement Concrete
Sec. 445 - Waterproofing Pavement Joints and Cracks	Sec. 528 – Epoxy Pressure Injection of Concrete Cracks
Sec. 446 - Placement of Pavement Reinforcement Fabric	Sec. 832 – Curing Agents
Sec. 449 – Bridge Deck Joint Seals	Sec. 900 – Concrete Pavers
Sec. 456 - Indentation Rumble Strips	
Sec. 500 - Concrete Structures	Sec. 103 - 50 Day Clause
Sec. 518 – Raised Existing Bridge	Sec. 105 - Control of Work
Sec. 520 - Piling	Sec. 108 - Temporary Suspension of Work
Sec. 527 – Bridge Rehabilitation	Sec. 108 - Prosecution and Progress (Failure or Delay in Completing Work on Time)
Sec. 550 - Storm Drain Pipe, Pipe-Arch Culverts, and Side Drain Pipe	Sec. 150 - Traffic Control
Sec. 572 - Slope Underdrains	Sec. 999 - Miscellaneous
Sec. 581 – Pot Bearing	
Sec. 620 - Temporary Barrier	

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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# NOTICE TO ALL BIDDERS

To report bid rigging activities call:

**1-800-424-9071**

The U.S. Department of Transportation (DOT) operates the above toll-free “hotline” Monday through Friday, 8:00 AM to 5:00 PM, Eastern Time. Anyone with the knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the “hotline” to report such activities.

The “hotline” is part of the DOT’s continuing effort to identify and investigate highway construction contract fraud and abuse, and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

## REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

### ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

### I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

### II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

**1. Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

**2. EEO Officer:** The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

**3. Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

**4. Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

**5. Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

**6. Training and Promotion:**

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

**7. Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

**8. Reasonable Accommodation for Applicants / Employees with Disabilities:** The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

**9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

#### **10. Assurance Required by 49 CFR 26.13(b):**

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

**11. Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

### III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

### IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

#### 1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

## **2. Withholding**

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

## **3. Payrolls and basic records**

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

#### **4. Apprentices and trainees**

##### **a. Apprentices (programs of the USDOL).**

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

##### **b. Trainees (programs of the USDOL).**

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

**5. Compliance with Copeland Act requirements.** The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

**6. Subcontracts.** The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

**7. Contract termination: debarment.** A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

**8. Compliance with Davis-Bacon and Related Act requirements.** All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

**9. Disputes concerning labor standards.** Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

**10. Certification of eligibility.**

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

**V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT**

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

**1. Overtime requirements.** No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

**2. Violation; liability for unpaid wages; liquidated damages.** In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

**3. Withholding for unpaid wages and liquidated damages.** The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

**4. Subcontracts.** The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.



## VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

## VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

## VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

## **IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

## **X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

### **1. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

\* \* \* \* \*

## **2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:**

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **2. Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

\* \* \* \* \*

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

\* \* \* \* \*

**XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS  
PREFERENCE FOR APPALACHIAN DEVELOPMENT  
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS  
ROAD CONTRACTS**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

APPENDIX A  
NOTICE TO CONTRACTORS  
COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964  
FOR  
FEDERAL-AID CONTRACTS

During the performance of this Contract, the Contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor"), agrees as follows:

1. Compliance with Regulations: The Contractor will comply with the Regulations of the Department of Transportation relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (Title 49, Code of Federal Regulations, Part 21, hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of the Contract.
2. Nondiscrimination: The Contractor, with regard to the work performed by it afterward and prior to completion of the contract work, will not discriminate on the ground of race, color, national origin, disability, sex, or age in the selection and retention of subcontracts including procurements of materials and leases of equipment. This will be done in accordance with Title VI of the Civil Rights Act of 1964 and other Non-Discrimination Authorities i.e., Section 504 of the 1973 Rehabilitation Act, the 1973 Federal-Aid Highway Act, the 1975 Age Discrimination Act, and the Americans with Disabilities Act of 1990. The Contractor will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when contract covers a program set forth in Appendix B of the Regulations. In addition, the Contractor will not participate either directly or indirectly in discrimination prohibited by 23 CFR 710.405 (b).
3. Solicitations for subcontracts, including procurements of materials and equipment: In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this Contract and the Regulations relative to nondiscrimination on the ground of race, color, national origin, disability, sex or age.

4. Information and Reports: The Contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to the Department of Transportation, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of the Contractor's noncompliance with the nondiscrimination provisions of this Contract, the Department of Transportation shall impose such Contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- (a) withholding of payments to the Contractors under the Contract until the Contractor complies, and/or
- (b) Cancellation, termination or suspension of the Contract, in whole or in part.

6. Incorporation of Provisions: The Contractor will include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, orders or instruction issued pursuant thereto. The Contractor will take such action with respect to any subcontract or procurement as the Department of Transportation or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as result of such direction, the Contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interest of the United States.





**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120002 01/06/2012 GA2**

State: GEORGIA

Superseded General Decision Number: GA20100002

County(ies): BANKS, DAWSON, FORSYTH, FRANKLIN, HABERSHAM, HALL, HART, LUMPKIN,  
RABUN, STEPHENS, TOWNS, UNION and WHITE Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                      01/06/2012

SUGA2011-002    03/07/2011

	RATES	FRINGES
CARPENTER.....	11.45	
CEMENT MASON/CONCRETE FINISHER.....	11.30	
LABORER: ASPHALT RAKER.....	11.00	
LABORER: ASPHALT SCREED PERSON.....	10.50	
LABORER: COMMON OR GENERAL.....	9.00	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: MILLING MACHINE GROUND PERSON.....	10.00	
LABORER: PIPE LAYER.....	10.20	
LABORER: TRAFFIC CONTROL BARRICADE FLAGGER.....	10.00	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	14.10	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER.....	12.00	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.80	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	11.60	
POWER EQUIPMENT OPERATOR: COMPACTOR.....	10.00	
POWER EQUIPMENT OPERATOR: CRANE/DAGLINE.....	17.50	
POWER EQUIPMENT OPERATOR: CRUSHER.....	14.00	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.70	
POWER EQUIPMENT OPERATOR: MATERIAL TRANSFER VEHICLE (SHUTTLE BUGGY).....	11.30	
POWER EQUIPMENT OPERATOR: MECHANIC.....	13.98	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	11.50	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	14.55	
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	14.00	
POWER EQUIPMENT OPERATOR: ROLLER.....	10.00	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	
TRUCK DRIVER: 26,000 GVW & UNDER.....	10.79	

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120002 01/06/2012 GA2**

Continued

State: GEORGIA

Superseded General Decision Number: GA20100002

County(ies): BANKS, DAWSON, FORSYTH, FRANKLIN, HABERSHAM, HALL, HART, LUMPKIN,  
RABUN, STEPHENS, TOWNS, UNION and WHITE Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number	Publication Date
0	01/06/2012

SUGA2011-002 03/07/2011

TRUCK DRIVER: 26,001 GVW & OVER.....16.25

WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120003 01/06/2012 GA3**

State: GEORGIA

Superseded General Decision Number: GA20100003

County(ies): CHEROKEE, CLAYTON, COBB, DEKALB, DOUGLAS, FAYETTE, FULTON,  
GWINNETT, HENRY and ROCKDALE Counties in Georgia.

Construction Type: Highway

**Construction**

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                      01/06/2012

SUGA2011-003    03/07/2011

	RATES	FRINGES
CARPENTER.....	11.16	
CEMENT MASON/CONCRETE FINISHER.....	10.99	
LABORER: ASPHALT RAKER.....	11.00	
LABORER: ASPHALT SCREED PERSON.....	10.50	
LABORER: COMMON OR GENERAL.....	9.00	
LABORER: FORM SETTER.....	10.35	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: MILLING MACHINE GROUND PERSON.....	10.00	
LABORER: PIPE LAYER.....	10.20	
LABORER: TRAFFIC CONTROL BARRICADE FLAGGER.....	10.00	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	14.10	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER.....	12.28	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.80	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	11.60	
POWER EQUIPMENT OPERATOR: COMPACTOR.....	10.00	
POWER EQUIPMENT OPERATOR: CONCRETE CURB MACHINE... ..	16.45	
POWER EQUIPMENT OPERATOR: CRANE/Dragline.....	17.50	
POWER EQUIPMENT OPERATOR: CRUSHER.....	14.00	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.70	
POWER EQUIPMENT OPERATOR: MATERIAL TRANSFER VEHICLE (SHUTTLE BUGGY).....	11.30	
POWER EQUIPMENT OPERATOR: MECHANIC.....	14.47	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	12.37	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	14.55	
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	14.39	
POWER EQUIPMENT OPERATOR: ROLLER.....	10.00	
POWER EQUIPMENT OPERATOR: SCRAPER-PAN.....	10.00	
POWER EQUIPMENT OPERATOR: SWEEPER TRUCK.....	14.21	

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120003 01/06/2012 GA3**

Continued

State: GEORGIA

Superseded General Decision Number: GA20100003

County(ies): CHEROKEE, CLAYTON, COBB, DEKALB, DOUGLAS, FAYETTE, FULTON,  
GWINNETT, HENRY AND ROCKDALE Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number	Publication Date
0	01/06/2012

SUGA2011-003 03/07/2011

	RATES	FRINGES
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	
	RATES	FRINGES
TRUCK DRIVER: 26,000 GVW & UNDER.....	10.76	
TRUCK DRIVER: 26,001 GVW & OVER.....	14.91	
WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.		

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120004 01/06/2012 GA4**

State: GEORGIA

Superseded General Decision Number: GA20100004

County(ies): BUTTS, CARROLL, COWETA, HEARD, LAMAR, MERIWETHER, PIKE, SPALDING,  
TROUP, and UPSON Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                      01/06/2012

SUGA2011-004    03/07/2011

	RATES	FRINGES
CARPENTER.....	11.45	
CEMENT MASON/CONCRETE FINISHER.....	11.22	
LABORER: ASPHALT RAKER.....	11.00	
LABORER: ASPHALT SCREED PERSON.....	10.50	
LABORER: COMMON OR GENERAL.....	9.00	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: MILLING MACHINE GROUND PERSON.....	10.00	
LABORER: PIPE LAYER.....	10.20	
LABORER: TRAFFIC CONTROL BARRICADE FLAGGER.....	9.77	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	14.10	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER.....	12.00	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.80	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	11.60	
POWER EQUIPMENT OPERATOR: COMPACTOR.....	10.00	
POWER EQUIPMENT OPERATOR: CRANE/Dragline.....	17.50	
POWER EQUIPMENT OPERATOR: CRUSHER.....	14.00	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.70	
POWER EQUIPMENT OPERATOR: MATERIAL TRANSFER VEHICLE (SHUTTLE BUGGY).....	11.30	
POWER EQUIPMENT OPERATOR: MECHANIC.....	14.50	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	11.50	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	14.55	
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	14.00	
POWER EQUIPMENT OPERATOR: ROLLER.....	10.00	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	
TRUCK DRIVER: 26,000 GVW & UNDER.....	10.76	
TRUCK DRIVER: 26,001 GVW & OVER.....	12.90	
WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.		

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120005 01/06/2012 GA5**

State: GEORGIA

Superseded General Decision Number: GA20100005

County(ies): BALDWIN, BIBB, CRAWFORD, HOUSTON, JONES, MONROE, PEACH, PULASKI,  
PUTNAM, TWIGGS, and WILKINSON Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                      01/06/2012

SUGA2011-005    03/07/2011

	RATES	FRINGES
CARPENTER.....	11.45	
CEMENT MASON/CONCRETE FINISHER.....	11.33	
LABORER: ASPHALT RAKER.....	11.00	
LABORER: ASPHALT SCREED PERSON.....	10.50	
LABORER: COMMON OR GENERAL.....	9.00	
LABORER: MILLING MACHINE GROUND PERSON.....	10.00	
LABORER: PIPE LAYER.....	10.20	
LABORER: TRAFFIC CONTROL BARRICADE FLAGGER.....	9.57	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	14.10	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER.....	12.00	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.80	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	11.60	
POWER EQUIPMENT OPERATOR: COMPACTOR.....	10.00	
POWER EQUIPMENT OPERATOR: CRANE/Dragline.....	17.50	
POWER EQUIPMENT OPERATOR: CRUSHER.....	14.00	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.70	
POWER EQUIPMENT OPERATOR: MATERIAL TRANSFER VEHICLE (SHUTTLE BUGGY).....	11.30	
POWER EQUIPMENT OPERATOR: MECHANIC.....	14.50	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	11.50	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	14.55	
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	14.00	
POWER EQUIPMENT OPERATOR: ROLLER.....	10.00	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	
TRUCK DRIVER: 26,000 GVW & UNDER.....	10.76	

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120005 01/06/2012 GA5**

Continued

State: GEORGIA

Superseded General Decision Number: GA20100005

County(ies): BALDWIN, BIBB, CRAWFORD, HOUSTON, JONES, MONROE, PEACH, PULASKI,  
PUTNAM, TWIGGS, and WILKINSON Counties in Georgia.

Construction Type: Highway

**Construction**

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number	Publication Date
0	01/06/2012

TRUCK DRIVER: 26,001 GVW & OVER.....11.88

WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120006 01/06/2012 GA6**

State: GEORGIA

Superseded General Decision Number: GA20100006

County(ies): BARROW, CLARKE, ELBERT, GREENE, JACKSON, JASPER, MADISON, MORGAN,  
NEWTON, OCONEE, OGLETHORPE and WALTON Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                      01/06/2012

SUGA2011-006    03/07/2011

	RATES	FRINGES
CARPENTER.....	11.45	
CEMENT MASON/CONCRETE FINISHER.....	11.36	
LABORER: ASPHALT RAKER.....	11.00	
LABORER: ASPHALT SCREED PERSON.....	10.50	
LABORER: COMMON OR GENERAL.....	9.00	
LABORER: FORM SETTER.....	10.35	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: MILLING MACHINE GROUND PERSON.....	10.00	
LABORER: PIPE LAYER.....	10.20	
LABORER: TRAFFIC CONTROL BARRICADE FLAGGER.....	9.83	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	14.10	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER.....	12.21	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.80	
POWER EQUIPMENT OPERATOR: BROOM.....	11.80	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	11.60	
POWER EQUIPMENT OPERATOR: COMPACTOR.....	10.00	
POWER EQUIPMENT OPERATOR: CRANE/Dragline.....	17.50	
POWER EQUIPMENT OPERATOR: CRUSHER.....	14.00	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.70	
POWER EQUIPMENT OPERATOR: MATERIAL TRANSFER VEHICLE (SHUTTLE BUGGY).....	11.30	
POWER EQUIPMENT OPERATOR: MECHANIC.....	14.50	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	11.50	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	14.55	
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	14.00	
POWER EQUIPMENT OPERATOR: ROLLER.....	10.00	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120006 01/06/2012 GA6**

Continued

State: GEORGIA

Superseded General Decision Number: GA20100006

County(ies): BARROW, CLARKE, ELBERT, GREENE, JACKSON, JASPER, MADISON, MORGAN,  
NEWTON, OCONEE, OGLETHORPE and WALTON Counties in Georgia.

Construction Type: Highway

**Construction**

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number	Publication Date
0	01/06/2012

SUGA2011-006 03/07/2011

TRUCK DRIVER: 26,000 GVW & UNDER..... 10.76

TRUCK DRIVER: 26,001 GVW & OVER..... 13.66

WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120008 01/06/2012 GA8**

State: GEORGIA

Superseded General Decision Number: GA20100008

County(ies): CHATTAHOOCHEE, CLAY, CRISP, DOOLY, HARRIS, MACON, MARION,  
MUSCOGEE, QUITMAN, RANDOLPH, SCHLEY, STEWART, SUMTER, TALBOT,  
TAYLOR and WEBSTER Counties in Georgia.

Construction Type: Highway

**Construction**

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number	Publication Date
0	01/06/2012

SUGA2011-008 03/07/2011

	RATES	FRINGES
CARPENTER.....	11.45	
CEMENT MASON/CONCRETE FINISHER.....	11.34	
LABORER: ASPHALT RAKER.....	11.00	
LABORER: ASPHALT SCREED PERSON.....	10.50	
LABORER: COMMON OR GENERAL.....	9.04	
LABORER: FORM SETTER.....	10.35	
LABORER: CHECKER.....	9.50	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: MILLING MACHINE GROUND PERSON.....	10.00	
LABORER: PIPE LAYER.....	9.97	
LABORER: SIGN INSTALLER/ERECTOR.....	11.00	
LABORER: TRAFFIC CONTROL BARRICADE FLAGGER.....	9.11	
POWER EQUIPMENT OPERATOR: ARTICULATING TRUCK/YUKE..	11.10	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	14.10	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER...	12.00	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.80	
POWER EQUIPMENT OPERATOR: BROOM.....	10.73	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	11.60	
POWER EQUIPMENT OPERATOR: COMPACTOR.....	9.54	
POWER EQUIPMENT OPERATOR: CONCRETE CURB MACHINE....	13.97	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.70	
POWER EQUIPMENT OPERATOR: MATERIAL TRANSFER VEHICLE (SHUTTLE BUGGY).....	11.30	
POWER EQUIPMENT OPERATOR: MECHANIC.....	10.43	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	11.80	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	14.55	

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120008 01/06/2011 GA8**

Continued

State: GEORGIA

Superseded General Decision Number: GA20100008

County(ies): CHATTAHOOCHEE, CLAY, CRISP, DOOLY, HARRIS, MACON, MARION,  
MUSCOGEE, QUITMAN, RANDOLPH, SCHLEY, STEWART, SUMTER, TALBOT,  
TAYLOR and WEBSTER Counties in Georgia.

Construction Type: Highway

**Construction**

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number	Publication Date
0	01/06/2012

SUGA2011-008 03/07/2011

	RATES	FRINGES
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	9.50	
POWER EQUIPMENT OPERATOR: ROLLER.....	10.00	
POWER EQUIPMENT OPERATOR: SCRAPER-PAN.....	13.48	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	
TRUCK DRIVER: 26,000 GVW & UNDER.....	10.76	
TRUCK DRIVER: 26,000 GVW & OVER.....	10.83	

WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120009 01/06/2011 GA9**

State: GEORGIA

Superseded General Decision Number: GA20100009

County(ies): APPLING, BLECKLEY, CANDLER, DODGE, EMANUEL, EVANS, JEFF DAVIS,  
JOHNSON, LAURENS, MONTGOMERY, TATNALL, TELFAIR, TOOMBS,  
TREUTLEN, WAYNE, WHEELER and WILCOX Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                      01/06/2012

SUGA2011-009    03/07/2011

	RATES	FRINGES
CEMENT MASON/CONCRETE FINISHER.....	11.50	
LABORER: ASPHALT RAKER.....	11.00	
LABORER: ASPHALT SCREED PERSON.....	10.50	
LABORER: COMMON OR GENERAL.....	9.00	
LABORER: FORM SETTER.....	10.35	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: MILLING MACHINE GROUND PERSON.....	10.00	
LABORER: TRAFFIC CONTROL BARRICADE FLAGGER.....	9.50	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	14.10	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER.....	12.00	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.80	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	11.60	
POWER EQUIPMENT OPERATOR: COMPACTOR.....	10.00	
POWER EQUIPMENT OPERATOR: CRANE/DAGLINE.....	17.50	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.70	
POWER EQUIPMENT OPERATOR: MECHANIC.....	15.86	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	12.26	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	14.55	
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	14.00	
POWER EQUIPMENT OPERATOR: ROLLER.....	10.00	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	
TRUCK DRIVER: 26,000 GVW & UNDER.....	10.79	
TRUCK DRIVER: 26,001 GVW & OVER.....	11.37	
WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.		

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120010 01/06/2012 GA10**

State: GEORGIA

Superseded General Decision Number: GA20100010

County(ies): BRYAN, BULLOCH, CAMDEN, CHATHAM, EFFINGHAM, GLYNN, LIBERTY, LONG, MCINTOSH, and SCREVEN Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                      01/06/2012

SUGA2011-010    03/07/2011

	RATES	FRINGES
CARPENTER: FORM BUILDER ONLY (WOOD).....	9.21	
CEMENT MASON/CONCRETE FINISHER.....	10.98	
LABORER: ASPHALT RAKER.....	9.55	
LABORER: COMMON OR GENERAL.....	9.21	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: PIPE LAYER.....	9.36	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	15.09	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER... ..	11.29	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	13.14	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	12.69	
POWER EQUIPMENT OPERATOR: COMPACTOR.....	11.00	
POWER EQUIPMENT OPERATOR: CRANE/DAGLINE.....	15.00	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.00	
POWER EQUIPMENT OPERATOR: MECHANIC.....	12.57	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	14.12	
POWER EQUIPMENT OPERATOR: ROLLER.....	9.39	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.17	
TRUCK DRIVER: 26,000 GVW & UNDER.....	9.60	
TRUCK DRIVER: 26,001 GVW & OVER.....	13.72	
WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.		

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120011 01/06/2012 GA11**

State: GEORGIA

Superseded General Decision Number: GA20100011

County(ies): BAKER, CALHOUN, COLQUITT, DECATUR, DOUGHERTY, EARLY, GRADY, LEE, MILLER, MITCHELL, SEMINOLE, TERRELL, THOMAS and WORTH Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                            01/06/2012

SUGA2011-011    03/07/2011

	RATES	FRINGES
CEMENT MASON/CONCRETE FINISHER.....	10.98	
LABORER: ASPHALT RAKER.....	12.83	
LABORER: ASPHALT SCREED PERSON.....	9.00	
LABORER: COMMON OR GENERAL.....	8.72	
LABORER: GRADE CHECKER.....	8.72	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: PIPE LAYER.....	8.72	
LABORER: SIGN INSTALLER/ERECTOR.....	11.00	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	14.55	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER.....	12.40	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.50	
POWER EQUIPMENT OPERATOR: BROOM.....	10.68	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	9.50	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.00	
POWER EQUIPMENT OPERATOR: MECHANIC.....	8.96	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	12.50	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	18.75	
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	9.50	
POWER EQUIPMENT OPERATOR: ROLLER.....	10.20	
POWER EQUIPMENT OPERATOR: SCRAPER-PAN.....	9.30	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	
TRUCK DRIVER: 26,001 GVW & OVER.....	10.46	
WELDER – Receive rate prescribed for craft performing operation to which welding is incidental.		

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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U. S. Department of Labor

**GENERAL WAGE DECISION NO. GA120012 01/06/2011 GA12**

State: GEORGIA

Superseded General Decision Number: GA20100012

County(ies): ATKINSON, BACON, BEN HILL, BERRIEN, BRANTLEY, BROOKS,  
CHARLTON, CLINCH, COFFEE, COOK, ECHOLS, IRWIN, LANIER,  
LOWNDES, PIERCE, TIFT, TURNER and WARE Counties in Georgia.

Construction Type: Highway

Construction

Description: HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension, and spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges).

Modification Number    Publication Date  
0                      01/06/2012

SUGA2011-012    03/07/2011

	RATES	FRINGES
CEMENT MASON/CONCRETE FINISHER.....	10.98	
LABORER: ASPHALT SCREED PERSON.....	9.00	
LABORER: COMMON OR GENERAL.....	8.52	
LABORER: GRADE CHECKER.....	9.90	
LABORER: GUARDRAIL ERECTOR.....	13.50	
LABORER: PIPE LAYER.....	8.52	
LABORER: SIGN INSTALLER/ERECTOR.....	11.00	
LABORER: TRAFFIC CONTROL BARRICADE FLAGGER.....	9.35	
POWER EQUIPMENT OPERATOR: ASPHALT DISTRIBUTOR.....	13.00	
POWER EQUIPMENT OPERATOR: ASPHALT PAVER/SPREADER.....	11.75	
POWER EQUIPMENT OPERATOR: BACKHOE/EXCAVATOR.....	10.50	
POWER EQUIPMENT OPERATOR: BROOM.....	10.68	
POWER EQUIPMENT OPERATOR: BULLDOZER.....	9.50	
POWER EQUIPMENT OPERATOR: FRONT END LOADER.....	10.00	
POWER EQUIPMENT OPERATOR: MECHANIC.....	9.26	
POWER EQUIPMENT OPERATOR: MILLING MACHINE.....	12.50	
POWER EQUIPMENT OPERATOR: MOTORGRADER FINE GRADE.....	17.95	
POWER EQUIPMENT OPERATOR: MOTORGRADER/BLADE.....	9.50	
POWER EQUIPMENT OPERATOR: ROLLER.....	9.90	
POWER EQUIPMENT OPERATOR: SCRAPER-PAN.....	9.30	
POWER EQUIPMENT OPERATOR: WATER TRUCK.....	11.25	
TRUCK DRIVER: 26,001 GVW & OVER.....	10.35	
WELDERS – Receive rate prescribed for craft performing operation to which welding is incidental.		



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION  
CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246) (43 FR 14895)**

1. As used in these specifications:
  - a. “Covered area” means the geographical area described in the solicitation from which this contract resulted;
  - b. “Director” means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegated authority;
  - c. “Employer Identification Number” means the Federal Social Security number used on the Employer’s Quarterly Federal Tax Return, U.S. Treasury Department Form 941.
  - d. “Minority” includes:
    - (i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);
    - (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
    - (iii) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
    - (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).
2. Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of \$10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.
3. If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor’s or Subcontractor’s failure to take good faith efforts to achieve the Plan goals and timetables.
4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. The Contractor is expected to make substantially uniform progress toward its goals in each craft during the period specified.

**DEPARTMENT OF TRANSPORTATION  
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5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, nor the regulations promulgated pursuant thereto.
6. In order for the non-working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.
7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:
  - a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.
  - b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organization's responses.
  - c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefore, along with whatever additional actions the Contractor may have taken.
  - d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.
  - e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minority and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.
  - f. Disseminate the Contractor's EEO policy by providing the notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year, and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

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- g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with onsite supervisory personnel such as Superintendents, General Foremen, etc. prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.
  - h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.
  - i. Direct its recruitment efforts, both oral and written, to minority, female and community organization, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing the-openings, screening procedures, and test to be used in the selection process.
  - j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's workforce.
  - k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.
  - l. Conduct, at least annually, an inventory and evaluation of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc. such opportunities.
  - m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensue that the EEO policy and the Contractor's obligations under these specifications are being carried out.
  - n. Ensure that all facilities and company activities are non-segregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.
  - o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.
  - p. Conduct a review, at least annually of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.
8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 7a through p of these Specifications provided that the contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete

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benefits of the program are reflected in the Contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.

9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized).
10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.
11. The Contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.
12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Programs. Any contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.
13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.
14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.
15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

**FEDERAL REGISTER / VOL. 45, NO. 194 / FRIDAY, OCTOBER 3, 1980 / NOTICES****NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246) (43 FR 14895)**

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.
2. The goals and timetables for minority and female participation expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered areas, are as follows:

**GOALS FOR FEMALE PARTICIPATION**

APPENDIX A  
(43 FR 19473)

The following goals and timetables for female utilization shall be included in all Federal and federally assisted construction contracts and subcontracts in excess of \$10,000. The goals are applicable to the contractor's aggregate on-site construction workforce whether or not part of that workforce is performing work on a Federal or federally-assisted construction contract or subcontract. Area covered: Goals for Women apply nationwide.

**Goals and timetables**

Timetable		Goals (percent)
4-1-78	to 3-31-79	3.1
4-1-79	to 3-31-80	5.0
4-1-80	Until Further Notice	6.9

**GOALS FOR  
MINORITY PARTICIPATION**

**Appendix B-80**

Until further notice, the following goals for minority utilization in each construction craft and trade shall be included in all Federal or federally assisted construction contracts and subcontracts in excess of \$10,000 to be performed in the respective geographical areas. The goals are applicable to each nonexempt contractor's total onsite construction workforce, regardless of whether or not part of that workforce is performing work on a Federal, federally assisted or non-federally related project, contract or subcontract.

**FEDERAL REGISTER / VOL. 45, NO. 194 / FRIDAY, OCTOBER 3, 1980 / NOTICES**

Construction contractors which are participating in an approved Hometown Plan (see 41 CFR 60-4-5) are required to comply with the goals of the Hometown Plan with regard to construction work they perform in the areas covered by the Hometown Plan. With regard to all their other covered construction work, such contractors are required to comply with the applicable SMSA or EA goal contained in this appendix B-80.

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State	Goal (percent)
Georgia:	
035 Augusta, GA:	
SMSA Counties:	
0600 Augusta, GA-SC . . . . .	27.2
GA Columbia; GA Richmond, SC Aiken;	
Non-SMSA Counties . . . . .	32.-8
GA Burke; GA Emanuel; GA Glascock; GA Jefferson;	
GA Jenkins; GA Lincoln; GA McDuffie, GA Talferferro;	
GA Warren; GA Wilkes; SC Allendale; SC Bamberg;	
SC Barnwell; SC Edgefield; SC McCormick;	
036 Atlanta, GA:	
SMSA Counties:	
0520 Atlanta, GA . . . . .	21.2
GA Butts; GA Cherokee; GA Clayton; GA	
Cobb; GA DeKalb; GA Douglas; GA Fayette, GA	
Forsyth; GA Fulton; GA Gwinnett; GA Henry; GA	
Newton; GA Paulding; GA Rockdale; GA Walton	
Non-SMSA Counties . . . . .	19.5
GA Banks; GA Barrow; GA Bartow; GA Carroll; GA Clarke;	
GA Coweta; GA Dawson; GA Elbert; GA Fannin;	
GA Floyd; GA Franklin; GA Gilmer; GA Gordon;	
GA Greene; GA Habersham; GA Hall; GA	
Haralson; GA Hart; GA Heard; GA Jackson; GA	
Jasper; GA Lamar; GA Lampkin; GA Madison;	
GA Morgan; GA Oconee, GA Oglethorpe; GA	
Pickins, GA Pike; GA Polk; GA Rabun; GA	
Spalding; GA Stephens; GA Towns; GA; Union; GA Upson	
White	
037 Columbus, GA:	
SMSA Counties:	
1800 Columbus, GA – AL . . . . .	29.6
Al Russell; GA Chattahoochee; GA Columbus	

Non-SMSA Counties .....	31.6
Al Chambers; AJ Lee; GA Harris; GA Marion; GA Meriwether; GA Quitman; GA Schley; GA Stewart; GA Sumter; GA Talbot; GA Troup; GA Webster	
038 Macon, GA:	
SMSA Counties:	
4680 Macon, GA .....	27.5
GA Bibb; GA Houston; GA Jones; GA Twiggs	
Non-SMSA Counties .....	31.7
GA Baldwin; GA Bleckley; Crawford; GA Crisp; GA Dodge; GA Dooly; GA Hancock; GA Johnson; GA Laurens; GA Macon; GA Monroe; GA Peach; GA Pulaski; GA Putman; GA Taylor; GA Telfair; GA Treutlan; GA Washington; GA Wheeler; GA Wilcox; GA Wilkinson	
039 Savannah, GA:	
SMSA Counties:	
7520 Savannah, GA .....	30.6
GA Bryan; GA Chatham; GA Effingham	
Non-SMSA Counties .....	29.8
GA Appling; GA Atkinson; GA Bacon, GA Bulloch; GA Candler; GA Coffee; GA Evans; GA Jeff Davis; GA Liberty; GA Long; GA McIntosh; GA Montgomery; GA Screven; GA Tattnall; GA Toombs; GA Wayne; SC Beaufort; SC Hampton; SC Jasper	
040 Albany, GA:	
SMSA Counties:	
0120 Albany, GA .....	32.1
GA Dougherty; GA Lee	
Non-SMSA Counties .....	31.1
GA Baker; GA Ben Hill; GA Berrien; GA Brooks; GA Calhoun; GA Clay; GA Clinch; GA Colquitt; GA Cook; GA Decatur; GA Early; GA Echols; GA Grady; GA Irwin; GA Lanier; GA Lowndes; GA Miller; GA Mitchell; GA Randolph; GA Seminole; GA Terrell; GA Thomas; GA Tift; GA Turner; GA Worth	
Florida:	
041 Jacksonville FL:	
Non-SMSA Counties.....	22.2
GA Brantley; GA Camden; GA Charlton; GA Glynn; GA Pierce; GA Ware	

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM  
CRITERIA FOR ACCEPTABILITY**

The purpose of this special provision is to establish criteria for acceptability of DBE firms for work performed on this contract. The intent is to ensure all participation counted toward fulfillment of the DBE goals is (1) real and substantial, (2) actually performed by viable, independent DBE owned firms, and (3) in accordance with the spirit of the applicable laws and regulations.

The policy of the Georgia Department of Transportation is to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 Code of Federal Register, Part 26 and related statutes and regulations in all program activities.

To this end the Georgia Department of Transportation shall not discriminate on the basis of race, color, sex or national origin in the award, administration and performance of any Georgia Department of Transportation assisted contract or in the administration of its Disadvantaged Business Enterprise Program. The Georgia Department of Transportation shall take all necessary and reasonable steps to ensure nondiscrimination.

DBE payments and commitments for Federal-aid projects shall be separate and distinct and cannot be transferred or combined in any matter.

The DBE Goal specified in the contract will be a percentage representing the DBE Race Conscious Participation. The Contractor will strive to achieve an additional percentage, cumulatively amounting but not limited to 2 percent in his/her contracts for all projects during the course of the current State Fiscal Year, in order to meet the overall Georgia Department of Transportation DBE goal.



**DBE PROCEDURES:** The Contractor shall develop techniques to facilitate DBE participation in subcontracting activities. These techniques include:

- (A) Arranging solicitations, time for the presentation of quotes, quantities, specifications, and delivery schedules to facilitate the participation of DBEs.
- (B) Providing assistance to DBEs in overcoming barriers such as the inability obtaining bonding, financing, or technical assistance.

**DBE DIRECTORY:** The Department has available a directory or source list to facilitate identifying DBEs with capabilities relevant to general contracting requirements and to particular solicitations. The Department will make the directory available to bidders and proposers in their efforts to meet the DBE requirements. The directory or listing includes firms which the Department has certified to be eligible DBEs in accordance with 49 CFR Part 26.

**GOAL FOR PARTICIPATION:** If a percentage goal for DBE participation in this contract is set forth elsewhere in this proposal, the Contractor shall complete the DBE GOALS Form included in the proposal. The Contractor is encouraged to make every effort to achieve the goal set by the Department. However, if the Contractor cannot find sufficient DBE participants to meet the goal established by the Department, the Department will consider for award a proposal with less participation than the established goal if:

- (A) The bidder can demonstrate no greater participation could be obtained. This should be well documented by demonstrating the Contractor's actions through good faith efforts.

The following is a list of types of actions which the Department will consider as part of the Contractor's good faith efforts to obtain DBE participation. This is not intended to be a mandatory checklist nor intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

- (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBEs who have the capability to perform the work of the contract. The Contractor must solicit this interest within sufficient time to allow the DBEs to respond to the

solicitation. The Contractor must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

- (2) Selecting portions of the work to be performed by DBEs in order to increase the likelihood the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the Contractor might otherwise prefer to perform these work items with its own forces.
- (3) Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist DBEs participants in responding to a solicitation.
- (4) (a) Negotiating in good faith with interested DBEs.  
Contractor(s) are responsible to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBEs to perform the work.  
(b) Contractor(s) using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also,

the ability or desire of a Contractor to perform the work of a contract with its own organization does not relieve the Contractor of the responsibility to make good faith efforts. Contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

- (5) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The Contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. nonunion employee status) are not legitimate causes for the rejection or non solicitation of bids in the Contractor's efforts to meet the project goal.
  - (6) Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the contractor.
  - (7) Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.
  - (8) Effectively using the services of available minority/women community organizations; minority/women Contractors' groups; local, state, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE's.
- (B) The participation proposed by the low bidder is not substantially less than the participation proposed by the other bidders on the same contract.

If no percentage goal is set forth in the proposal, the contractor may enter a proposed DBE participation. This voluntary DBE participation will count as race neutral DBE participation. Prime Contractor shall report race-neutral participation in accordance with the DBE Monthly Report requirements shown in this document.

To be eligible for award of this contract,

All bidders will be required to submit the following information to the Department by the close of business on the 3<sup>rd</sup> working day following opening of the bid as a matter of bidder responsibility.

- (1) The names and addresses of DBE firms committed to participate in the Contract;
- (2) A description of the work each DBE will perform;
- (3) The dollar amount of the participation of each DBE firm participating;
- (4) Written documentation of the bidder's commitment to use a DBE subcontractor whose participation it submits to meet a contract goal;
- (5) Written confirmation from the DBE committed to participating in the contract, as provided in the prime contractor's commitment.
- (6) If the contract goal is not met, evidence of good faith efforts must be provided.

Failure by a bidder to furnish the above information may subject the bid to disqualification. Also failure by the bidder to submit satisfactory evidence of good faith efforts may subject the bid to disqualification.

Award of a contract by the Department to a Prime Contractor who has listed DBE participants with the bid may not constitute final approval by the Department of the listed DBE. The Department reserves the right to approve or disapprove a Disadvantaged firm after a review of the Disadvantaged firm's proposal participation. Payment to the Contractor under the contract may be withheld until final approval of the listed DBEs is granted by the Department.

If the Contractor desires to substitute a DBE in lieu of those listed in the proposal, a letter of concurrence shall be required from the listed DBE prior to approval of the substitution, unless this requirement is waived by the Department.

Agreements between bidder and a DBE in which promises not to provide Subcontracting quotations to other bidders are prohibited.

**DEFINITION:** For the purposes of this provision, the following definitions will apply:

Disadvantaged Business Enterprise or DBE means a for-profit small business concern –

- (1) Ensuring at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals; and

- (2) Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own the business.

Good Faith Efforts means efforts to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement.

Joint Venture means an association of a DBE firm and one or more other firms to carry out a single, for-profit business enterprise, for which the parties combine their property, capital, efforts, skills and knowledge, and in which the DBE is responsible for a distinct, clearly defined portion of the work of the contract and whose share in the capital contribution, control, management, risks, and profits of the joint venture are commensurate with its ownership interest.

Socially and Economically Disadvantaged Individual means any individual who is a citizen (or lawfully admitted permanent resident) of the United States and who is –

- (1) Any individual who the Department finds to be a socially and economically disadvantaged individual on a case-by-case basis.
- (2) Any individual in the following groups, members of which are reputably presumed to be socially and economically disadvantaged.
  - (i) “Black Americans,” which includes persons having origins, in any of the Black racial groups of Africa;
  - (ii) “Hispanic Americans,” which includes persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture or origin, regardless of race;
  - (iii) “Native Americans,” which includes persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians;
  - (iv) “Asian-Pacific Americans,” which includes persons whose origins are from Japan, China, Taiwan, Korea, Burma (Myanmar), Vietnam, Laos, Cambodia (Kampuchea), Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, the U.S. Trust Territories of the Pacific Islands (Republic of Palau), the

- Commonwealth of the Northern Marianas Islands, Macao, Fiji, Tonga, Kiribati, Juvalu, Nauru, Federated States of Micronesia, or Hong Kong;
- (v) “Subcontinent Asian Americans,” which includes persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka;
  - (vi) Women;
  - (vii) Any additional groups whose members are designated as socially and economically disadvantaged by the SBA, at such time as the SBA designation becomes effective.
- (3) GDOT will presume that such persons are socially and economically disadvantaged only to the extent permitted by applicable federal law.

Race-conscious measure is one focused specifically on assisting only DBEs, including women-owned DBEs.

Race-neutral measure is one being, or can be, used to assist all small businesses. For the purposes of this part, race-neutral includes gender-neutrality.

**DISCRIMINATION PROHIBITED:** No person shall be excluded from participation in, denied the benefits of, or otherwise discriminated against in connection with the award and performance of this contract on the grounds of race, color, sex or national origin.

The following assurance becomes a part of this contract and must be included in and made a part of each subcontract the prime contractor enters into with their subcontractors (49 CFR 26.13):

“The contractor, and/or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT – assisted contracts. Failure by the contractor to carry out these requirements is (breach) of this contract which may result in the termination of this contract or such other remedy as the Department deems appropriate.

**Failure to Achieve Requirements:** Periodic reviews shall be made by the Department to determine the extent of compliance with the requirements set forth in this provision. If the Contractor is found to be in noncompliance, further payments for any work performed may be withheld until corrective action is taken. If corrective action is not taken, it may result in termination of this contract.

Participation will be counted toward fulfillment of the DBE goal as follows:

- (A) When a DBE participates in a contract, the Contractor counts only the value of the work actually performed by the DBE toward DBE goals.
  - (1) Count the entire amount of the portion of a construction contract (or other contract not covered by paragraph (A) (2) of this section) performed by the DBE's own forces. Include the cost of supplies and materials obtained by the DBE for the work of the contract, including supplies purchased or equipment leased by the DBE (except supplies and equipment the DBE subcontractor purchases or leases from the prime contractor or its affiliate).
  - (2) Count the entire amount of fees or commissions charged by a DBE firm for providing a bona fide service, such as professional, technical consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of a DOT-assisted contract, toward DBE goals, provided the Department determines the fee is reasonable and not excessive as compared with fees customarily allowed for similar services.
  - (3) When a DBE subcontracts part of the work of its contract to another firm, the value of the subcontracted work may be counted toward DBE goals only if the DBE's subcontractor is itself a DBE. Work that a DBE subcontracts to a non-DBE firm does not count toward DBE goals.
- (B) When a DBE performs as a participant in a joint venture, count a portion of the total dollar value of the contract equal to the distinct, clearly defined portion of

the work of the contract the DBE performs with own forces toward DBE goals.

- (C) Count expenditures to a DBE contractor toward DBE goals only if the DBE is performing a commercially useful function on that contract.
  - (1) A DBE performs a commercially useful function when responsible for execution of the work of the contract and carrying out responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself.
  - (2) A DBE does not perform a commercially useful function if their role is limited to being an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation.
  - (3) If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of their contract with their own work force, or the DBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work involved, the Department will presume the DBE is not performing a commercially useful function.
  - (4) When a DBE is presumed not to be performing a commercially useful function as provided in paragraph (C) (3) of this section, the DBE may present evidence to rebut this presumption.
  - (5) The Department's decisions on commercially useful function matters are subject to review by the US DOT, but are administratively appealable to the US DOT.
- (D) The following factors are to be used in determining whether a DBE trucking company is performing a commercially useful function:
  - (1) The DBE must be responsible for the management and



supervision of the entire trucking operation for which they are responsible on a particular contract, and there cannot be a contrived arrangement for the purpose of meeting DBE goals.

- (2) The DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the contract.
  - (3) The DBE receives credit for the total value of the transportation services it provides on the contract using trucks it owns, insures, and operates using drivers it employs.
  - (4) The DBE may lease trucks from another DBE firm, including an owner/operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provided on the contract.
  - (5) The DBE may also lease trucks from a non-DBE and is entitled to credit only for the fee or commission it receives as a result of the lease arrangement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE.
  - (6) For purposes of this paragraph (D), a lease must indicate the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.
- (E) Count expenditures with DBEs for materials or supplies toward DBE goals as provided in the following:
- (1) (i) If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies toward DBE goals.
  - (ii) For purposes of this paragraph, a manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character

described by the specifications.

- (2) (i) If the materials or supplies are obtained from a DBE regular dealer, count 60 percent of the cost of the materials or supplies toward DBE goals.
- (ii) For purposes of this section, a regular dealer is a firm owning, operating, or maintaining a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.
- (A) To be a regular dealer, the firm must be an established, regular business engaging, as its principal business and under its own name, in the purchase and sale or lease of the products in question.
- (B) A person may be a regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business as provided in this paragraph **(E)(2)(ii)** if the person both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by a long-term lease agreement and not on an ad hoc or contract-by-contract basis.
- (C) Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not regular dealers within the meaning of this paragraph **(E)(2)**.
- (3) With respect to materials or supplies purchased from a DBE which is neither a manufacturer nor a regular dealer, count the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, toward DBE goals, provided you determine the fees to be reasonable and not excessive as compared with fees customarily allowed for similar services. Do not count any portion of the cost of the materials and supplies themselves toward DBE goals, however.

- (4) Do not count the participation of a DBE subcontractor toward the prime contractor's DBE achievements until the amount being counted toward the goal has been paid to the DBE.
- (5) No participation will be counted not in compliance with Special Provision entitled "Criteria for Acceptability" which is a part of this contract or with any provisions included in 49 CFR Part 26.
- (6) If the contract amount overruns, the contractor will not be required to increase the dollar amount of DBE participation. If the contract amount under runs, the contractor will not be allowed to under run the dollar amount of DBE participation except when the DBE subcontracted items themselves under run.

## **REPORTS**

A: The contractor shall submit a "DBE Participation Report" on this contract monthly which shall include the following:

1. The name of each DBE participating in the contract.
2. A description of the work to be performed, materials, supplies, and services provided by each DBE.
3. Whether each DBE is a supplier, subcontractor, owner/operator, or other.
4. The dollar value of each DBE subcontract or supply agreement.
5. The actual payment to date of each DBE participating in the contract.
6. The report shall be updated by the Prime Contractor whenever the approved DBE has performed a portion of the work that has been designated for the contract. Copies of this report should be transmitted promptly to the Engineer. Failure to submit the report within 30 calendar days following the end of the month may cause payment to the contractor to be withheld.
7. The Prime Contractor shall notify the Project Engineer at least 24 hours prior to the time the DBE commences working on the project. The DBE must furnish supervision of the DBE portion of the work, and the person responsible for this supervision must report to the Project Engineer when they begin work on the project. They must also inform the Project Engineer when their forces will be doing work on the project.

B. In order to comply with 49 CFR 26.11, the Prime Contractor shall submit documentation regarding all payments made from the Prime to all DBE subcontractors on federal aid projects in the form of copies of cancelled checks or notarized electronic documentation which validates said payments made on the DBE Monthly Participation Reports. This information shall be required monthly and submitted with the DBE Monthly Participation Report.

C. Failure to respond within the time allowed in the request will be grounds for withholding all payments on all Contracts.

**SUBSTITUTION OF DBEs:** The Contractor shall make reasonable efforts to replace a DBE Subcontractor unable to perform work for any reason with another DBE. The Department shall approve all substitutions of Subcontractors in order to ensure the substitute firms are eligible DBEs.

**CERTIFICATION OF DBEs:** To ensure the DBE Program benefits only firms owned and controlled by Disadvantaged Individuals, the Department shall certify the eligibility of DBEs and joint ventures involving DBEs named by bidders.

Questions concerning DBE Certification/Criteria should be directed to the EEO Office at (404) 631-1972.

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**

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First Use 2001 Specifications: November 01, 2002  
Revised: November 19, 2006

**SPECIAL PROVISION**

**PROMPT PAYMENT:**

Prime Contractors, who sublet a portion of their work, shall pay their subcontractors for satisfactory performance of their contracts no later than 10 calendar days from receipt of each payment made to them.

Any delay or postponement of payment among the parties may take place only for good cause with prior written approval from the Department.

If the contractor is found to be in noncompliance with these provisions, it shall constitute a breach of contract and further payments for any work performed may be withheld until corrective action is taken. If corrective action is not taken, it may result in termination of the contract.

All subcontract agreements shall contain this requirement.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**REQUIRED CONTRACT PROVISIONS FOR FEDERAL-AID CONTRACTS**

**BUY AMERICA**

Revised: March 25, 1992

Revised: January 7, 1994

Revised: June 9, 1995

First Use 2001 Specifications: November 1, 2002

All manufacturing processes for steel and iron materials and steel and iron coatings permanently incorporated into this project must occur in the United States of America. However, pig iron and processed, pelletized, or reduced iron ore used in the production of these products may be manufactured outside the United States.

This requirement, however, does not prevent a minimal use of foreign materials and coatings, provided the cost of materials and coatings used does not exceed one-tenth of one percent (0.1 percent) of the total contract cost or \$2,500.00, whichever is greater.

NOTE: Coatings include: epoxy coating, galvanizing, painting and any other coating that protects or enhances the value of the material.

**CONVICT PRODUCED MATERIALS**

March 25, 1992

Revised: September 6, 1993

First Use 2001 Specifications: November 1, 2002

Materials produced by convict labor after July 1, 1991, may not be used for Federal-Aid highway construction projects unless it meets the following criteria:

1. The materials must be produced by convicts who are on parole, supervised release or probation from a prison; or,
2. If produced in a qualified prison facility, the amount of such materials produced in any 12-month period shall not exceed the amount produced in such facility for such construction during the 12-month period ending July 1, 1987. A qualified prison is defined as one producing convict made materials prior to July 1, 1987.

First Use Date: January 1, 2007

Revised: March 26, 2008

March 5, 2009

September 30, 2009

## **DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA**

### **SPECIAL PROVISION**

#### **Utility Conflicts**

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Utility companies having known facilities that conflict with the construction of this project will be directed by the Department to adjust or relocate their facilities and will be notified of the contract award.

Conform to all the requirements of the Specifications as they relate to cooperation with utility owners and the protection of utility installations that exist on the project. Refer to the requirements of Section 107, Legal Regulations and Responsibility to the Public, with particular attention to Subsection 107.21.

Coordinate The Work with any work to be performed by others in any right of way clearance and arrange a schedule of operations that will allow for completion of the Project within the specified contract time. Where stage construction is required, notify the utility owner when each stage of work is completed and the site is available for utility work to proceed.

Information concerning utility facilities known to exist within the project limits, including the list of owners, is available for reference.

Under Georgia Code Section 32-6-171, utilities are required to remove or relocate their facilities. The Department is required to give the utility at least 60 days written notice directing the removal, relocation, or adjustment and the utility owner is required to begin work within the time specified in the utility's work plan or revised work plan.

Upon request, copies of all agreements with utility companies having facilities on this project will be made available for examination by the Contractor at the Department's District Office. Utility Adjustment Schedules, when submitted to the Department by the utilities, will be made available to the Contractor after the Notice to Contractors has been posted by the Office of Construction Bidding Administration. The Utility Adjustment Schedules are available on the Office of Construction Bidding Administration's web site. Utility Adjustment Schedules may be included with the Utility Special Provision in the Contract Proposal on select projects. The Contractor is responsible for considering in its bid all existing and proposed utility locations and the removals, relocations, and adjustments specified in the Utility's Work Plan.

For this Project, Utility Owners that are required to remove, relocate, or adjust their facility to accommodate the construction of this Project may be liable to the Contractor

for damages or delay costs resulting from the Utility Owner's failure to clear conflicts within the time specified in the approved Utility Work Plan. If the Utility Owner is unable to submit and obtain Department approval of a revised Work Plan or fails to complete the removal, relocation, or adjustment of its facilities in accordance with the approved Work Plan, the Utility Owner may be liable to the Department, or the Contractor, for damages or delay costs.

In accordance with Subsection 105.06 of the Specifications, the Department is not liable for payment of any claims due to utility delays, inconvenience or damage sustained by the Contractor due to interference of any utilities or appurtenances, or the operation of moving them.

Whenever the Contractor considers that it is or will be entitled to damages or delay costs from the Utility Owner in accordance with O.C.G.A. 32-6-171, the Contractor shall provide written notice to the Utility Owner and the Department within ten (10) days from the time of the dispute or potential dispute is identified. The Contractor shall follow the Procedures for Utility Damages or Delay Costs outlined in the latest edition of The Utility Accommodation Policy and Standards Manual. Failure to follow the above will result in waiver of the Contractor's claim against the Utility Owner for damages or delay costs.

In accordance with Subsection 107.21.G delays by utilities will continue to be considered by the Department in charging Contract Time. For purposes of applying provisions of this paragraph, railroads and the Metropolitan Atlanta Rapid Transit Authority (MARTA) are considered utilities.



First use date: November 1, 2004

Revised 10/27/04

Revised 01/23/09

Revised 12/23/10

Revised 03/28/11

Revised 08/22/11

Revised 01/11/12

Revised 05/21/12

## **Georgia Department of Transportation**

### **State of Georgia**

### **Special Provision**

## **Section 102—Bidding Requirements and Conditions**

*Delete Subsection 102.01 and Substitute the following:*

### **102.01 Prequalification of Bidders**

Before submitting a bid in excess of \$2,000,000, the Bidder shall have been prequalified with the Department and received a Certificate of Qualification in accordance with the Rules and Regulations approved and adopted by the State Transportation Board. Bidders submitting bids of \$2,000,000 or less shall have been registered with the Department. In addition, the aggregate total amount a Non-prequalified Bidder may have under contract shall not exceed \$4,000,000. Bidders intending to consistently submit Proposals shall prequalify at least once a year. However, qualifications may be changed during that period upon the submission of additional favorable reports or upon unsatisfactory performance. In addition, the Department reserves the right at any time to require the Contractor to furnish a current financial and experience statement.

*Delete Subsection 102.03 and Substitute the following:*

### **102.03 Contents of Proposal Forms**

The Department will make available to the prospective Bidder a Void for Bidding Proposal Form which may be accessed on the Office of Construction Bidding Administration web page. This form will state the location and description of the contemplated construction and will show the approximate estimate of the various quantities and kinds of work to be performed or materials to be furnished, and will have a schedule of Items for which Unit Bid prices are invited. The Proposal Form will state the time in which The Work must be completed, the amount of the Proposal Guaranty, and the date of the opening of Proposals. The Form will also include any Special Provisions or requirements that vary from or are not contained in the *Specifications*. Also included with each Proposal Form will be a Non-Collusion Certificate, Construction Contractors Bid Opportunity List, and Request For Eligibility To Bid. All papers contained in the Proposal Form are considered a part thereof and must not be detached or altered. The Plans, Specifications, and other documents designated in the Proposal Form will be considered a part of the Proposal whether attached or not.

*Delete Subsection 102.06 and Substitute the following:*

### **102.06 Preparation of Proposal**

The Bidder shall submit its Proposal on the form furnished by the Department (GADOT). The blank spaces on the Proposal shall be filled in correctly for each Pay Item (except alternate items) and the Bidder shall write in ink the Unit Price or a Lump Sum Price as called for in the Proposal for each Pay Item listed therein. In addition, the Bidder shall also show the products of the respective Unit Prices and quantities and the total amount of the Bid by adding the amounts of all Bid Items. In the event of a discrepancy in any of the figures, the Unit Price will govern and the Bid will be recalculated.

In the case of Alternate items, Unit Prices shall be entered for only one alternate.

The Non-Collusion Certificate on the Department's standard form included in the Proposal shall be executed.

The Certificate of Current Capacity shall be executed under oath and substantiated by the report of Status of Contracts on Hand.

The Construction Contractors Bid Opportunity List standard form shall be completed with the required information.

The Georgia Security and Immigration Compliance Act Affidavit shall be completed with the required information.

The Bidder shall notify the GADOT Office of Construction Bidding Administration by transmitting the completed Request For Eligibility To Bid Form D. O. T. RFETB for each Letting Call Order Number in which the Bidder intends to submit a bid by no later than 12:00 p.m. the day preceding the letting.

If the Proposal is made by an individual, its name and post office address shall be shown; if by a partnership, the name and post office address of one member of the partnership shall be shown; if by a corporation, the Proposal shall show the name, title and business address of the officer signing the Proposal. The Bidder's Proposal shall be signed in ink or by Digital Signature by the individual, by one or more members of a partnership, or by one or more of the officers of a corporation, whichever is applicable. In the event of a joint venture, the Proposal shall be signed in ink or by Digital Signature by each individual involved, by each partnership through one or more of its members, or by each corporation through one or more officers of the corporation, whichever is applicable. Proposals not properly signed may be disqualified and rejected.

All bids shall be submitted using the GADOT/AASHTO (American Association of State Highway and Transportation Officials) Electronic Bidding System (Expedite). When submitting a bid electronically, the Bidder's Proposal shall consist of the Bid pages generated by the Expedite software including the Cover page, Bid Item pages, Disadvantaged Business Enterprise (DBE) pages (if applicable), Miscellaneous Data pages and the Signature page. By submitting a bid electronically, the Bidder acknowledges all requirements included in the proposal, amendments, plans, Standard Specifications, and Supplemental Specifications are a part of the Bid and Contract.

The electronic bid shall be submitted by one of the following methods:

**A. Hand delivery of the electronic bid to the Department at the place specified in the Notice To Contractors.**

The bid shall include the 3 ½ inch (90 mm) electronic diskette or CD Rom or USB Drive and the Bid pages described in paragraph seven, above.

**B. Electronic Bid Submission via the Internet and Bid Express™.**

(Note: The Bidder shall secure an account and a valid Digital Signature from Bid Express™ (www.bidx.com) in order to use this method.

Instructions for preparing and submitting bids by these two methods are as follows:

**A. Hand Delivery of Bid to the Department**

1. Access to the electronic bidding information is available on Bid Express™ at [www.bidx.com](http://www.bidx.com) and the GADOT Construction Bidding Administration Internet Web Site at [www.dot.ga.gov/doingbusiness/contractors/pages/default.aspx](http://www.dot.ga.gov/doingbusiness/contractors/pages/default.aspx).
2. Electronic bids shall be prepared through the use of a computer controlled printer.
3. The Bidder shall sign the electronic bid in the appropriate areas.
4. When installing the Bid program the Bidder shall enter their vendor code in the following format: 2DO900. Before running the electronic bidding programs, the Bidder shall read the on-line help documentation for the Expedite software.
5. **Zero (0) is considered to be a valid bid. The Bidder shall not enter 0 in any Unit Price field unless zero is the intended bid for that item.**
6. All addenda shall be included in the electronic bid submitted.

7. For “Joint Bids” the Bidder shall select **tools** from the Windows Expedite menu and mark the electronic bid as **“Joint Bid”**.
8. The Bidder shall select **tools** and then **check bid** to check the bid and assure there are no errors prior to printing the electronic bid. After final printing, the Bidder may make changes to the electronic bid by indicating the changes in ink and initialing prior to submitting the bid.
9. Once the Bidder has completed the bid and made all desired changes, the diskette/CD Rom/USB Drive, a printout of the Cover sheet, Bid Item pages, DBE pages (if applicable), Miscellaneous Data pages, and Signature page shall be submitted to the Department. In case of a discrepancy between the diskette and the hard copy of the Bid Item pages, the hard copy will govern.
10. Electronic Bid pages shall be 8 ½ inch (216 mm) horizontal by 11 inch (279 mm) vertical. Bid information shall be placed across the horizontal width on each page.
11. The paper used for an electronic bid shall be of sufficient quality and durability to maintain clear and concise images and to withstand frequent handling.
12. If originally printed on continuous roll paper, electronic bids shall be separated before submitting the Bid to the Department.
13. All computer printed characters shall be legible. The Electronic Bid pages shall be submitted in the bid envelope provided.
14. The diskette shall be submitted in a separate sealed envelope from the Bid pages. The Bidder shall submit all electronic bids on one diskette/CD Rom/USB Drive. The envelope containing the diskette shall include the Bidders name and the Letting Call Order Numbers for which electronic bids are submitted.

**B. Electronic Bid Submission Via The Internet And Bid Express™**

1. Access to the electronic bidding information is available on Bid Express™ at [www.bidx.com](http://www.bidx.com) and the GADOT Construction Bidding Administration Internet Web Site at [www.dot.ga.gov/doingbusiness/contractors/pages/default.aspx](http://www.dot.ga.gov/doingbusiness/contractors/pages/default.aspx).
2. When installing the Bid program the Bidder shall enter their vendor code in the following format: 2DO900. Before running the electronic bidding programs, the Bidder shall read the on-line help documentation for the Expedite software.
3. **Zero (0) is considered to be a valid bid. The Bidder shall not enter 0 in any Unit Price field unless zero is the intended bid for that item.**
4. All addenda shall be included in the electronic bid submitted.
5. **“Joint Bids” are allowed with Electronic Bid Submission via the Internet and Bid Express™**
6. The Bidder shall select **tools** and then **check bid** from the Windows Expedite menu to check the bid and assure there are no errors prior to submitting the electronic bid. The electronic bid may be changed and resubmitted electronically to Bid Express™ as many times as desired prior to the advertised cutoff time specified in the Notice To Contractors. The last bid submitted for a given Letting Call Order Number prior to the cutoff time will be the Bid.
7. The Bidder shall make no claim against the Department in the event it is unable to submit its bid to Bid Express™ and/or Bid Express™ is unable to submit the bid(s) to the Department. The Department reserves the right to postpone the public reading of bids in the event of technical difficulties.

**C. A fully executed Proposal Guaranty and Power of Attorney for each Letting Call Order Number bid shall be submitted by one of the following methods:**

1. Delivery to the GADOT Office of Construction Bidding Administration, Room 1113, in a sealed envelope by 12:00 noon on the day prior to the Bid Opening. Each Proposal Guaranty shall be clearly and legibly marked with the Letting Call Order Number.
  2. Electronic submission via the Internet and Bid Express™ by the time and date set in the Notice To Contractors for submission of Proposals.
- The Proposal Guaranty for a “Joint Bid” shall include the names of all Joint Venture parties involved in the bid.

*Delete Subsection 102.07 and Substitute the following:*

## **102.07 Rejection of Proposals**

Proposals may be rejected as irregular if their consideration is conditioned upon the acceptance or rejection of other Proposals submitted by the same Bidder, if the Georgia Security and Immigration Compliance Act Affidavit is not completed, if the Request For Eligibility To Bid D.O.T (Form RFETB) has not been submitted, if the Certificate of Current Capacity is not executed under Oath and substantiated, if a Unit Price is not shown for each Pay Item, or if they fail to comply with the EBS bidding requirements. In the case of alternate items, Unit Prices shall be entered for only one alternate. The Department reserves the right to disqualify and reject any Proposal that is not properly signed in accordance with the requisite of [Subsection 102.06](#).

### **A. Collusion**

Any and all Proposals will be rejected if the Department believes that collusion exists among the Bidders and no participant in such collusion may submit future Proposals for the same work. The Department reserves the right to review and to refuse to consider any Proposal if the Bidder fails to execute the Non-Collusion Certificate.

### **B. Single Proposals**

Only one Proposal from any person, partnership, or corporation under the same or different names shall be submitted on any Project.

### **C. Unbalanced Bids**

Proposals may be rejected if any of the Unit Prices are obviously unbalanced. The Department will decide whether any Unit Prices are unbalanced either excessively above or below a reasonable cost analysis value determined by the Engineer, particularly if these unbalanced amounts are substantial and contrary to the interest of the Department.

### **D. Omissions and Alterations**

Proposals may be rejected as irregular if they show any omissions, alterations of form, additions or conditions not called for, unauthorized alternate bids, erasures or changes not initialed, or other irregularities.

### **E. Debts**

The Department reserves the right to reject Proposals from Bidders who have not paid or satisfactorily settled all legal debts due on other Contracts at the time Proposals are received.

### **F. Technicalities**

The Department reserves the right to reject any and all Proposals and to waive technicalities at any time before the Contract has been signed by the Department.

### **G. Non-Prequalified Bidders**

Proposals submitted in excess of \$2,000,000 by non-prequalified contractors under Rule 672-5 of the Department's Rules and Regulations Governing the Prequalification of Prospective Bidders will be disqualified and rejected.

### **H. Failure to List Disadvantaged Business Enterprise (DBE) Participants**

If the contract has an established DBE goal, the Department reserves the right to reject and disqualify any proposal if the bidder has failed to list bona fide DBE participants with sufficient participation to achieve at least the established goal. The Department may consider for award a proposal with less participation than the established goal if both:

- The bidder can demonstrate that no greater participation could be obtained and;
- The participation proposed by the low bidder is not substantially less than the participation proposed by the other bidders on the same contract.

### **I. Failure to Submit Georgia Security and Immigration Compliance Act Affidavit**

- No Proposal will be considered without submission of the completed Georgia Security and Immigration Compliance Act Affidavit for each Letting Call Order Number by no later than the 12:00 p.m. the day preceding the letting.

**J. Failure to Submit Request For Eligibility To Bid**

No Proposal will be considered without submission of the completed Request For Eligibility To Bid Form for each Letting Call Order Number by no later than the deadline 12:00 p.m. the day prior to the letting.

*Delete Subsection 102.09 and Substitute the following:*

**102.09 Delivery of Proposals**

Each Proposal, together with the Proposal Guaranty, shall be submitted in a sealed envelope so marked as to identify its contents without being opened (See Section 102.06 A), unless submitted electronically via the Internet and Bid Express (See Section 102.06 B). Proposal forms are not transferable. Proposals will be received until the time and date set in the Notice To Contractors and shall be in the hands of the officials indicated by that time. Proposals received after the advertised cutoff time established for submission of Proposals will be returned unopened to the Bidder.

*Delete Subsection 102.10 and Substitute the following:*

**102.10 Withdrawal or Revision of Proposals**

Any Bidder may withdraw his Proposal by submitting, by telegram, letter, or facsimile transmission received prior to the advertised cutoff time specified in the Notice To Contractors and verified by the Department, a DEPARTMENT OF TRANSPORTATION BID PROPOSAL WITHDRAWAL FORM, completed by an authorized officer of the company, whose signature is legally binding upon said company.

Any Bidder may submit a Bid change, by telegram, letter, or facsimile transmission received prior to the advertised cutoff time specified in the Notice To Contractors and verified by the Department, completed by an authorized officer of the company, whose signature is legally binding upon said company. In which case, the Department will change the Bid at the time of opening and at such time will announce that a change was received.

***Delete Subsection 102.11 Public Opening of Proposals***

*Add the following:*

**102.15 Submittal of “Georgia Security and Immigration Compliance Act Affidavit”**

All Bidders for each Letting Call Number shall submit the completed “Georgia Security and Immigration Compliance Act Affidavit” to the GADOT Office of Construction Bidding Administration, Room 1113, in a sealed envelope by 12:00 noon on the day prior to the Bid Opening as a matter of Bidder responsibility.

If the “Georgia Security and Immigration Compliance Act Affidavit” is not delivered to the GADOT Office of Construction Bidding Administration, Room 1113, in a sealed envelope by 12:00 p.m. on the day prior to the Bid Opening, the Bid will be subject to rejection.

*Add the following:*

### **102.16 Submittal of “Request For Eligibility To Bid”**

All Bidders for each Letting Call Number shall submit the completed “Request For Eligibility To Bid Form D. O. T. RFETB” to the GADOT Office of Construction Bidding Administration, Room 1113, by no later than 12:00 p.m. on the day prior to the Bid Opening.

If the “Request For Eligibility To Bid Form D. O. T. RFETB” is not received by the GADOT Office of Construction Bidding Administration, Room 1113, by no later than 12:00 p.m. on the day prior to the Bid Opening, the Bid will be subject to rejection.

*Add the following:*

### **102.17 Submittal of “Certificate of Current Capacity” and “Status of Contracts on Hand”**

The apparent low Bidder for each Letting Call Number shall submit the executed “Certificate of Current Capacity” and the “Status of Contracts on Hand” to the GADOT Office of Construction Bidding Administration, Room 1113, in a sealed envelope by 12:00 noon on the first working day after the Bid Opening.

If the “Certificate of Current Capacity” and the “Status of Contracts on Hand” are not delivered to the GADOT Office of Construction Bidding Administration, Room 1113, in a sealed envelope by 12:00 noon on the first working day after the Bid Opening, the Bid may be subject to disqualification.

*Add the following:*

### **102.18 Submittal of “Construction Contractors Bid Opportunity List”**

All Bidders for each Letting Call Number shall submit the completed “Construction Contractors Bid Opportunity List” to the GADOT Office of Construction Bidding Administration, Room 1113, in a sealed envelope by 12:00 noon on the third working day after the Bid Opening as a matter of Bidder responsibility.

If the “Construction Contractors Bid Opportunity List” is not delivered to the GADOT Office of Construction Bidding Administration, Room 1113, in a sealed envelope by 12:00 noon on the third working day after the Bid Opening, the Bid may be subject to rejection.

First Use Date: January 14, 2005

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**SECTION 102-Bidding Requirements and Conditions**

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*The use of the Electronic Bid Bond Form in Expedite will be accepted by the Department for compliance with the Notice To Contractors requirement to utilize the "Bid Bond Form DOT 564-Rev. Dec. 13, 2004".*

Office of Contract Administration

**Department of Transportation  
State of Georgia**

**Special Provision**

**Section 104 – Scope of Work**

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*Delete Subsection 104.08 and Substitute the following:*

**104.08 Value Engineering Proposals**

**A. Applicability**

This Section applies to those cost reduction proposals initiated and developed by the Contractor for changing the Plans, Specifications, or other requirements of the Contract. These provisions do not apply unless the proposal submitted by the Contractor is specifically identified as being presented as a Value Engineering Proposal (VEP) and the Contract amount is in excess of \$50,000.

The cost-reduction Proposals contemplated are those discretionary changes which would require a Supplemental Agreement modifying the Contract and would produce a savings to the Department by providing less costly items or methods than those specified in the Contract without impairing essential functions and characteristics including, but not limited to: service life, reliability, economy of operations, ease of maintenance, and safety, both during and after construction. Proposals must provide a product comparable to the original design at a lower cost or improved quality, or both. No proposals will be accepted that lower the quality of the project.

These provisions are applicable to the prime Contract and include all subcontracts.

**B. Documentation**

Value Engineering Proposals (VEP) will be processed in the same manner as prescribed for any other alterations of the Contract requiring a Supplemental Agreement.

As a minimum, the following information shall be submitted by the Contractor with each Value Engineering Proposal:

1. A description of the difference between the existing Contract requirement and the proposed change and the comparative advantages and disadvantages of each.
2. An itemization of the requirements of the Contract which must be changed and a recommendation of how to make such change (e.g., a suggested revision).
3. A detailed estimate of the cost of performing the work under the Contract and under the proposed change.
4. A prediction of any effects the proposed changes would have on other costs to the Department, including cost of related items and costs of maintenance and operation.
5. A statement of the time showing the last date by which an agreement for adoption of the proposed changes must be executed in order to obtain the maximum cost reduction during the remainder of the Contract, noting any effect on the Contract completion time or delivery schedule.
6. The dates of any previous or concurrent submissions of the Proposal, the Contract number(s) under which submitted, and the outcome or the result of the proposal in previous projects and any previous actions by the Department, if known.
7. A life-cycle cost analysis.



NOTE: If a VEP is similar to a change in the Plans or Specifications for the Project that is under consideration by the Department at the time said VEP is submitted, or if such VEP is based upon or similar to Standard Specifications, Special Provisions, or Standard Plans adopted by the Department after the advertisement of the Contract, the Engineer will not accept such proposal and the Department reserves the right to make such changes without compensation to the Contractor under the provisions of this Section.

Proposed changes in the basic design of a pavement type (e.g., rigid to flexible or vice versa) or pavement thickness will not be considered as an acceptable VEP. Proposed changes to base/subbase courses may be considered as an acceptable VEP. If design alternates are shown in the plans, the Department will not consider a VEP substituting a design alternate on which the Contractor could have bid for one on which the Contractor has bid. The Department reserves the right to reject any VEP submitted requiring additional Right-of-Way.

### **C. Submission**

Value Engineering Proposals submitted by the Contractor will be processed as expeditiously as possible; however, the Department will not be liable for any delay in acting upon proposals submitted. The Contractor may withdraw, wholly or in part, any VEP not accepted by the Department within the time specified in [Subsection 104.08.B.5](#).

### **D. Acceptance**

The decision of the Engineer as to the acceptance or rejection of a VEP shall be final and shall not be subject to the provisions of [Subsection 105.13](#), "Claims for Adjustments and Disputes."

The Engineer may accept, in whole or in part, before work has been completed, any VEP submitted pursuant to this Subsection and not withdrawn by the Contractor by giving the Contractor written notice thereof reciting acceptance under this Subsection.

### **E. Notification**

The Contractor will be notified in writing of the Department's decision or rejection of each VEP submitted under these provisions. If a proposal is accepted, the necessary Contract modifications will be affected by execution of a Supplemental Agreement. Unless and until a VEP is affected by such Supplemental Agreement, the Contractor shall remain obligated to perform The Work in accordance with the terms of the existing Contract.

Supplemental Agreements made as a result of this Subsection will state that they are made pursuant to it.

### **F. Sharing**

In the event a VEP submitted by the Contractor under this Subsection is accepted, the Supplemental Agreement effecting the necessary modifications will establish the net savings agreed upon and will provide for an adjustment in Contract Prices that will divide the net savings between the Contractor and the Department in accordance with the following provisions:

1. Division of net savings in Contract Price Adjustment:
  - 50 percent of the net savings to the Contractor.
  - 50 percent of the net savings to the Department.
2. The Department reserves the right to include in the agreement any conditions it deems appropriate for consideration, approval, and implementation of the VEP. The Contractor's 50 percent of the net savings shall constitute the full compensation for effecting all changes pursuant to the agreement.

Development costs incurred by the Contractor and review costs incurred by the Department shall not be considered in computing the net savings of the VEP.
3. Restrictions and Disclosures: Upon acceptance and implementation of any VEP, any restrictions imposed by the Contractor on its use or disclosure of the information submitted shall be void.

The Department shall thereafter have the right to use, duplicate, and disclose, in whole or in any part, all data necessary in the utilization of the proposal.

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**SUPPLEMENTAL SPECIFICATION**

February 17, 2012

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**Section 107—Legal Regulations and Responsibility to the Public**

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*Delete Subsection 107.23 and substitute the following:*

**107.23 Environmental Considerations**

**A. Construction**

Erosion control measures shall be installed, to the greatest practical extent, prior to clearing and grubbing. Particular care shall be exercised along stream buffers, wetlands, open waters and other sensitive areas to ensure that these areas are not adversely affected.

Construction equipment shall not cross streams, rivers, or other waterways except at temporary stream crossing structures approved by the Engineer.

Construction activities within wetland areas are prohibited except for those within the construction limits as shown on the Plans and as specified in [Subsection 107.23.E](#).

All sediment control devices (except sediment basins) installed on a project shall, as a minimum, be cleaned of sediment when one half the capacity, by height, depth or volume, has been reached. Sediment basins shall be cleaned of sediment when one-third the capacity by volume has been reached.

**B. Bridge Construction Over Waterways**

Construction waste or debris, from bridge construction or demolition, shall be prevented from being allowed to fall or be placed into wetlands, streams, rivers or lakes.

Excavation, dewatering, and cleaning of cofferdams shall be performed in such a manner as to prevent siltation. Pumping from cofferdams to a settling basin or a containment unit will be required if deemed necessary by the Engineer.

Operations required within rivers or streams, i.e. jetting or spudding, shall be performed within silt containment areas, cofferdams, silt fence, sediment barriers or other devices to minimize migration of silt off the project.

**C. Borrow and Excess Material Pits**

Specific written environmental clearance from the Engineer will be required for any sites not included in the Plans as excess material or borrow areas. No work other than testing shall be started at any potential excess material or borrow site not shown on the plans prior to receiving said environmental clearance from the Engineer.

The Engineer will require a written notice from the Contractor requesting environmental clearance studies and written permission from the property owner at least six weeks prior to intended use of the site. The Department will not begin studies on such sites before a Notice to Proceed is issued.

The Engineer will inform the Contractor in writing as to the granting or denial of environmental clearance. If denied, the Contractor may, at no expense to the Department, seek to obtain permits or pursue other remedies that might otherwise render the site(s) acceptable.

Sites included in the Plans have environmental clearance and shall be used only for the purpose(s) specified in the Plans or other contract documents. Should the Contractor wish to expand or utilize said sites for any purpose other than that provided for in the Plans or other contract documents, specific written environmental clearance as noted above shall be obtained.

#### **D. Control of Pollutants**

Pollutants or potentially hazardous materials, such as fuels, lubricants, lead paint, chemicals or batteries, shall be transported, stored, and used in a manner to prevent leakage or spillage into the environment. The Contractor shall also be responsible for proper and legal disposal of all such materials.

Equipment, especially concrete or asphalt trucks, shall not be washed or cleaned-out on the Project except in areas where unused product contaminants can be prevented from entering waterways.

#### **E. Temporary Work in Wetlands Outside of the Construction Limits within the Right-of-Way and Easement Areas**

Temporary work in wetlands (that are not delineated with orange barrier fence) will be subject to the following requirements:

1. Temporary work in wetlands shall be accomplished by using temporary structures, timber, concrete, soil with geotextile fabric, or other suitable matting. The area shall not be grubbed.
2. Soil matting shall be protected from erosion in accordance with the Specifications.
3. Whenever temporary work is required in Saltwater Marsh Wetlands, all temporary structures and/or matting shall be removed in their entirety prior to Final Acceptance of the Project. Matted and compressed soils shall be backfilled to their original ground elevation with material meeting the requirements of [Section 212 – Granular Embankment](#).
4. Whenever temporary work is required in Freshwater Wetlands, all temporary structures and/or matting (exclusive of soil matting to be retained in the final roadway section) shall be removed in their entirety prior to Final Acceptance of the Project.

Once the temporary materials have been removed, the area shall be covered by Excelsior or Straw blankets according to [Section 713](#) of the Specifications. The grassing and ground preparation referenced in [Subsection 713.3.03, "Preparation"](#), will not be applicable to this Work.

5. The Engineer shall be notified so that a field inspection may be conducted to certify that the temporary materials were properly removed and that the area was properly restored. The Contractor shall be responsible for any corrective action required to complete this Work.
6. There will be no separate measurement or payment for this Work. The cost associated with this work shall be included in the overall Bid submitted.

#### **F. Environmentally Sensitive Areas**

Some archaeological sites, historic sites, wetlands, streams, stream and pond buffers, open waters and protected animal and plant species habitat within the existing/required Right-of-Way and easement areas may be designated as ENVIRONMENTALLY SENSITIVE AREAS (ESAs). These areas are shown on the applicable Plan sheets and labeled "ESA" (e.g. ESA – Historical Boundary, ESA – Wetland Boundary). The Department may require that some ESAs or portions thereof be delineated with orange barrier fence. The Contractor shall install, maintain, and replace as necessary orange barrier fence at ESAs as delineated in the Plan sheets.

The Contractor shall not enter, disturb, or perform any construction related activities, other than those shown on the approved plan sheets within areas designated as ESAs including ESAs or portions thereof not delineated with orange barrier fence. This includes but is not limited to the following construction activities: clearing and grubbing; borrowing; wasting; grading; filling; staging/stockpiling; vehicular use and parking; sediment basin placement; trailer placement; and equipment cleaning and storage. Also, all archaeological sites, historic sites, wetlands, streams, stream and pond buffers, open waters, and protected animal and plant species habitat that extend beyond the limits of existing/required Right-of-Way and easement areas shall be considered ESAs and the Contractor shall not perform any construction related activities (such as those listed above) within these areas or make agreements with property owners to occupy

these areas for construction related activities (such as those listed above). The Contractor shall make all construction employees aware of the location(s) of each ESA and the requirement to not enter or otherwise disturb these areas.

If the Contractor is found to have entered an ESA, either within or outside the project area, for any purpose not specifically shown on the approved plan sheets, the Department may, at its discretion, issue a stop work order for all activities on the project except erosion control and traffic control until such time as all equipment and other items are removed and the ESA is restored to its original condition.

However, should damage to an ESA occur as a result of the Contractor's action in violation of this section, and notwithstanding any subsequent correction by the Contractor, the Contractor shall be liable for any cost arising from such action, including but not limited to, the cost of repair, remediation of any fines, or mitigation fees assessed against the Department by another government entity.

Office of Environmental Services

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 108—Prosecution and Progress**

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*Delete the fifth paragraph from Subsection 108.01 and substitute the following:*

No Subcontracts, or transfer of Contract, shall in any case release the Prime Contractor of his/her liability under the Contract and Bonds. No Subcontractor shall commence work in advance of the written approval of the Subcontract by the Department. Except for certain items exempted by the State Transportation Board, each Subcontractor shall be prequalified or registered with the Department. Each Subcontract for a Registered Subcontractor shall not exceed \$1,000,000.00 and Subcontracts for Prequalified Contractors shall not exceed their current capacity. Prequalified or Registered Subcontractors shall be qualified or registered with the Department in accordance with Chapter 672-5 of the Rules and Regulations Governing the Prequalification of Prospective Bidders adopted by the State Transportation Board.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 108-Prosecution and Progress**

*Delete subsection 108.08 in its entirety and substitute the following:*

**108.08 Failure or Delay in Completing Work on Time**

Time is an essential element of the Contract, and any delay in the prosecution of The Work may inconvenience the public, obstruct traffic, or interfere with business. In addition to the aforementioned inconveniences, any delay in completion of The Work will always increase the cost of engineering. For this reason, it is important that The Work be pressed vigorously to completion. Should the Contractor or, in case of default, the Surety fail to complete The Work within the time stipulated in the Contract or within such extra time that may be allowed, charges shall be assessed against any money due or that may become due the Contractor in accordance with the following schedule:

<b>Schedule of Deductions for Each Day of Overrun in Contract Time</b>		
<b>Original Contract Amount</b>		<b>Daily Charges</b>
<b>From More Than</b>	<b>To and Including</b>	<b>Calendar Day, Completion Date or Available Day</b>
\$0	\$500,000	\$84
\$500,000	\$1,000,000	\$151
\$1,000,000	\$2,000,000	\$247
\$2,000,000	\$5,000,000	\$391
\$5,000,000	\$10,000,000	\$713
\$10,000,000	\$20,000,000	\$1191
\$20,000,000	\$40,000,000	\$1869
\$40,000,000	—	\$5089

For each Calendar Day or Available Day, as specified, that any work shall remain uncompleted after the contract time specified for the completion of the Work required by the Contract, the sum specified in the Contract will be deducted from any money due the Contractor, not as a penalty, but as liquidated damages; provided however, that due account shall be taken of any adjustment of the contract time for completion of the work granted under the provisions of [Subsection 108.07.E](#).

The Department may waive such portions of the liquidated damages as may accrue after the work is in condition for safe and convenient use by the traveling public.

**A. Liquidated Damages**

The amount of such charges is hereby agreed upon as fixed liquidated damages due the Department after the expiration of the time for completion specified in the Contract. The Contractor and his Surety shall be liable for liquidated damages in excess of the amount due the Contractor on the final payment.

These fixed liquidated damages are not established as a penalty but are calculated and agreed upon in advance by the Department and the Contractor due the uncertainty and impossibility of making a determination as to the actual and consequential damages which are incurred by the Department as a result of the failure on the part of the Contractor to complete The Work on time.

1. **Deduction From Partial Payments:** Liquidated damages, as they accrue, will be deducted from periodic partial payments.
2. **Deduction From Final Payment:** The full amount of liquidated damages will be deducted from final payment to the Contractor and/or his Surety.
3. **No Liquidated Damages Charged for Delay by the Department:** In case of default of the Contract and the subsequent completion of The Work by the Department as hereinafter provided, the Contractor and his Surety shall be liable for the liquidated damages under the Contract, but no liquidated damages shall be chargeable for any delay in the final completion of The Work by the Department due to any unreasonable action, negligence, omission, or delay of the Department. In any suit for the collection of or involving the assessment of liquidated damages, the reasonableness of the amount shall be presumed. The liquidated damages referred to herein are intended to be and are cumulative and shall be in addition to every other remedy now or hereafter enforceable at law, in equity, by statute, or under the Contract.

**B. No Waiver of Department's Rights**

Permitting the Contractor to continue and finish The Work or any part of it after the expiration of the time allowed for completion or after any extension of time, shall not operate as a waiver of the rights of the Department under the Contract.

## **DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA**

### **SPECIAL PROVISION**

#### **Section 109—Measurement and Payment**

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##### **109.01 Measurement and Quantities**

The method of measurement and computations to be used in determination of quantities of material furnished and of work performed under the Contract will be those methods generally recognized as conforming to good engineering practice.

Unless otherwise specified, longitudinal measurements for area computations will be made along the surface, and no deductions will be made for individual fixtures having an area of 9 ft<sup>2</sup> (1 m<sup>2</sup>) or less. Unless otherwise specified, transverse measurements for area computations will be the neat dimensions shown on the Plans or ordered in writing by the Engineer.

Where payment is to be made by the square yard (square meter) for a specified thickness, the length will be measured on the surface along the centerline and the pay width shall be that width specified on the plans for the Final surface of the completed section. Intermediate courses shall be placed at a width sufficient to support successive courses with no detriment to the stability of the successive courses. The width of material required beyond the pay width will not be eligible for payment and shall be considered incidental to the work.

Structures will be measured according to neat lines shown on the Plans or as altered to fit field conditions.

All items which are measured by the linear foot (linear meter), such as pipe culverts, guard rail, underdrains, etc., will be measured parallel to the base or foundation upon which such structures are placed, unless otherwise shown on the Plans.

In computing volumes of excavation, the average end area method or other acceptable methods will be used.

The term “gage,” when used in connection with the measurement of steel plates, will mean the U.S. Standard Gage.

When the term “gage” refers to the measurement of electrical wire it will mean the wire gage specified in the National Electrical Code.

The term “ton” will mean the short ton consisting of 2,000 pounds avoirdupois. The term “megagram” will mean one metric ton, equivalent to 1,000 kg. Any commodity paid for by weight shall be weighed on scales that have been approved as specified below and which are furnished at the expense of the Contractor or Supplier. Weighing and measuring systems including remote controls shall be subject to type-approval by the Department of Transportation. The manufacture, installation, performance, and operation of such devices located in Georgia shall conform to, and be governed by, the Official Code of Georgia, Annotated, Section 10-2-5 of the Georgia Weights and Measures Act, the Georgia Weights and Measures Regulations, as amended and adopted, the current edition of the National Bureau of Standards Handbook 44, and these Specifications. Weighing and measuring systems located outside Georgia which are utilized for weighing materials to be used in Department work shall be manufactured, installed, approved, and operated in accordance with applicable laws and regulations for the state in which the scales are located.

All weighing, measuring, and metering devices used to measure quantities for payment shall be suitable for the purpose intended and will be considered to be “commercial devices.” Commodity scales located in Georgia shall be certified before use for accuracy, condition, etc., by the Weights and Measures Division of the Georgia Department of Agriculture, its authorized representative, or the Georgia Department of Transportation Office of Materials and Research. Scales located outside Georgia shall be certified in accordance with applicable laws and regulations for the state in which the scales are located. The Georgia Department of Transportation Office of Materials and Research may certify the scales. This certification shall have been made within a period of not more than one year prior to date of use for weighing commodity.

All equipment and all mechanisms and devices attached thereto or used in connection therewith shall be constructed, assembled, and installed for use so that they do not facilitate the perpetration of fraud. Any scale component or mechanism, which if manipulated would alter true scale values (including manual zero setting mechanisms) shall not be accessible to the scale operator. Such components and mechanisms that would otherwise be accessible to the scale operator shall be enclosed.



## Section 109—Measurement and Payment

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Provisions shall be made for security seals where appropriate on equipment and accessories. A security seal shall be affixed to any adjustment mechanism designed to be sealed. Scale or accessory devices shall not be used if security seals have been broken or removed.

Any certified scale or scale component which has been repaired, dismantled, or moved to another location shall again be tested and certified before it is eligible for weighing.

Whenever materials that are paid for based on weight are from a source within the State, the scales shall be operated by and the weights attested to by signature and seal of a duly authorized Certified Public Weigher in accordance with Standard Operating Procedure 15 and the Official Code of Georgia, Annotated, Section 10-2-5 of the Georgia Weights and Measures Act as amended and adopted. When such materials originate from another state that has a certified or licensed weigher program, the scales shall be operated by a weigher who is certified by that state in accordance with applicable laws, and weight ticket recordation shall be in accordance with Standard Operating Procedure 15.

When materials are paid for based on weight and originate from another state which has no program for certifying or licensing weighers, the materials shall be weighed on scales located in the State of Georgia by a Certified Public Weigher in accordance with Standard Operating Procedure 15 and the Official Code of Georgia, Annotated, Section 10-2-5 of the Georgia Weights and Measures Act as amended and adopted.

No scale shall be used to measure weights greater than the scale manufacturer's rated capacity. A digital recorder shall be installed as part of any commodity scale. The recorder shall produce a printed digital record on a ticket with the gross, tare, and net weights of the delivery trucks, along with the date and time printed for each ticket. Provisions shall be made so that the scales or recorders may not be manually manipulated during the printing process. The system shall be so interlocked as to allow printing only when the scale has come to rest. Either the gross or net weight shall be a direct scale reading. Printing and recording systems that are capable of accepting keyboard entries shall clearly and automatically differentiate a direct scale weight value from any other weight values printed on the load ticket.

All scales used to determine pay quantities shall be provided to attain a zero balance indication with no load on the load receiving element by the use of semi-automatic zero (push-button zero) or automatic zero maintenance.

Vehicle scales shall have a platform of sufficient size to accommodate the entire length of any vehicle weighed and shall have sufficient capacity to weigh the largest load. Adequate drainage shall be provided to prevent saturation of the ground under the scale foundation.

The Engineer, at his discretion, may require the platform scales to be checked for accuracy. For this purpose the Contractor shall load a truck with material of his choosing, weigh the loaded truck on his scales, and then weigh it on another set of certified vehicle scales. When the difference exceeds 0.4 percent of load, the scales shall be corrected and certified by a registered scale serviceman registered in the appropriate class as outlined in the Georgia Weights and Measures Regulations or in accordance with applicable requirements of the state in which the scales are located. A test report shall be submitted to the appropriate representative of the Department of Agriculture.

Materials to be measured by volume in the hauling vehicle shall be hauled in approved vehicles and measured therein at the point of delivery. Vehicles for this purpose may be of any size or type acceptable to the Engineer, provided that the body is of such shape that the actual contents may be readily and accurately determined. All vehicles shall be loaded to their water level capacity as determined by the Engineer, provided that the body is of such shape that the actual contents may be readily and accurately determined.

Cement and lime will be measured by the ton (megagram). Whenever cement or lime is delivered to the Project in tank trucks, a certified weight shall be made at the shipping point by an authorized Certified Public Weigher who is not an employee of the Department. Whenever cement and lime are from a source within the State, the scales shall be operated by the weights attested to by signature and seal of a duly authorized Certified Public Weigher in accordance with Standard Operating Procedure 15 and the Official Code of Georgia, Annotated, Section 10-2-5 of the Georgia Weights and Measures Act as amended and adopted. When such materials originate from another state that has a certified or licensed weigher program, the scales shall be operated by a weigher who is certified by that state in accordance with applicable laws, and the weight ticket recordation shall be in accordance with Standard Operating Procedure 15. When cement and lime originate from another state that has no program for certifying or licensing weighers, the materials shall be weighed on scales located in the State of Georgia by a Certified Public Weigher in accordance with Standard Operating Procedure 15 and the Official Code of Georgia, Annotated, Section 10-2-5 of the Georgia Weights and Measures Act as amended and adopted.

The shipping invoice shall contain the certified weights and the signature and seal of the Certified Public Weigher. A security seal shall also be affixed to the discharge pipe cap on the tank truck before leaving the shipping point. The number on the

## Section 109—Measurement and Payment

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security seal shall also be recorded on the shipping invoice. The shipping invoice for quicklime shall also contain a certified lime purity percentage. Unsealed tank trucks will require reweighing by a Certified Public Weigher.

Timber will be measured by the thousand feet board measure (MFBM) (cubic meter) actually incorporated in the structure. Measurements will be based on nominal widths and thickness and the actual length in place. No additional measurement will be made for splices except as noted for overlaps as shown on the Plans.

The term “Lump Sum” when used as an item of payment will mean complete payment for the Work described in the Contract.

When a complete structure or structural unit (in effect, “Lump Sum” work) is specified as the unit of the measurement, the unit will be construed to include all necessary fittings and accessories.

Rental of equipment will be measured as defined in [Subsection 109.05.B.4](#).

When standard manufactured items are specified as fence, wire, plates, rolled shapes, pipe conduits, etc., and these items are identified by gage, unit weight, section dimensions, etc., such identification will be considered to be nominal weights or dimensions. Unless more stringently controlled by tolerance in cited Specifications, manufacturing tolerances established by the industries involved will be accepted.

### 109.02 Measurement of Bituminous Materials

#### A. By Weighing the Material

The Department prefers this method whenever it is practicable. This method will be considered acceptable under the following conditions:

1. **Weighted On Project:** If the weights of the bituminous materials delivered by tank trucks are to be determined on the Project, weights shall be determined on scales that have been previously checked by the Department with standard weights for accuracy. The scale platform shall be large enough to accommodate the entire vehicle at one time. Under no conditions will truck scales be used to measure weights greater than their rated capacity. All weights not determined in the presence of an authorized representative of the Department shall be made by a Certified Public Weigher who is not an employee of the Department of Transportation and who is in good standing with the Georgia Department of Agriculture. The weight tickets shall carry both the signature and seal of the Certified Public Weigher.
2. **Weighted At Shipping Point:** A certified weight made at the shipping point by an authorized Certified Public Weigher who is not an employee of the Department of Transportation and who is registered with the Georgia Department of Agriculture, will be acceptable provided all openings in the tank have been sealed by the producer and when, upon inspection on the Project, there is no evidence of any leakage. The shipping ticket in this case must carry the signature and seal of the Certified Public Weigher. If the tank is not completely emptied the amount of material remaining in the tank truck will be measured by either weight or volume and the amount so determined, as verified by the Engineer, will be deducted from the certified weight.
3. **By Extraction Analysis:** The weight of bituminous material used will be determined by extraction tests made by the field laboratory. The average asphalt content for each Lot will be used to compute the weight of the Asphalt Cement to be paid for in accordance with the following formula:

English:

$$P = \% AC \times T$$

Where:

P = Pay Tons of Asphalt Cement  
% AC = Lot average of % Asphalt Cement by weight of total mix as determined by extraction  
T = Actual accepted tons of mixture as weighed

Metric:

$$P = \% AC \times T$$

Where:

P = Pay megagrams of Asphalt Cement  
% AC = Lot average of % Asphalt Cement by weight of total mix as determined by extraction  
T = Actual accepted megagrams of mixture as weighed

4. **By Digital Recording Device:** The amount of bituminous material as shown on the printed tickets will be the Pay Quantity.

## Section 109—Measurement and Payment

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### B. By Volume

The volume will be measured and corrected for the difference between actual temperature and 60 °F (15 °C). Containers shall be level when measured, and one of the following methods shall be used, whichever is best suited to the circumstances:

1. **Tank Car Measurement:** If the material is shipped to the Project in railroad tank cars, the Contractor shall furnish the Engineer a certified chart showing the dimensions and volume for each inch (25 mm) of depth for each tank. The Engineer will make outage and temperature measurements before unloading is begun and after it is finished. The measurements will be taken when the bituminous material is at a uniform temperature and free from air bubbles. The Contractor shall not remove any bituminous material from any tank until necessary measurements have been made nor shall he release the car until final outage has been measured. The total number of gallons (liters) allowed for any tank car shall not be more than the U.S. Interstate Commerce Commission rating for that car, converted to gallons at 60 °F (15 °C).
2. **Truck Measurement:** If bituminous materials are delivered to the Project in tank trucks, distributor tanks, or drums, the Contractor shall not remove any bituminous material from the transporting vehicle or container until necessary measurements have been made, nor shall the transporting vehicle or container be released until final outage has been measured. If weighing is not convenient, the Contractor shall furnish the Engineer with a certified chart showing the dimensions and volume of each container together with a gauge or calibrated measuring rod which will permit the volume of the material to be determined by vertical measurement.
3. **Metering:** The volume may be determined by metering, in which case the metering device used and the method of using it shall be subject to the approval of the Engineer.
4. **Time of Deliveries:** The arrival and departure of vehicles delivering bituminous materials to the Project site shall be so scheduled that the Engineer is afforded proper time for the measurements of delivered volume and final outage. The Engineer will make the necessary measurements only during the Contractor's normal daily working hours.

### C. Production for Multiple Projects

When a Contractor is producing Asphaltic Concrete from one plant, which is being placed on two or more jobs, public or private, the amount of bituminous material used may be determined by extraction tests in accordance with [Subsection 109.02.A.3](#) or digital recording device in accordance with [Subsection 109.02.A.4](#).

### D. Tack Coat

When the same storage facility is utilized for Bituminous Materials to be used in Hot Mix Asphaltic Concrete, Bituminous Tack Coat, and/or Surface Treatment, the quantity used for Tack Coat shall be converted to tons (megagrams) and deducted from the quantities for the Bituminous Material used in the Hot Mix Asphaltic Concrete and Surface Treatment.

### E. Corrections

When the volume and temperature have been determined as defined above, the volume will be corrected by the use of the following formula:

$$V_{\text{English}} = \frac{V1}{K(t-60) + 1} \qquad V_{\text{metric}} = \frac{V1}{K(t-15) + 1}$$

Where:

V = Volume of bituminous material at 60 °F (15 °C)

V1 = Volume of hot bituminous material

t = Temperature of hot bituminous material in degrees Fahrenheit (Celsius)

K = Coefficient of Expansion of bituminous material (correction factor)

The correction factors K for various materials are given below:

- 0.00035 (0.00063) per °F (°C) for petroleum oils having a specific gravity of 60 °F/60 °F (15 °C/15 °C) above 0.966
- 0.00040 (0.00072) per °F (°C) for petroleum oils having a specific gravity of 60 °F/60 °F (15 °C/15 °C) between 0.850-0.966
- 0.00030 (0.00054) per °F (°C) for Tar
- 0.00025 (0.00045) per °F (°C) for Emulsified Asphalt

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## Section 109—Measurement and Payment

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- 0.00040 (0.00072) per °F (°C) for Creosote Oil

### 109.03 Scope of Payment

The Contractor shall receive and accept the compensation provided for in the Contract as full payment for furnishing all materials, labor, tools, equipment, superintendence and incidentals, and for performing all work contemplated and embraced under the Contract in a complete and acceptable manner, for any infringement of patent, trademark or copyright, for all loss or damage arising from the nature of The Work, or from the action of the elements, for all expenses incurred by or in consequence of the suspension or discontinuance of The Work, or from any unforeseen difficulties which may be encountered during the prosecution of The Work and for all risks of every description connected with the prosecution of The Work until its Final Acceptance by the Engineer, except as provided in [Subsection 107.16](#).

The payment of any partial estimate prior to Final Acceptance of the Project as provided in [Subsection 105.16](#) shall in no way affect the obligation of the Contractor to repair or renew any defective parts of the construction or to be responsible for all damages due to such defects.

### 109.04 Payment and Compensation for Altered Quantities

When alteration in Plans or quantities of work not requiring Supplemental Agreements as herein before provided for are ordered and performed, the Contractor shall accept payment in full at the Contract Unit Bid Prices for the actual quantities of work done, and no allowance will be made for increased expense, loss of expected reimbursement, or loss of anticipated profits suffered or claimed by the Contractor, resulting either directly from such alterations, or indirectly from unbalanced allocation among the Contract Items of overhead expense on the part of the Bidder and subsequent loss of expected reimbursement therefore, or from any other cause.

Compensation for alterations in Plans or quantities of work requiring Supplemental Agreements shall be as stipulated in such agreement, except that when the Contractor proceeds with the Work without change of price being agreed upon, he shall be paid for such increased or decreased quantities at the Contract Unit Prices Bid in the Proposal for the Items of the Work.

### 109.05 Extra Work

Extra work, as defined in [Subsection 101.27](#), when ordered in accordance with [Subsection 104.04](#), will be authorized in writing by the Engineer. The authorization will be in the form of a Supplemental Agreement or a Force Account.

#### A. Supplemental Agreement

In the case of a Supplemental Agreement, the work to be done will be stipulated and agreed upon by both parties prior to any extra work being performed.

Payment based on Supplemental Agreements shall constitute full payment and settlement of all additional costs and expenses including delay and impact damages caused by, arising from or associated with The Work performed.

#### B. Force Account

When no agreement is reached for Extra Work to be done at Lump Sum or Unit Prices, such work may be authorized by the Department to be done on a Force Account basis. A Force Account estimate that identifies all anticipated costs shall be prepared by the Contractor on forms provided by the Engineer. Work shall not begin until the Force Account is approved. Payment for Force Account work will be in accordance with the following:

1. **Labor:** For all labor, equipment operators and supervisors, excluding superintendents, in direct charge of the specific operations, the Contractor shall receive the rate of wage agreed upon in writing before beginning work for each and every hour that said labor, equipment operators and supervisors are actually engaged in such work.  
The Contractor shall receive the actual costs paid to, or in behalf of, workers by reason of subsistence and travel allowances, health and welfare benefits, pension fund benefits, or other benefits, when such amounts are required by collective bargaining agreement or other employment contract generally applicable to the classes of labor employed on The Work.  
An amount equal to 15% of the sum of the above items will also be paid the Contractor.
2. **Bond, Insurance, and Tax:** For property damage, liability, and worker's compensation insurance premiums, unemployment insurance contributions, and Social Security taxes on the Force Account work, the Contractor shall receive the actual cost, to which cost no percentage will be added. The Contractor shall furnish satisfactory evidence of the rate or rates paid for such bond, insurance, and tax.

## Section 109—Measurement and Payment

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3. **Materials:** For materials accepted by the Engineer and used, the Contractor shall receive the actual cost of such material incorporated into The Work, including Contractor paid transportation charges (exclusive of machinery rentals as hereinafter set forth), to which cost 10% will be added.
4. **Equipment:** For any machinery or special equipment (other than small tools) including fuel and lubricant, plus transportation costs, the use of which has been authorized by the Engineer, the Contractor shall receive the rental rates indicated below for the actual time that such equipment is in operation on The Work or the time, as indicated below, the equipment is directed to stand by.

Equipment rates shall be based on the latest edition of the *Rental Rate Blue Book for Construction Equipment* or *Rental Rate Blue Book for Older Construction Equipment*, whichever applies, as published by EquipmentWatch using all instructions and adjustments contained therein and as modified below.

Allowable Equipment Rates shall be established as defined below:

- Allowable Hourly Equipment Rate = Monthly Rate/176 x Adjustment Factors.
- Allowable Hourly Operating Cost = Hourly Operating Cost.
- Allowable Rate Per Hour = Allowable Hourly Equipment Rate + Allowable Hourly Operating Cost.
- Standby Rate = Allowable Hourly Equipment Rate x 35%

NOTE: The monthly rate is the basic machine plus any attachments.
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Standby rates shall apply when equipment is not in operation and is directed by the Engineer to standby for later use. In general, Standby rates shall apply when equipment is not in use, but will be needed again to complete The Work and the cost of moving the equipment will exceed the accumulated standby cost. Payment for standby time will not be made on any day the equipment operates for 8 or more hours. For equipment accumulating less than 8 hours operating time on any normal workday, standby payment will be limited to only that number of hours which, when added to the operating time for that day equals 8 hours. Standby payment will not be made on days that are not normally considered workdays.

The Department will not approve any rates in excess of the rates as outlined above unless such excess rates are supported by an acceptable breakdown of cost.

Payable time periods will not include:

- Time elapsed while equipment is broken down
- Time spent in repairing equipment, or
- Time elapsed after the Engineer has advised the Contractor the equipment is no longer needed

If a piece of equipment is needed which is not included in the above *Blue Book* rental rates, reasonable rates shall be agreed upon in writing before the equipment is used. All equipment charges by persons or firms other than the Contractor shall be supported by invoices.

Transportation charges for each piece of equipment to and from the site of the Work will be paid provided:

- The equipment is obtained from the nearest approved source
- The return charges do not exceed the delivery charges
- Haul rates do not exceed the established rates of licensed haulers, and
- Such charges are restricted to those units of equipment not already available and not on or near the Project

No additional compensation will be made for equipment repair.

5. **Miscellaneous:** No additional allowance will be made for general superintendence, the use of small tools, or other costs for which no specific allowance is herein provided.
6. **Compensation:** The Contractor's representative and The Engineer shall compare records and agree on the cost of work done as ordered on a Force Account basis at the end of each day on forms provided by the Department.
7. **Subcontract Force Account Work:** For work performed by an approved Subcontractor or Second-tier Subcontractor, all provisions of this Section (109.05) that apply to the Prime Contractor in respect to labor, materials and equipment shall govern. The prime Contractor shall coordinate the work of his Subcontractor. The prime Contractor will be allowed an amount to cover administrative cost equal to 5% of the Subcontractor's amount earned but not to exceed \$5,000.00 per Subcontractor. Markup for Second-tier Subcontract work will not be allowed.

Should it become necessary for the Contractor or Subcontractor to hire a firm to perform a specialized type of work or service which the prime Contractor or Subcontractor is not qualified to perform, payment will be made at

## Section 109—Measurement and Payment

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reasonable invoice cost. To each invoice cost a markup to cover administrative cost equal to 5% of the total invoice but not to exceed \$5,000.00 will be allowed the Contractor or Subcontractor but not both.

8. **Statements:** No payment will be made for work performed on a Force Account basis until the Contractor has furnished the Engineer with duplicate itemized statements of the cost of such Force Account work detailed as follows:
- Name, classification, date, daily hours, total hours, rate, and extension for each laborer, equipment operator, and supervisor, excluding superintendents.
  - Designation, dates, daily hours, total hours, rental rate, and extension for each unit of machinery and equipment.
  - Quantities of materials, prices, and extensions.
  - Transportation of materials.
  - Cost of property damage, liability, and worker's compensation insurance premiums, unemployment insurance contributions, and Social Security tax.

Statements shall be accompanied and supported by invoices for all materials used and transportation charges. However, if materials used on the Force Account work are not purchased specifically for such work but are taken from the Contractor's stock, then, in lieu of the invoices, the Contractor shall furnish an affidavit certifying that such materials were taken from his stock, that the quantity claimed was actually used, and that the price and transportation claimed represent the actual cost to the Contractor.

Payment based on Force Account records shall constitute full payment and settlement of all additional costs and expenses including delay and impact damages caused by, arising from or associated with The Work performed.

### 109.06 Eliminated Items

Should any Items contained in the Proposal be found unnecessary for the proper completion of The Work, the Engineer may, upon written order to the Contractor, eliminate such Items from the Contract, and such action shall in no way invalidate the Contract. When a Contractor is notified of the elimination of Items, he will be reimbursed for actual work done and all costs incurred, including mobilization of materials prior to said notifications.

### 109.07 Partial Payments

#### A. General

At the end of each calendar month, the total value of Items complete in place will be estimated by the Engineer and certified for payment. Such estimate is approximate only and may not necessarily be based on detailed measurements. Value will be computed on the basis of Contract Item Unit Prices or on percentage of completion of Lump Sum Items.

When so requested by the Contractor and approved by the Engineer, Gross Earnings of \$500,000.00 or more for work completed within the first 15 days of any month will be certified for payment on a semi-monthly basis subject to the conditions and provisions of Subsection 109.07.A, Subsection 109.07.B.6, Subsection 109.07.C, Subsection 109.07.D, Subsection 109.07.E, and Subsection 109.07.F.

#### B. Materials Allowance

Payments will be made on delivered costs, or percentage of bid price if otherwise noted, with copies of paid invoices provided to the Department for the materials listed below which are to be incorporated into the Project provided the materials:

- Conform to all Specification requirements.
- Are stored on the Project Right-of-Way or, upon written request by the Contractor and written approval of the Engineer, they may be stored off the Right-of-Way, but local to the Project, provided such storage is necessary due to lack of storage area on the Right-of-Way, need for security, or need for protection from weather.

As a further exception to on-Project storage, upon written request by the Contractor, the Engineer may approve off-the-Project storage items uniquely fabricated or precast for a specific Project, such as structural steel and precast concrete, which will be properly marked with the Project number and stored at the fabrication or precast facility.

The Engineer may approve out-of-state storage for structural steel and prestressed concrete beams uniquely fabricated for a specific Project stored at the fabrication facility.

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1. Paid invoices should accompany the materials allowance request, but in no case be submitted to the Project Engineer later than 30 calendar days following the date of the progress payment report on which the materials allowance was paid.

In case such paid invoices are not furnished within the established time, the materials allowance payment will be removed from the next progress statement and no further materials allowance will be made for that item on that Project.

2. Materials allowances will be paid for those items which are not readily available, and which can be easily identified and secured for a specific project and for which lengthy stockpiling periods would not be detrimental. Some exclusions are as follows:
  - a. No payments will be made on living or perishable plant materials until planted.
  - b. No payments will be made on Portland Cement, Liquid Asphalt, or Grassing Materials.
  - c. No payment will be made for aggregate stockpiled in a quarry. Payment for stockpiled aggregate will be made only if the aggregate is stockpiled on or in the immediate vicinity of the project and is held for the exclusive use on that project. The aggregate must be properly secured. If the aggregate stockpiled is to be paid for per-ton (megagram) it must be reweighed on approved scales at the time it is incorporated into the Project.
  - d. No payments will be made on minor material items, hardware, etc.
3. No materials allowance will be made for materials when it is anticipated that those materials will be incorporated into the Work within 30 calendar days.
4. No materials allowance will be made for a material when the requested allowance for such material is less than \$25,000.
5. Where a storage area is used for more than one project, material for each project shall be segregated from material for other projects, identified, and secured. Adequate access for auditing shall be provided. All units shall be stored in a manner so that they are clearly visible for counting and/or inspection of the individual units.
6. The Commissioner may, at his discretion, grant waiver to the requirements of this Section when, in his opinion, such waiver would be in the public interest.

Subsequently, in the event the material is not on-hand and in the quantities for which the materials allowance was granted, the materials allowance payment will be removed from the next progress statement and no further materials allowance will be made for those items on that Project. If sufficient earnings are not available on the next progress statement, the Contractor agrees to allow the Department to recover the monies from any other Contract he may have with the Department, or to otherwise reimburse the Department.

Payments for materials on hand shall not exceed the invoice price or 75 percent of the bid prices for the pay items into which the materials are to be incorporated, whichever is less.

### C. Minimum Payment

No partial payment will be made unless the amount of payment is at least \$1000.00.

### D. Liquidated Damages

Accrued liquidated damages will be deducted in accordance with [Subsection 108.08](#).

### E. Other Deductions

In addition to the deductions provided for above, the Department has the right to withhold any payments due the Contractor for items unpaid by the Contractor for which the Department is directly responsible, including, but not limited to, royalties (see [Section 106](#)).

### F. Amount of Payment

The balance remaining after all deductions provided for herein have been made will be paid to the Contractor. Partial estimates are approximate and are subject to correction on subsequent progress statements. If sufficient earnings are not available on the subsequent progress statement, the Contractor agrees to allow the Department to recover the monies from any other Contract he may have with the Department, or to otherwise reimburse the Department. The Engineer is responsible for computing the amounts of all deductions herein specified, for determining the progress of the Work and for the items and amounts due to the Contractor during the progress of the Work and for the final statement when all Work has been completed.



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### G. Interest

Under no circumstances will any interest accrue or be payable on any sums withheld or deducted by the Department as authorized by [Subsection 109.07.A](#), [Subsection 109.07.B.6](#), [Subsection 109.07.C](#), [Subsection 109.07.D](#), [Subsection 109.07.E](#), and [Subsection 109.07.F](#).

### H. Insert the Following in Each Subcontract

The Contractor shall insert the following in each Subcontract entered into for work under this Contract:

“The Contractor shall not withhold any retainage on Subcontractors. The Contractor shall pay the Subcontractor 100% percent of the gross value of the Completed Work by the Subcontractor as indicated by the current estimate certified by the Engineer for payment.”

Neither the inclusion of this Specification in the Contract between the Department and the Prime Contractor nor the inclusion of the provisions of this Specification in any Contract between the Prime Contractor and any of his Subcontractors nor any other Specification or Provision in the Contract between the Department and the Prime Contractor shall create, or be deemed to create, any relationship, contractual or otherwise, between the Department and any Subcontractor.

### 109.08 Final Payment

When Final Inspection and Final Acceptance have been made by the Engineer as provided in [Subsection 105.16](#), the Engineer will prepare the Final Statement of the quantities of the various classes of work performed. All prior partial estimates and payments shall be subject to correction in the Final Statement. The District Engineer will transmit a copy of the Statement to the Contractor by Registered or Certified Mail. The Contractor will be afforded 20 days in which to review the Final Statement in the District Office before it is certified for payment by the Engineer. Any adjustments will be resolved by the District Engineer or in case of a dispute referred to the Chief Engineer whose decision shall be final and conclusive. After approval of the Final Statement by the Contractor, or after the expiration of the 20 days, or after a final ruling on disputed items by the Chief Engineer, the Final Statement shall be certified to the Treasurer by the Chief Engineer stating the Project has been accepted and that the quantities and amounts of money shown thereon are correct, due and payable.

The Treasurer, upon receipt of the Engineer’s certification, shall in turn furnish the Contractor with the Department’s Standard Release Form to be executed in duplicate. The aforesaid Release Form, showing the total amount of money due the Contractor, shall be sent to the Contractor by Registered or Certified Mail, to be delivered to such Contractor upon the signing of a return receipt card, to be returned to the Department in accordance with the provision of Federal law in respect to such matters and such return receipt card shall be conclusive evidence of a tender of said sum of money to the Contractor. Upon receipt of the properly executed Standard Release Form, the Treasurer shall make final payment jointly to the Contractor and his Surety. The aforesaid certification, executed release form, and final payment shall be evidence that the Commissioner, the Engineer, and the Department have fulfilled the terms of the Contract, and that the Contractor has fulfilled the terms of the Contract except as set forth in his Contract Bond.

The Standard Release Form is to be executed by the Contractor within 120 days after delivery thereof, as evidenced by the Registered or Certified Mail Return Receipt. Should the Contractor fail to execute the Standard Release Form because he disputes the Final Payment as offered, or because he believes he has a claim for damages or additional compensation under the Contract, the Contractor shall, within 120 days after delivery to the Contractor of the Standard Release Form, as evidenced by the Registered or Certified Mail Return Receipt, enter suit in the proper court for adjudication of his claim. Should the Contractor fail to enter suit within the aforesaid 120 days, then by agreement hereby stipulated, he is forever barred and stopped from any recovery or claim whatsoever under the terms of this Contract.

Should the Contractor fail to execute the Standard Release Form or file suit within 120 days after delivery thereof, then the Surety on the Contractor’s Bond is hereby constituted the attorney-in-fact of the Contractor for the purpose of executing such final releases as may be required by the Department, including but not limited to the Standard Release Form, and for the purpose of receiving the Final Payment under this Contract.

The Department reserves the right as defined in [Subsection 107.20](#), should an error be discovered in any estimates, to claim and recover from the Contractor or his Surety, or both, such sums as may be sufficient to correct any error of overpayment. Such overpayment may be recovered from payments due on current active Projects or from any future State work done by the Contractor.

The foregoing provisions of this Section shall be applicable both to the Contractor and the Surety on his Bond; and, in this respect, the Surety shall be bound by the provisions of [Subsection 108.09](#) of these Specifications in the same way and manner as the Contractor.



## Section 109—Measurement and Payment

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### A. Interest

In the event the Contractor fails to execute the *Standard Release Form* as prepared by the Treasurer because he disputes the amount of the final payment as stated therein, the amount due the Contractor shall be deemed by the Contractor and the Department to be an unliquidated sum and no interest shall accrue or be payable on the sum finally determined to be due to the Contractor for any period prior to final determination of such sum, whether such determination be by agreement of the Contractor and the Department or by final judgement of the proper court in the event of litigation between the Department and the Contractor. The Contractor specifically waives and renounces any and all rights it may have under Section 13-6-13 of the Official Code of Georgia and agrees that in the event suit is brought by the Contractor against the Department for any sum claimed by the Contractor under the Contract, for delay damages resulting from a breach of contract, for any breach of contract or for any extra or additional work, no interest shall be awarded on any sum found to be due from the Department to the Contractor in the final judgement entered in such suit. All final judgements shall draw interest at the legal rate, as specified by law. Also, the Contractor agrees that notwithstanding any provision or provisions of Chapter 11 of Title 13 of the Official Code of Georgia that the provisions of this contract control as to when and how the Contractor shall be paid for The Work. Further, the Contractor waives and renounces any and all rights it may have under Chapter 11 of Title 13 of the Official Code of Georgia.

### B. Termination of Department's Liability

Final payment will be in the amount determined by the statement as due and unpaid. The acceptance of the final payment or execution of the Standard Release Form or failure of the Contractor to act within 120 days as provided herein after tender of payment, or final payment to the Contractor's Surety in accordance with the provisions stipulated herein, shall operate as and be a release to the Department, the Commissioner, and the Engineer from all claims of liability under this contract and for any act or neglect of the Department, the Commissioner, or the Engineer.

## 109.09 Termination Clause

### A. General

The Department may, by written notice, terminate the Contract or a portion thereof for the Department's convenience when the Department determines that the termination is in the State's best interest, or when the Contractor is prevented from proceeding with the Contract as a direct result of one of the following conditions:

1. An Executive Order of the President of the United States with respect to the prosecution of war or in the interest of national defense.
2. The Engineer and Contractor each make a determination, that, due to a shortage of critical materials required to complete the Work which is caused by allocation of these materials to work of a higher priority by the Federal Government or any agency thereof, it will be impossible to obtain these materials within a practical time limit and that it would be in the public interest to discontinue construction.
3. An injunction is imposed by a court of competent jurisdiction which stops the Contractor from proceeding with the Work and causes a delay of such duration that it is in the public interest to terminate the Contract and the Contractor was not at fault in creating the condition which led to the court's injunction.

The decision of the Engineer as to what is in the public interest and as to the Contractor's fault, for the purpose of Termination, shall be final.

4. Orders from duly constituted authority relating to energy conservation.

### B. Implementation

When, under any of the conditions set out in Subsection A of this Section, the Contract, or any portion thereof, is terminated before completion of all Items of Work in the Contract, the Contractor shall be eligible to receive some or all of the following items of payment:

1. For the actual number of units of Items of Work completed, payment will be made at the Contract Unit Price.
2. Reimbursement for organization of the Work and moving equipment to and from the job will be considered where the volume of work completed is too small to compensate the Contractor for these expenses under the Contract Unit Prices. However, the Engineer's decision as whether or not to reimburse for organization of the Work and moving equipment to and from the job, and in what amount, shall be final.
3. Acceptable materials, obtained by the Contractor for the Work, that have been inspected, tested, and accepted by the Engineer, and that are not incorporated in the Work will, at the request of the Contractor, be purchased from the Contractor at actual cost as shown by receipted bills and actual cost records at such points of delivery as may be designated by the Engineer. This will include any materials that have been delivered to the project site or that have

## Section 109—Measurement and Payment

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been specifically fabricated for the project and are not readily usable on other projects. It will not include materials that may have been ordered, but not delivered to the project site and that are readily usable on other projects (e.g., guard rail, stone, lumber, etc.).

4. For Items of Work partially completed, payment adjustments including payments to afford the Contractor a reasonable profit on work performed, may be made as determined by the Engineer based upon a consideration of costs actually incurred by the Contractor in attempting to perform the Contract.
5. No payment will be made, and the Department will have no liability, for lost profits on Work not performed. In particular, the Department will not be liable to the Contractor for all profits the Contractor expected to realize had the Project been completed, nor for any loss of business opportunities, nor for any other consequential damages.
6. In order that the Department may make a determination of what sums are payable hereunder, the Contractor agrees that, upon termination of the Contract, it will make all of its books and records available for inspection and auditing by the Department.

To be eligible for payment, costs must have been actually incurred, and must have been recorded and accounted for according to generally accepted accounting principles, and must be items properly payable under Department policies. Where actual equipment costs cannot be established by the auditors, payment for unreimbursed equipment costs will be made in the same manner as is provided in [Subsection 109.05](#) for Force Account Work. Idle time for equipment shall be reimbursed at standby rates. In no case will the Contractor be reimbursed for idle equipment after the Engineer has advised the Contractor the equipment is no longer needed on the job. Refusal of the Contractor to allow the Department to inspect and audit all of the Contractor's books and records shall conclusively establish that the Department has no liability to the Contractor for any payment under this provision, and shall constitute a waiver by the Contractor of any claim for damages allegedly caused by breach or termination of the Contract. The amount payable under this provision, if any, is to be determined by the Engineer, whose determination will be final and binding.

7. The sums payable under this Subsection shall be the Contractor's sole and exclusive remedy for termination of the Contract.

### C. Termination of a Contract

Termination of a Contract or a portion thereof shall not relieve the Contractor of his responsibilities for any completed portion of the Work, nor shall it relieve his Surety of its obligation for and concerning any just claims arising out of the Work performed.

## 109.10 Interest

In the event any lawsuit is filed against the Department alleging the Contractor is due additional money because of claims or for any breach of contract, the Contractor hereby waives and renounces any right it may have under O.C.G.A. Section 13-6-13 to prejudgment interest. Also, the Contractor agrees that notwithstanding any provision or provisions of Chapter 11 of Title 13 of the Official Code of Georgia that the provisions of this contract control as to when and how the Contractor shall be paid for The Work. Further, the Contractor waives and renounces any and all rights it may have under Chapter 11 of Title 13 of the Official Code of Georgia.

## 109.11 Price Adjustments

- A. Asphalt Cement Price Adjustments will be computed on a *monthly* basis in accordance with the following:

PA = Price Adjustment.

APM= the "Monthly Asphalt Cement Price (Georgia Base Asphalt Price)" for the month the hot mix asphalt/bituminous tack/bituminous surface treatment is placed.

APL = the "Monthly Asphalt Cement Price (Georgia Base Asphalt Price)" for the month which the project was let.

TMT = Total Monthly Tonnage of asphalt cement computed by the Engineer based on the Hot Mix Asphaltic Concrete of the various types per ton (megagram)//Total Monthly Tonnage of asphalt cement used for bituminous tack coat (asphalt cement tack coat only, emulsified bituminous materials for tack coat are excluded) converted from

## Section 109—Measurement and Payment

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gallons to tons (megagrams) by the Engineer//Total Monthly Tonnage of asphalt cement used for bituminous surface treatment (total gallons of asphalt emulsion used, as measured from distributors, will be multiplied by a factor of 0.65 to determine the quantity in gallons of asphalt cement used) converted from gallons to tons (megagrams) by the Engineer and certified for payment.

- a. If the asphalt cement price for the month is *greater* than the asphalt cement price for the month in which the project was let to contract, the contractor will be paid an amount calculated in accordance with the following formula:

$$PA = [((APM-APL)/APL)] \times TMT \times APL$$

- b. If the asphalt cement price for the month is *less* than the asphalt cement price for the month in which the project was let to contract, the Department will deduct an amount calculated in accordance with the following formula:

$$PA = [((APM-APL)/APL)] \times TMT \times APL$$

1. **“Monthly Asphalt Cement Price”:** The Department will determine the “Monthly Asphalt Cement Price” based on the following formulas:

Monthly Asphalt Cement Price = 100% Georgia Base Asphalt Price;

Where;

GBAP = “Georgia Base Asphalt Price”, (in dollars/ton) is based on the arithmetic average posted price of PG asphalt cement as specified in Section 820, from the Department’s monthly survey obtained from approved asphalt cement suppliers of bituminous materials to the Department projects F.O.B. the suppliers terminal. However, the highest price and the lowest price are excluded from the calculation of price, GBAP.

2. **“Asphalt Cement Quantity Calculation”:** The calculation of asphalt cement quantity for each mix type will be based on the asphalt cement content (AC %) of the approved Job Mix Formula (JMF) as specified in Subsection 400.1.03.C. The following calculation formula will be used to determine asphalt cement quantity:

Asphalt Cement Quantity = Hot Mix Asphaltic Concrete monthly total in tons (megagrams) per mix type certified for the payment x AC (%)

The Total Monthly Tonnage (TMT) of asphalt cement computed by the Engineer will be calculated as follows:

TMT = Sum of all asphalt cement quantities, including polymer modified asphalt binder and non-modified asphalt cement, based on the Hot Mix Asphaltic Concrete of the various mix types per ton (megagram)// Sum of all asphalt cement quantities used as bituminous tack coat converted from gallons to tons (megagrams)// Sum of all asphalt cement quantities used for bituminous surface treatment (total gallons of asphalt emulsion used, as measured from distributors, will be multiplied by a factor of 0.65 to determine the quantity in gallons of asphalt cement used) converted from gallons to tons (megagrams) by the Engineer certified for payment.

Asphalt Cement Price for the Month (APM) will be adjusted monthly. Price adjustments (PA) will be made monthly and all calculations for Price Adjustments shall be performed by the Engineer as specified in SOP-39 “Determination of Asphalt Cement Index and Asphalt Cement Price Adjustment”.

## Section 109—Measurement and Payment

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- B. Price Adjustment Trigger:** No price adjustment will be made on any project with less than 366 Calendar Days from the Contract Letting Date to the specified completion date. If the original Contract contains 366 Calendar Days or more, the Price Adjustment shall be made on quantities placed from the Contract Letting Date to the specified completion date.
- C. “Monthly Asphalt Cement Price”:** The Department will publish a “Monthly Asphalt Cement Price” based on the formula contained within this specification.
- D. “Other Restrictions”:**
1. No asphalt cement price adjustment will be made for cut-back, and emulsified asphalt when used for bituminous tack coat with Hot Mix Asphaltic Concrete Construction.
  2. There is a cap of 60% above the FPL/APL for any price adjustment.
  3. Unless specifically provided for by Supplemental Agreement or Contract Amendment, no positive Price Adjustments Asphalt Cement that result in a payment to the Contractor will be made after the original Contract Time has expired. Irrespective of any other provisions in the Contract, for purposes of this specification, “Contract Time” does not include any time extensions or Supplemental Agreements which affect the completion of the Contract. Negative Price Adjustments for Asphalt Cement for any work placed after the original Contract Time expires resulting in a return of funds to the Department will be made and shall be computed based on the Monthly Asphalt Cement Price at the time the Contract Time has expired or the Monthly Asphalt Cement Price at the time the Contract was let, whichever is less.
- E. Final Adjustment:** If there are differences between the final audited quantities and the sum of the quantities used to determine the fuel/asphalt cement adjustment, the Engineer will make a pro-rated increase or decrease in the price adjustment.

Payment for Price Adjustment will be made under:

Item No. 109	Price Adjustment- Asphalt Cement	\$ (+/-)
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Office of Construction Bidding Administration

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 149 – Construction Layout**

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*Delete Subsection 149.3.05.I and substitute the following:*

**I. Maintain the Stakes**

After construction has begun in any segment of the Project, maintain the stakes that identify construction station numbers and locations as follows:

1. Ensure that stakes are placed at intervals not to exceed 200 ft (60 m) and use even, 100 ft (30 m) stations. On asphalt shoulder widening and earth shoulder reconstruction projects use mile post numbers when stations are not used.  
Mark and flag stakes so that they are visible to DOT Project personnel in that segment of the Project until construction is complete.  
Projects utilizing GPS controlled fine grading equipment, place stakes at intervals not to exceed 300 ft (91 m) on English projects and 100 m (310 ft) on metric projects. Use even, 100 ft (30 m) or 100 m (310 ft), stations.
2. During grading activities in fills or cuts over 20 ft (6 m), extend slope stakes up or down the slopes in intervals of 10 ft (3 m) or less to achieve an accurate cross section.
3. Denote the offset distance to the construction centerline on the station number stakes, when the station number is maintained in a location other than on the construction centerline. On asphalt shoulder widening and earth shoulder reconstruction projects use the offset to the edge of pavement on the stakes.

Office of Materials & Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 150—Traffic Control**

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**150.01 GENERAL**

This section as supplemented by the Plans, Specifications, and Manual on Uniform Traffic Control Devices (MUTCD) shall be considered the Temporary Traffic Control (TTC) Plan. Activities shall consist of furnishing, installing, maintaining, and removing necessary traffic signs, pedestrian signs, barricades, lights, signals, cones, pavement markings and other traffic control devices and shall include flagging and other means for guidance and protection of vehicular and pedestrian traffic through the Work Zone. This Work shall include both maintaining existing devices and installing additional devices as necessary in construction work zones.

When any provisions of this Specification or the Plans do not meet the minimum requirements of the MUTCD, the MUTCD shall control. The 2009 Edition of the MUTCD shall be in effect for the duration of the project.

The needs and control of all road users (motorists, bicyclists and pedestrians within the highway right-of-way and easements, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a Temporary Traffic Control (TTC) zone shall be an essential part of highway construction, utility work, maintenance operations and management of traffic incidents.

The Worksite Traffic Control Supervisor (WTCS) shall have a copy of Part VI of the MUTCD and the Contract on the job site. Copies of the current MUTCD may be obtained from the FHWA web page at <http://mutcd.fhwa.dot.gov>.

**A. WORKER SAFETY APPAREL**

All workers, including emergency responders, within the right-of-way who are exposed either to traffic (vehicles using the highway for purpose of travel) or to work vehicles and construction equipment within the TTC zone shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2004 publication entitled "American National Standard for High-Visibility Safety Apparel and Headwear", or equivalent revisions, and labeled as meeting the ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Emergency and incident responders and law enforcement personnel within the TTC zone may wear high-visibility safety apparel that meets the

performance requirements of the ANSI/ISEA 207-2006 publication entitled "American National Standard for High-Visibility Public Safety Vests", or equivalent revisions, and labeled as ANSI 207-2006, in lieu of ANSI/ISEA 107-2004 apparel. Firefighters or other emergency responders working within the right-of-way and engaged in emergency operations that directly expose them to flame, fire, heat, and/or hazardous material may wear retroreflective turn-out gear that is specified and regulated by other organizations, such as the National Fire Protection Association.

## **B. WORKSITE TRAFFIC CONTROL SUPERVISOR**

ALL HIGHWAYS (ADDITIONAL REQUIREMENTS BELOW FOR INTERSTATES): The Contractor shall designate a qualified individual as the Worksite Traffic Control Supervisor (WTCS) who shall be responsible for selecting, installing and maintaining all traffic control devices in accordance with the Plans, Specifications, Special Provisions and the MUTCD. A written resume documenting the experience and credentials of the WTCS shall be submitted and accepted by the Engineer prior to beginning any work that involves traffic control. The WTCS shall be available on a twenty-four (24) hour basis to perform his duties. If the work requires traffic control activities to be performed during the daylight and nighttime hours it may be necessary for the Contractor to designate an alternate WTCS. An alternate WTCS must meet the same requirements and qualifications as the primary WTCS and be accepted by the Engineer prior to beginning any traffic control duties. The Worksite Traffic Control Supervisor's traffic control responsibilities shall have priority over all other assigned duties.

As the representative of the Contractor, the WTCS shall have full authority to act on behalf of the Contractor in administering the TTC Plan. The WTCS shall have appropriate training in safe traffic control practices in accordance with Part VI of the MUTCD. In addition to the WTCS all other individuals making decisions regarding traffic control shall meet the training requirements of the Part VI of the MUTCD.

The WTCS shall supervise the initial installation of traffic control devices. The Engineer prior to the beginning of construction will review the initial installation. Modifications to traffic control devices as required by sequence of operations or staged construction shall be reviewed by the WTCS.

The WTCS shall be available on a full-time basis to maintain traffic control devices with access to all personnel, materials, and equipment necessary to respond effectively to an emergency situation within forty-five (45) minutes of notification of the emergency.

The WTCS shall regularly perform inspections to ensure that traffic control is maintained. Unless modified by the special conditions or by the Engineer, routine deficiencies shall be corrected within a twenty-four (24) hour period. Failure to comply with these provisions shall be grounds for dismissal from the duties of WTCS and/or removal of the WTCS from the project. Failure of the WTCS to execute his duties shall be considered as non-performance under [Subsection 150.08](#).

The Engineer will periodically review the work for compliance with the requirements of the TTC plan.

On projects where traffic control duties will not require full time supervision, the Engineer may allow the Contractor's Project Superintendent to serve as the WTCS as long as satisfactory results are obtained.

#### **CERTIFIED WORKSITE TRAFFIC CONTROL SUPERVISOR**

ADDITIONAL REQUIREMENTS FOR INTERSTATE AND LIMITED ACCESS HIGHWAYS: In addition to the requirements above, the WTCS shall have a minimum of one year's experience directly related to work site traffic control in a supervisory or responsible capacity. The WTCS shall be currently certified by the American Traffic Safety Services Association (ATSSA) Work Site Traffic Supervisor Certification program or the National Safety Council Certification program.

Any work performed on the interstate or limited access highway right-of-way that requires traffic control shall be supervised by the Certified Worksite Traffic Control Supervisor. No work requiring traffic control shall be performed unless the certified WTCS is on the worksite. Failure to maintain a Certified Worksite Traffic Control Supervisor on the work will be considered as non-performance under Subsection 150.08.

The WTCS shall perform, as a minimum, weekly traffic control inspections on all interstate and limited access highways. The inspection shall be reported to the Engineer on a TC-1 report. The Engineer will furnish a blank copy of the TC-1 report to the Contractor prior to the beginning of any work on the interstate or limited access right-of-way.

#### **C. TRAFFIC CONTROL DEVICES**

All traffic control devices used during the construction of a project shall meet the Standards utilized in the MUTCD, and shall comply with the requirements of these Specifications, Project Plans, and Special Provisions. All devices shall be tested at NCHRP Test Level III. Reference is made to [Subsections 104.05](#), [107.07](#), and [107.09](#).

#### **D. REFLECTORIZATION REQUIREMENTS**

All rigid fluorescent orange construction warning signs (black on fluorescent orange) shall meet the reflectorization and color requirements of ASTM Type VII, VIII, IX or X regardless of the mounting height.

Portable signs which have flexible sign blanks shall meet the reflectorization and color requirements of ASTM Type VI.

Warning signs (W3-1a) for stop conditions that have rumble strips located in the travelway shall be reflectorized with ASTM Type IX fluorescent yellow sheeting.

All other signs shall meet the requirements of ASTM Type III or IV except for "Pass With Care" and "Do Not Pass" signs which may be ASTM Type I unless otherwise specified.

CHANNELIZATION DEVICES: Channelization devices shall meet the requirements of ASTM Type III or IV high intensity sheeting.

#### **E. IMPLEMENTATION REQUIREMENTS**



No work shall be started on any project phase until the appropriate traffic control devices have been placed in accordance with the Project requirements. Changes to traffic flow shall not commence unless all labor, materials, and equipment necessary to make the changes are available on the Project.

When any shift or change is made to the location of traffic or to the flow patterns of traffic, including pedestrian traffic, the permanent safety features shall be installed and fully operational before making the change. If staging or site conditions prevent the installation of permanent features then the equivalent interim devices shall be utilized. This work shall also include any necessary removal and reinstallation of guardrail panels to achieve the required panel lap to accommodate the appropriate shift and traffic flow including the final traffic flow configuration (The cost of performing this work shall be included in Traffic Control-Lump Sum).

Any section of the work that is on new location shall have all permanent safety features installed and fully operational before the work is opened to traffic. Safety features shall include but are not limited to the following items:

1. Guardrail including anchors and delineation with properly lapped panels
2. Impact attenuators
3. Traffic signals
4. Warning devices
5. Pavement markings including words, symbols, stop bars, and crosswalks
6. Roadway signs including regulatory, warning, and guide

Outdoor lighting shall be considered as a safety feature for welcome centers, rest areas, and weigh station projects. For typical roadway type projects new street lighting is not considered a safety feature unless specifically noted in the plans or in the special conditions.

## **F. MAINTENANCE OF TRAFFIC CONTROL DEVICES**

Traffic control devices shall be in acceptable condition when first erected on the project and shall be maintained in accordance with [Subsection 104.05](#) throughout the construction period. All unacceptable traffic control devices shall be replaced within 24 hours. When not in use, all traffic control devices shall be removed, placed or covered so as not to be visible to traffic. All construction warning signs shall be removed within seven calendar days after time charges are stopped or pay items are complete. If traffic control devices are left in place for more than ten days after completion of the Work, the Department shall have the right to remove such devices, claim possession thereof, and deduct the cost of such removal from any monies due, or which may become due, the Contractor.

## **G. TRAFFIC INTERRUPTION RESTRICTIONS**

The Department reserves the right to restrict construction operations when, in the opinion of the Engineer, the continuance of the Work would seriously hinder traffic flow, be needlessly disruptive or unnecessarily inconvenience the traveling public. The Contractor shall suspend and/or reschedule any work when the Engineer deems that conditions are unfavorable for continuing the Work.

Advanced notification requirements to the Contractor to suspend work will be according to the events and the time restrictions outlined below:

Incident management	No advanced notice required
Threatening/Inclement weather	24 hours
Holidays, sporting events, unfavorable conditions	Three (3) calendar days

If the work is suspended, the Contractor may submit a request for additional contract time as allowed under Section 108. The Department will review the request and may grant additional contract time as justified by the impact to the Contractor's schedule. Compensation for loss of productivity, rescheduling of crews, rental of equipment or delays to the Contractor's schedule will not be considered for payment. Additional contract time will be the only consideration granted to the Contractor.

## **H. SEQUENCE OF OPERATIONS**

Any Sequence of Operations provided in this Contract in conjunction with any staging details which may be shown in the plans, is a suggested sequence for performing the Work. It is intended as a general staging plan for the orderly execution of the work while minimizing the impact on pedestrian facilities, mainline, cross-streets and side streets. The Contractor shall develop detailed staging and temporary traffic control plans for performing specific areas of the Work including but not limited to all traffic shifts, detours, bridge widenings, paces, or other activities that disrupt traffic or pedestrian flow. The Engineer may require detailed staging and TTC plans for lane closures or disruption to pedestrian facilities. These plans shall be submitted for approval at least two weeks prior to the scheduled date of the activity. Activities that have not been approved at least seven (7) days prior to the scheduled date shall be rescheduled.

Where traffic is permitted through the work area under stage construction, the Contractor may choose to construct, at no additional expense to the Department, temporary on-site bypasses or detours in order to expedite the work. Plans for such temporary bypasses or detours shall be submitted to the Engineer for review and approval 30 calendar days prior to the proposed construction. Such bypasses or detours shall be removed promptly when in the opinion of the Engineer; they are not longer necessary for the satisfactory progress of the Work. Bypasses and detours shall meet the minimum requirements of [Section 150.02.B.4.](#)

As an option to the Sequence of Operations in the Contract, the Contractor may submit an alternative Sequence of Operations for review and approval. Alternate Sequence of Operations for pedestrian facilities shall be in compliance with the MUTCD and ADA. Pedestrian needs identified in the preconstruction phase shall be included in the proposed alternate plan.

The Department will not pay, or in any way reimburse the Contractor for claims arising from the Contractor's inability to perform the Work in accordance with the Sequence of Operations provided in the Contract or from an approved Contractor alternate.

The Contractor shall secure the Engineer's approval of the Contractor's proposed plan of operation, sequence of work and methods of providing for the safe passage of vehicular and pedestrian traffic before it is placed in operation. The proposed plan of operation shall supplement the approved traffic control plan. Any major changes to the approved TTC plan, proposed by the Contractor, shall be submitted to the Department for approval.

Some additional traffic control details will be required prior to any major shifts or changes in traffic. The traffic control details shall include, but not be limited to, the following:

1. A detailed drawing showing traffic locations and laneage for each step of the change.
2. The location, size, and message of all signs required by the MUTCD, Plan, Special Provisions, and other signs as required to fit conditions. Any portable changeable message signs used shall be included in the details.
3. The method to be used in, and the limits of, the obliteration of conflicting lines and markings.
4. Type, location, and extent of new lines and markings.
5. Horizontal and vertical alignment and superelevation rates for detours, including cross-section and profile grades along each edge of existing pavement.
6. Drainage details for temporary and permanent alignments.
7. Location, length, and/or spacing of channelization and protective devices (temporary barrier, guardrail, barricades, etc.)
8. Starting time, duration and date of planned change.
9. For each traffic shift, a paving plan, erection plan, or work site plan, as appropriate, detailing workforce, materials, and equipment necessary to accomplish the proposed work. This will be the minimum resource allocation required in order to start the work.

A minimum of three copies of the above details shall be submitted to the Engineer for approval at least 14 days prior to the anticipated traffic shift. The Contractor shall have traffic control details for a traffic shift which has been approved by the Engineer prior to commencement of the physical shift. All preparatory work relative to the traffic shift, which does not interfere with traffic, shall be accomplished prior to the designated starting time. The Engineer and the Contractor's representative will verify that all conditions have been met prior to the Contractor obtaining materials for the actual traffic shift.

#### **150.02 TEMPORARY TRAFFIC CONTROL (TTC) ZONES:**

## **A. DEVICES AND MATERIALS:**

In addition to the other provisions contained herein, work zone traffic control shall be accomplished using the following means and materials:

### **1. Portable Advance Warning Signs**

Portable advance warning signs shall be utilized as per the requirements of the temporary traffic control plans. All signs shall meet the requirements of the MUTCD and shall be NCHRP 350 crashworthy compliant.

### **2. Arrow Panels**

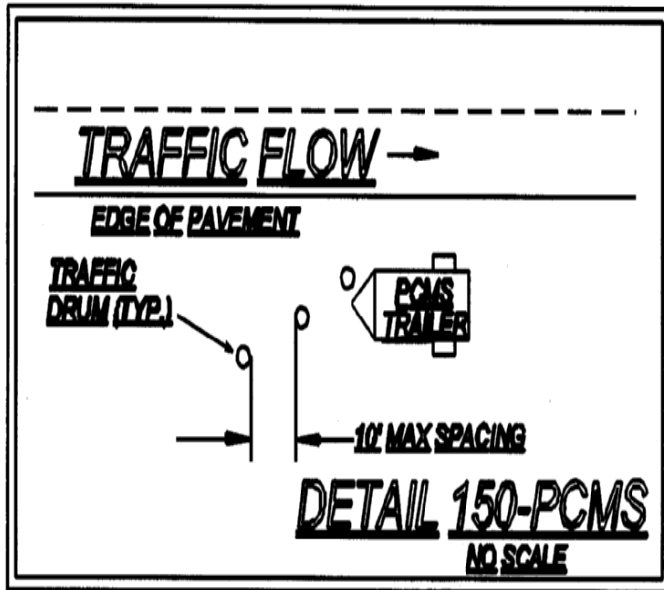
Portable sequential or flashing arrow panels as shown in the Plans or Specifications for use on Interstate or multi-lane highway lane closure only, shall be a minimum size of 48" high by 96" wide with not less than 15 lamps used for the arrow. The arrow shall occupy virtually the entire size of the arrow panel and shall have a minimum legibility distance of one mile. The minimum legibility distance is that distance at which the arrow panel can be comprehended by an observer on a sunny day, or clear night. Arrow panels shall be equipped with automatic dimming features for use during hours of darkness. The arrow panels shall also meet the requirements for a Type C panel as shown in the MUTCD. The sequential or flashing arrow panels shall not be used for lane closure on two-lane, two-way highways when traffic is restricted to one-lane operations in which case, appropriate signing, flaggers and when required, pilot vehicles will be deemed sufficient.

The sequential or flashing arrow panels shall be placed on the shoulder at or near the point where the lane closing transition begins. The panels shall be mounted on a vehicle, trailer, or other suitable support. Vehicle mounted panels shall be provided with remote controls. Minimum mounting height shall be seven feet above the roadway to the bottom of the panel, except on vehicle mounted panels which should be as high as practical.

For emergency situations, arrow display panels that meet the MUTCD requirements for Type A or Type B panels may be used until Type C panels can be located and placed at the site. The use of Type A and Type B panels shall be held to the minimum length of time possible before having the Type C panel(s) in operation. The Engineer shall determine when conditions and circumstances are considered to be emergencies. The Contractor shall notify the Engineer, in writing, when any non-specification arrow display panel(s) is being used in the work.

### **3. Portable Changeable Message Signs**

Portable changeable message signs meeting the requirements of [Section 632](#) and the MUTCD. Any PCMS in use that is not protected by positive barrier protection shall be delineated by a minimum of three drums that meet the requirement of Section 150.05.A.1. The drum spacing shall not exceed a maximum of ten (10') feet as shown in [Detail 150-PCMS](#). When the PCMS is within twenty (20') feet of the opposing traffic flow, the trailing end of the PCMS shall be delineated with a minimum of three drums spaced in the same manner as the approach side of the PCMS.



When not in use the PCMS shall be removed from the roadway unless protected by positive barrier protection. If the PCMS is protected by positive barrier protection the sign panel shall be turned away from traffic when not in use.

#### 4. Channelization Devices

Channelization devices shall meet the standards of the MUTCD and [Subsection 150.05](#).

#### 5. Temporary Barrier

Temporary barrier shall meet the requirements of [Sections 622](#).

#### 6. Temporary Traffic Signals

Temporary traffic signals shall meet the requirements of [Section 647](#) and the MUTCD.

#### 7. Pavement Marking

Pavement marking incorporated into the work shall comply with [Subsections 150.04.A](#) and [150.04.B](#).

#### 8. Portable Temporary Traffic Control Signals

The use of Portable Temporary Traffic Control Signals shall meet the following minimum requirements:

Only two-lane two-way roadways will be allowed to utilize Portable Temporary Traffic Control Signals.

All portable traffic control signals shall meet the physical display and operational requirements of conventional traffic signals described in the MUTCD.

Each signal face shall have at least three lenses. The lenses shall be red, yellow, or green in color and shall give a circular type of indication. All lenses shall be twelve (12") inches nominal in diameter.

A minimum of two signal faces shall face each direction of traffic. A minimum of one signal head shall be suspended over the roadway travel lane in a manner that will allow the bottom of the signal head housing to be not less than seventeen (17') feet above and not more than nineteen (19') feet above the pavement grade at the center of the travel lane. The second signal head may be located over the travel lane with the same height requirements or the second signal head may be located on the shoulder. When the signal head is located on the shoulder the bottom of the signal head housing shall be at least eight (8') feet but not more than (15') feet above the pavement grade at the center of highway.

Advance warning signage and appropriate pavement markings shall be installed as part of the temporary signal operation.

The signals shall be operated in a manner consistent with traffic requirements. The signals may be operated in timed-mode or in a vehicle-actuated mode. The signals shall be interconnected in a manner to ensure that conflicting movements can not occur. To assure that the appropriate operating pattern including timing is displayed to the traveling public, regular inspections including the use of accurate timing devices shall be made by the Worksite Traffic Control Supervisor. If at any time any part of the system fails to operate within these requirements then the use of the signal shall be suspended and the appropriate flagging operation shall begin immediately.

The Worksite Traffic Control Supervisor (WTCS) shall continuously monitor the portable traffic control signal to insure compliance with the requirements for maintenance under the MUTCD. The signal shall be maintained in a manner consistent with the intention of the MUTCD, with emphasis on cleaning of the optical system. Timing changes shall be made only by the WTCS. The WTCS shall keep a written record of all timing changes.

The portable temporary signal shall have two power sources and shall be capable of running for seven calendar days continuously.

The Contractor shall have an alternate temporary traffic control plan in the event of failure of the signal.

## **9. RUMBLE STRIPS**

Rumble strips incorporated into the work shall meet the requirements of [Section 429](#) and the MUTCD. Existing rumble strips that are positioned in the traveled way to warn traffic of a stop condition shall be reinstalled based on the following requirements:

**INTERMEDIATE SURFACES:** Intermediate surfaces that will be in use for more than forty-five (45) calendar days shall have rumble strips reinstalled on the traveled way in the area of a stop condition. Non-refundable deductions in accordance with [Subsection 150.08](#) will be assessed for any intermediate surface in place for greater than 45 days without rumble strips.

**FINAL SURFACES:** Rumble strips shall be installed on the final surface within fourteen (14) calendar days of the placement of the final surface in the area of the stop condition. Failure to install within fourteen (14) calendar days will result in assessment of non-refundable deductions in accordance with 150.08.

Prior to the removal of any rumble strips located in the travelway, stop ahead (W3-1a) warning signs shall be double indicated ahead of the stop condition. These warning signs shall be a minimum of 48 inches by 48 inches. The reflectorization of the warning signs shall be as required by [Subsection 150.01.D](#). These warning signs shall remain in place until the rumble strips have been reinstalled on the traveled way. Any existing warning signs for the stop ahead condition shall be removed or covered while the 48" X 48" (W3-1a) signs are in place. When the rumble strips have been reinstalled these warning signs should be promptly removed and any existing signage placed back in service.

- 10. GUARDRAIL:** When the removal and installation of guardrail is required as a part of the work the following time restrictions shall apply unless modified by the special conditions:

**MULTI-LANE HIGHWAYS:** From the time that the existing guardrail or temporary positive barrier protection is removed the Contractor has fourteen (14) calendar days to install the new guardrail and anchors. During the interim, the location without guardrail shall be protected with drums spaced at a maximum spacing of twenty (20') feet. The maximum length of rail that can be removed at any time without being replaced with positive barrier protection is a total of 2000 linear feet of existing rail or the total length of one run of existing rail, whichever is less.

**ALL OTHER HIGHWAYS:** From the time that the existing guardrail is removed or from the time that temporary positive barrier protection is removed the Contractor has thirty (30) calendar days to install the new guardrail and anchors. During the interim, the location without guardrail shall be protected with drums spaced at a maximum spacing of twenty (20') feet. The maximum length of rail that can be removed at any time without being replaced with positive barrier protection is a total of 1000 linear feet of existing rail or the total length of one run of existing rail, whichever is less.

Based on existing field conditions, the Engineer may review the work and require that the guardrail be installed earlier than the maximum time allowed above by giving written notification to the Contractor via the TC-1 traffic control report.

**ALL HIGHWAYS:** The contractor shall install new guardrail such that traffic exposure to fixed objects is minimized. Within the same work day, temporary attenuators, as defined in [Subsection 150.05.B](#), should be installed on the approach to fixed objects that can't be protected with guardrail. Truck mounted attenuators may be used to shield exposed fixed objects for periods not to exceed forty-eight (48) hours. No separate payment will be made for truck mounted attenuators.

When the roadway is open to traffic, guardrail panels shall be lapped to comply with the directional flow of traffic. Should the staging of the work require that the lap of the guardrail be changed, this work shall be completed before the roadway is opened to traffic. The work to change the lap of any guardrail shall be included in Traffic Control-Lump Sum.

Failure to comply with the above time and quantity restrictions shall be considered as non-compliance under Section 150.08.

- 11. STOP SIGN REGULATED INTERSECTIONS:** For intersections that utilize stop sign(s) to control the flow of traffic and to restrict the movement of vehicles, the stop sign(s) shall be maintained for the duration of the work or until such time that the stop condition is eliminated or until an interim or permanent traffic signal can be installed to provide proper traffic control. The traffic signal shall be installed and properly functioning before the removal of the existing stop sign(s) is permitted. If the existing intersection is enhanced traffic control features such as stop bars, double indicated stop signs, oversized signs, advanced warning stop ahead signs, rumble strips on the approaches or flashing beacons located overhead or on the shoulders then these features shall be maintained for the duration of the project or until the permanent traffic control plan has been implemented.

Whenever the staging of the work requires that the traveled-way be relocated or realigned the Contractor shall reinstall all enhanced traffic control features noted above on the newly constructed sections of the work. The cost of relocating the stop bars, stop signs, advanced warning signs, the rumble strips and the flashing beacons shall be included in the price bid for Lump-Sum-Traffic Control unless individual pay items are included in the contract for rumble strips and/or flashing beacons. When pay items are included in the contract for rumble strips or flashing beacons then these items will be paid per each.

When staging requires the relocation or realignment of an existing stop condition it may be necessary to consider the addition of enhanced traffic control features even though none existed at the original location. Horizontal and vertical alignment changes at a new location may have decreased or restricted sight distance or the stop condition may occur sooner than in the previous alignment. If these conditions occur then the Engineer and/or the WTCS should consider additional measures to enhance the motorist's awareness of the changes even though the staging plans may not address enhanced features. Stop signs should be a minimum of 36 inches for interim situations. The use of 48 inch stop signs may be warranted under project specific conditions. Flags may be used on interim/permanent stop signs that are mounted at seven (7') feet in height for a short duration in order to direct additional attention to a new or relocated stop sign(s). Flags should not be used for durations exceeding two weeks unless unusual or site specify conditions warrant a longer period of time. The use of Type "A" flashing red light(s) attached to the stop sign(s) may be appropriate during the same period that the flags are in use to increase attention.

The use of rumble strips and/or portable changeable message signs may be considered. The use of new rumble strips, where none previously existed, shall have the prior approval of District Traffic Operations before being included as part of the temporary traffic control plan. The message(s) displayed on any PCMS shall have the prior approval of the Engineer and the message(s) shall be included as part of the TTC plan for the interim staging.

The placement of any additional interim ground-mounted signs and posts or stop bars shall be considered as incidental to the price bid for Lump Sum-Traffic Control. The installation of rumble strips, flashing beacons or the use of Portable Changeable Message Signs (PCMS) shall be considered as Extra Work unless pay items are included in the contract.



## **B. WORK ZONE RESTRICTIONS:**

### **1. Interstate**

The Contractor shall not simultaneously perform work on both the inside shoulder and outside shoulder on either direction of traffic flow when the Work is within 12 feet of the travel-way, unless such areas are separated by at least one-half mile of distance.

### **2. Non-Interstate Divided Highways**

The Contractor shall not simultaneously perform work on both the inside shoulder and outside shoulder on either direction of traffic flow when the Work is within 12 feet of the travel-way, unless such areas are separated by at least one-half mile distance in rural areas or at least 500 feet of distance in urban areas.

### **3. Non-Divided Highways**

- a. The Contractor shall not simultaneously perform work on opposite sides of the roadway when the work is within 12 feet of the travel-way, unless such areas are separated by at least one-half mile of distance in rural areas or at least 500 feet of distance in urban areas.
- b. On two-lane projects where full width sections of the existing subgrade, base or surfacing are to be removed, and new base, subgrade, or surfacing are to be constructed, the Contractor shall maintain one-lane traffic through the construction area by removing and replacing the undesirable material for half the width of the existing roadway at a time. Replacement shall be made such that paving is completed to the level of the existing pavement in the adjacent lane by the end of the workday or before opening all the roadway to traffic.

### **4. All Highways:**

- a. There shall be no reduction in the total number of available traffic lanes that existed prior to construction except as specifically allowed by the Contract and as approved by the Engineer.
- b. Travelway Clearances: All portions of the work shall maintain the following minimum requirements:

Horizontal: The combined dimensions of the paved shoulder and the roadway surface remaining outside the Work Zone shall be no less than sixteen (16) feet in width at any location.

Vertical: The overhead clearance shall not be reduced to less than fifteen (15) feet at any location.

The restrictions above apply to all shifts, lane closures, on-site detours and off site detours whether shown in the contract or proposed by the Contractor. It shall be the responsibility of the Contractor to verify that these minimum requirements have been met before proceeding with any phase of the Work.

Two-lane two-way roadways may have temporary horizontal restrictions of less than sixteen (16) feet provided a flagger operation for one-way traffic is utilized to restrict access to the work area by over-width loads. The minimum horizontal clearance shall be restored before the flagging operation is removed.

- c. Highway Work Zone: All sections or segments of the roadway under construction or reconstruction shall be signed as a Highway Work Zone except non-state highway two-lane two-way resurfacing projects. Two conditions can be applied to a Highway Work Zone. Condition 1 is when no reduction in the existing speed limit is required. Condition 2 is when worksite conditions require a reduction of the speed limit through the designated Work Zone. Properly marking a Highway Work Zone shall include the following minimum requirements:

- 1. NO REDUCTION IN THE EXISTING POSTED SPEED LIMIT IN HIGHWAY WORK ZONE:

- a) Signage ([Detail 150-HWZ-1](#)) shall be posted at the beginning point of the Highway Work Zone warning the traveling public that increased penalties for speeding violations are in effect. The [HWZ-2](#) sign shall be placed a minimum of six hundred (600') feet in advance of the Highway Work Zone and shall not be placed more than one thousand (1000') feet in advance of the Work Zone. If no speed reduction is required it is recommended that the [HWZ-2](#) be placed at 750 feet from the work area between the ROAD WORK 500 FT. and the ROAD WORK 1000 FT. signs.

[HWZ-2](#) signs shall be placed at intervals not to exceed one mile for the length of the project. [HWZ-2](#) signs should be placed on the mainline after all major intersections except State Routes. State Routes shall be signed as per the requirements for intersecting roadways below.

- b) The existing speed limit shall be posted at the beginning of the Work Zone. Existing Speed Limit signs (R2-1) shall be maintained.
- c) INTERSECTING ROADWAYS: Intersecting state routes shall be signed in advance of each intersection with the Work Zone with a [HWZ-2](#) sign to warn motorists that increased fines are in effect. All other intersecting roadways that enter into a designated Highway Work Zone may be signed in advance of each intersection with the Work Zone. When construction equipment and personnel are present in the intersection on the mainline of a multi-lane roadway, the intersecting side roads shall be signed in advance with [HWZ-2](#) signs. As soon as the work operation clears the intersection the signage may be removed.
- d) Sign [HWZ-3](#) shall be posted at the end of the Highway Work Zone indicating the end of the zone and indicating that increased penalties for speeding violations are no longer in effect.
- e) When a designated Highway Work Zone is no longer necessary all signs shall be removed immediately.

## 2. REDUCING THE SPEED LIMIT IN A HIGHWAY WORK ZONE:

Highway Work Zone signs shall be posted as required in Condition 1 above.

For limited access (interstate) highways and controlled access multi-lane divided highways the posted speed limit shall be reduced as required below.

Speed Limit signage (R2-1) for the reduced speed limit shall be erected at the beginning of the work zone. Additional signs shall be placed to ensure that the maximum spacing of the reduced speed limit signs shall be no greater than one (1) mile apart. Existing speed limit signs shall be covered or removed. On multi-lane divided highways the speed limit signs shall be double indicated when the reduced speed is in use.

When any one or more of the following conditions exist and the existing speed limit is 65 mph or 70 mph, the speed limit shall be reduced by 10 mph. If the existing speed limit is 60 mph, the speed limit should be reduced by 5 mph. If the existing speed limit is 55 mph or less, the Contractor can only reduce the speed limit with the prior approval of the Engineer. The reduction in the speed limit shall be no greater than 10 mph:

- a) Lane closure(s) of any type and any duration.
- b) The difference in elevation exceeds two inches adjacent to a travel lane as shown in [Subsection 150.06](#), [Detail 150-B](#), [Detail 150-C](#).
- c) Any areas where equipment or workers are within ten feet of a travel lane.
- d) Temporary portable concrete barriers located less than two (2') feet from the traveled way.
- e) As directed by the Engineer for conditions distinctive to this project.

When the above conditions are not present the speed limit shall be immediately returned to the existing posted speed limit. A speed reduction shall not be put in place for the entire length of the project unless conditions warranting the speed reduction are present for the entire project length. All existing speed limit signs within the temporary speed reduction zone shall be covered or removed while the temporary reduction in the speed limit is in effect. All signs shall be erected to comply with the minimum requirements of the MUTCD.

As a minimum the following records shall be kept by the WTCS:

- a) Identify the need for the reduction.
- b) Record the time of the installation and removal of the temporary reduction.
- c) Fully describe the location and limits of the reduced speed zone.
- d) Document any accident that occurs during the time of the reduction.

A copy of the weekly records for reduced speed zones shall be submitted to the Engineer.

Reduced speed zones shall, as a minimum, be signed as per [Detail 150-HWZ-1](#). Interim signs shall meet the requirements of 150.03 D. Additional signs may be necessary to adjust for actual field conditions.

When a pilot vehicle is used on a two-lane two-way roadway the speed limit should not be reduced. For special conditions specific to the work, on two-lane two-way roadways or multi-lane highways, the contractor may reduce the posted speed limit with the prior approval of the Engineer.

**5. MILLED SURFACE RESTRICTIONS:**

Unless modified by the special conditions, a milled surface on any asphaltic concrete surface shall not be allowed to remain open to traffic for a period of time that exceeds thirty (30) calendar days.

**6. INSTALLATION/REMOVAL OF WORK AREA SIGNAGE:**

No payment will be made for Traffic Control-Lump Sum until the Work has actually started on the project. The installation of traffic control signage does not qualify as the start of work. Advanced warning signs shall not be installed until the actual beginning of work activities. Any permanent mount height signs installed as the work is preparing to start shall be covered until all signs are installed unless all signs are installed within seven (7) calendar days after beginning installation.

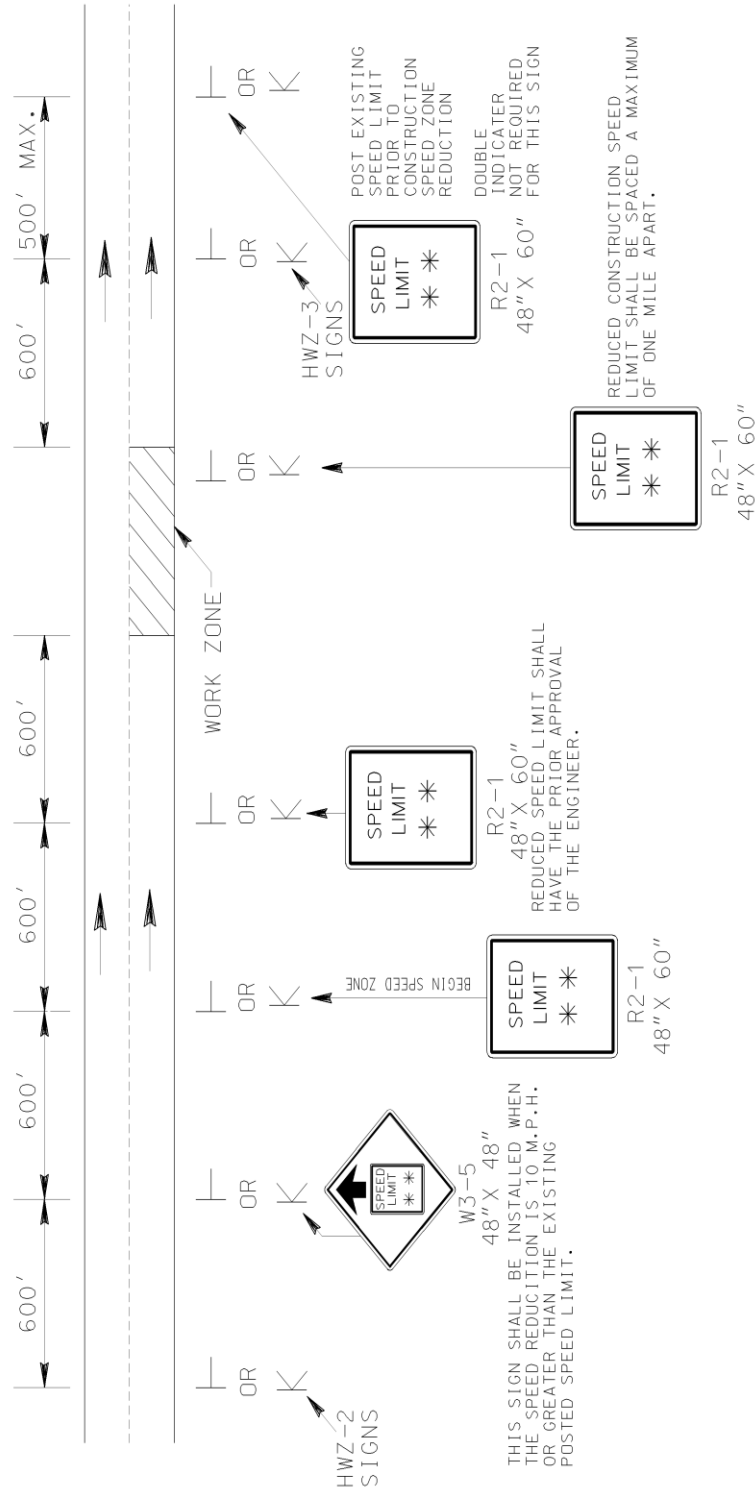
All temporary traffic control devices shall be removed as soon as practical when these devices are no longer needed. When work is suspended for short periods of time, temporary traffic control devices that are no longer appropriate shall be removed or covered.

All construction warning signs shall be removed within seven (7) calendar days after time charges are stopped or pay items are complete. If traffic control devices are left in place for more than ten (10) calendar days after completion of the Work, the Department shall have the right to remove such devices, claim possession thereof, and deduct the cost of such removal from any monies due, or which may become due, the Contractor.

PUNCHLIST WORK: Portable signs shall be utilized to accomplish the completion of all punchlist items. The portable signs shall be removed daily. All permanent mount height signs shall be removed prior to the beginning of the punchlist work except "Low/Soft Shoulder" signs and any signs that have the prior written approval of the Engineer to remain in place while the punchlist work is in progress.

Failure to promptly remove the construction warning signs within the seven (7) calendar days after the completion of the Work or failure to remove or cover signs when work is suspended for short periods of time shall be considered as non-performance under Section 150.08.

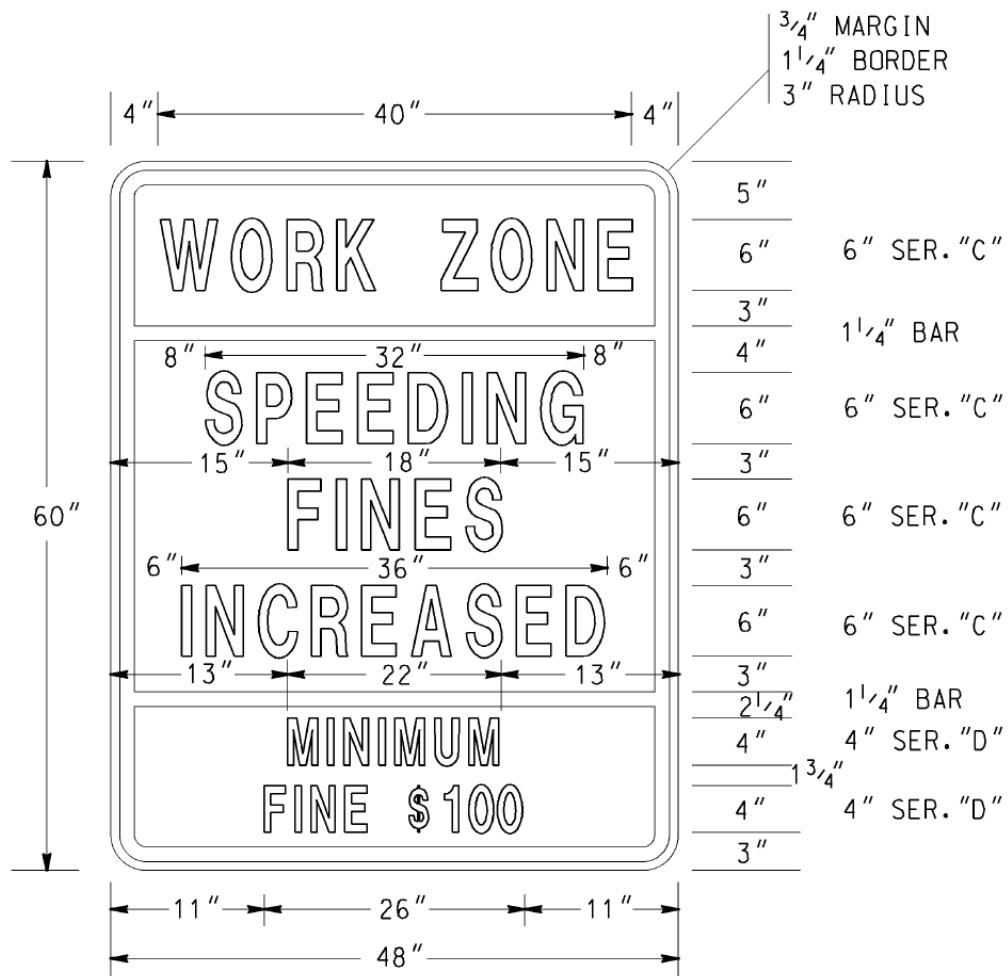
SPEED LIMIT REDUCTION FOR HIGHWAY WORK ZONE  
INTERSTATE AND MULTI-LANE DIVIDED HIGHWAY SIGNING SHALL BE  
DOUBLE INDICATED (RIGHT SHOULDER AND MEDIAN SHOULDER)



ALL INTERSECTING ROADWAYS SHALL BE SIGNED WITH A HWZ-2 SIGN TO WARN MOTORIST ENTERING THE HIGHWAY WORK ZONE.

INTERSTATE AND MULTI-LANE HIGHWAY SIGNING SHALL BE DOUBLE INDICATED (RIGHT SHOULDER AND MEDIAN SHOULDER).

DETAIL 150-HWZ-1



HWZ-2

#### COLORS

##### TOP PANEL

LEGEND & BORDER - BLACK (NON-REFL)

BACKGROUND - FLUORESENT ORANGE

(ASTM TYPE VII, VIII, IX or X)

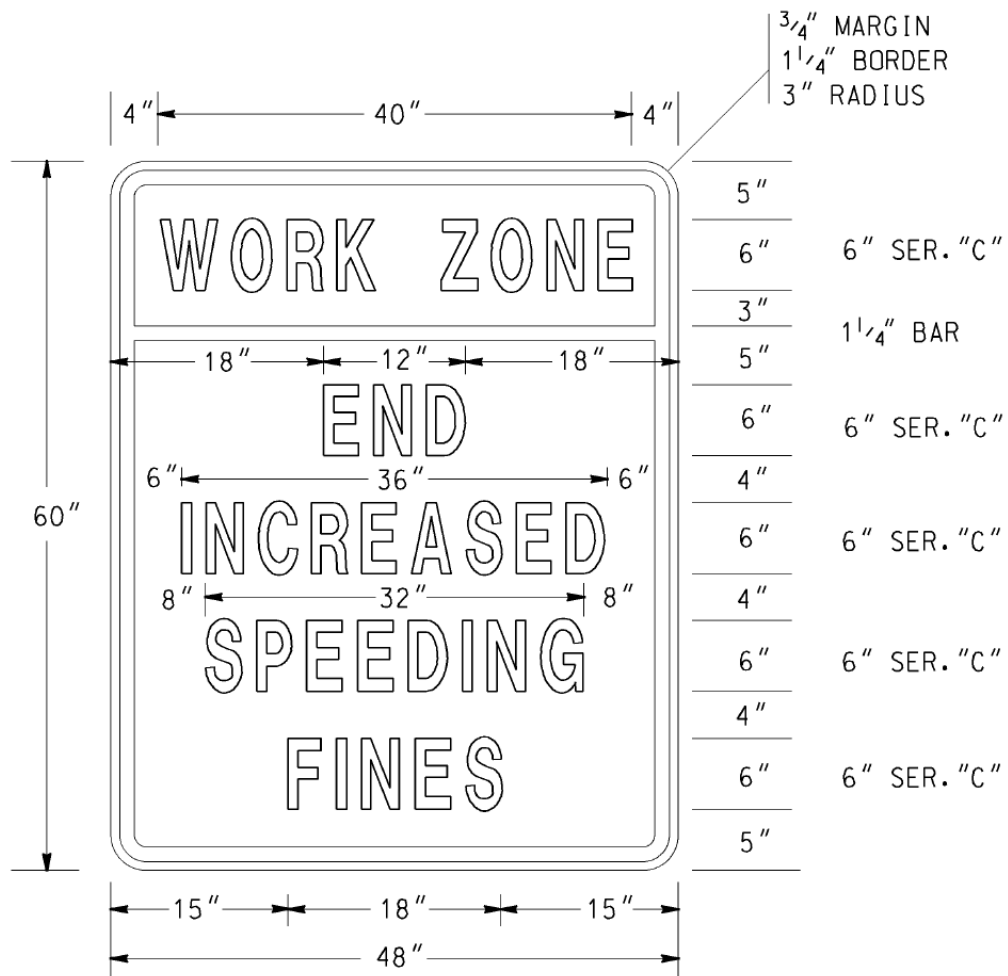
##### MIDDLE & BOTTOM PANELS

LEGEND & BORDER - BLACK (NON-REFL)

BACKGROUND - WHITE (ASTM TYPE III OR IV REFL SHEETING)

#### NOTES:

1. ALL HWZ-2 SIGN PANELS SHALL BE RIGID.
2. THE SIZE OF THE HWZ-2 SIGN SHALL NOT BE REDUCED FOR USE ON TWO-LANE ROADWAYS.



HWZ-3

#### COLORS

##### TOP PANEL

LEGEND & BORDER - BLACK (NON-REFL)

BACKGROUND - FLUORESCENT ORANGE

(ASTM TYPE VII, VIII, IX or X)

##### BOTTOM PANEL

LEGEND & BORDER - BLACK (NON-REFL)

BACKGROUND - WHITE (ASTM TYPE III OR IV REFL SHEETING)

#### NOTES:

1. ALL HWZ-3 SIGN PANELS SHALL BE RIGID.
2. THE SIZE OF THE HWZ-3 SIGN SHALL NOT BE REDUCED FOR USE ON TWO-LANE ROADWAYS.

## **C. LANE CLOSURES:**

### **1. Approval/Restrictions**

All lane closures of any type or duration shall have the prior approval of the Engineer.

- a. The length of a lane closure shall not exceed two (2) miles in length excluding the length of the tapers unless the prior approval of the Engineer has been obtained. The Engineer may extend the length of a lane closure based upon field conditions however the length of a workzone should be held to the minimum length required to accomplish the Work. Lane closures shall not be spaced closer than one mile. The advanced warning signs for the project should not overlap with the advanced warning signs for lane shifts, lane closures, etc.
- b. Lane closures that require same direction traffic to be split around the Work Area will not be approved for roadways with posted speeds of 35 mph or greater, excluding turn lanes.
- c. For Interstate, Limited Access and Multi-lane Divided Highways, a Portable Changeable Message Sign (PCMS) shall be placed one (1) mile in advance of a lane closure with a message denoting the appropriate lane closure one mile ahead. The Portable Changeable Message Sign (PCMS) shall be placed on the outside shoulder in accordance with Detail 150-PCMS. This is in addition to the other traffic control devices required by Standard 9106.

### **2. Removal Of Lane Closures**

To provide the greatest possible convenience to the public in accordance with [Subsection 107.07](#), the Contractor shall remove all signs, lane closure markings, and devices immediately when lane closure work is completed or temporarily suspended for any length of time or as directed by the Engineer. All portable signs and portable sign mounting devices shall be removed from the roadway to an area which will not allow the sign to be visible and will not allow the sign or sign mounting device to be impacted by traffic.

### **3. Exit And Entrance Ramps**

On multilane highways where traffic has been shifted to the inside lanes, the exit and entrance ramps shall have channelization devices placed on both sides of the ramp. This requirement will apply to any situation where traffic is shifted to contra flows or inside staging lanes to facilitate reconstruction work in the vicinity of exit and entrance ramps. The temporary ramp taper length shall be greater than, or equal to, the existing taper length. Interim EXIT gore signs shall be placed at the ramp divergence. The "EXIT OPEN" sign shown in Figure TA-42 of the MUTCD shall be utilized. For exit ramps, channelization device spacing shall be decreased to 10 feet for 200 feet in advance of the temporary gore, and be decreased to 10 feet for the first 100 feet of the temporary gore.

### **4. Lane Drop/Lane Closure**

The first seven (7) calendar days of any lane closure shall be signed and marked as per Standard 9106 or 9107. However, lane closures that exist for a duration longer than seven (7) calendar days may be signed and marked as per the details in Standard 9121, provided the prior approval of the Engineer is obtained. The approved lane drop



shall utilize only the signs and markings shown for the termination end of the lane drop in Standard 9121. All warning signs in the lane drop sequence shall be used. Drums may be substituted for the Type I Crystal Delineators at the same spacing.

#### **5. Termination Area**

The transition to normal or full width highway at the end of a lane closure shall be a maximum of 150 feet.

### **D. TRAFFIC PACING METHOD:**

#### **1. Pacing Of Traffic**

With prior approval from the Engineer, traffic may be paced allowing the Contractor up to ten (10) minutes maximum to work in or above all lanes of traffic for the following purposes:

- a. Placing bridge members or other bridge work.
- b. Placing overhead sign structures.
- c. Other work items requiring interruption of traffic.

The Contractor shall provide a uniformed police officer with patrol vehicle and blue flashing light for each direction of pacing. The police officer, Engineer, and flaggers at ramps shall be provided with a radio which will provide continuous contact with the Contractor.

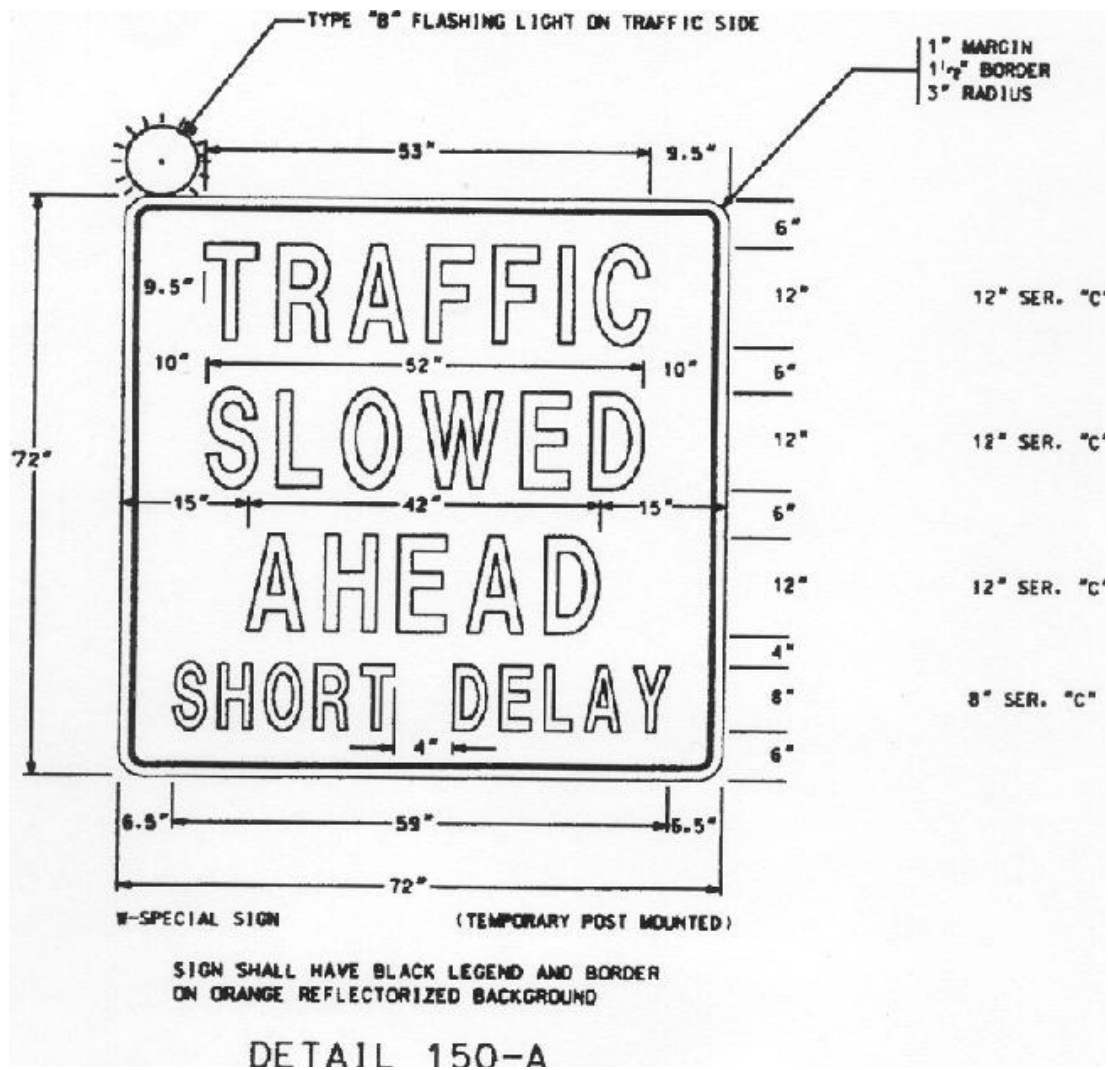
When ready to start the work activity, the police vehicle will act as a pilot vehicle slowing the traffic thereby providing a gap in traffic allowing the Contractor to perform the Work. Any on-ramps between the pace and the work area shall be blocked during pacing of traffic, with a flagger properly dressed and equipped with a Stop/Slow paddle. Each ramp should be opened after the police vehicle has passed.

Pilot vehicles shall travel at a safe pace speed, desirably not less than 20 mph interstate and 10 mph non-interstate. The Contractor shall provide a vehicle to proceed in front of the police vehicle and behind the other traffic in order to inform the Contractor's work force when all vehicles have cleared the area.

Traffic will not be permitted to stop during pacing except in extreme cases as approved by the Engineer.

#### **2. Methods Of Signing For Traffic Pacing**

At a point not less than 1,000 feet in advance of the beginning point of the pace, the Contractor shall erect and cover a W-special sign (72 inch x 72 inch) with a Type "B" flashing light, with the legend "TRAFFIC SLOWED AHEAD SHORT DELAY" (See [Detail 150-A](#)). A portable changeable message sign may be used in lieu of the W-special sign. On divided highways this sign shall be double indicated. A worker with a two-way radio shall be posted at the sign, and upon notice that the traffic is to be paced shall turn on the flashing light and reveal the sign. When traffic is not being paced, the flashing light shall be turned off and the sign covered or removed. W-special signs are reflectorized black on orange, Series "C" letter and border of the size specified.



## **E. CONSTRUCTION VEHICLE TRAFFIC**

The Contractor's vehicles shall travel in the direction of normal roadway traffic and shall not reverse direction except at intersections, interchanges, or approved temporary crossings. The Contractor may submit a plan requesting that construction traffic be allowed to travel in the opposite direction of normal traffic when it would be desirable to modify traffic patterns to accommodate specific construction activities.

Prior approval of the Engineer shall be obtained before any construction traffic is allowed to travel in a reverse direction. If the Contractor's submittal is approved the construction traffic shall be separated from normal traffic by appropriate traffic control devices.

## **F. ENVIRONMENTAL IMPACTS TO THE TEMPORARY TRAFFIC CONTROL (TTC) PLAN**

The Contractor shall ensure that dust, mud, and other debris from construction activities do not interfere with normal traffic operations or adjacent properties. All outfall ditches, special ditches, critical storm drain structures, erosion control structures, retention basins, etc. shall be constructed, where possible, prior to the beginning of grading operations so that the best possible drainage and erosion control will be in effect during the grading operations, thereby keeping the roadway areas as dry as possible.

Areas within the limits of the project which are determined by the Engineer to be disturbed or damaged due either directly or indirectly from the progress or the lack of progress of the work shall be cleaned up, redressed, and regrassed. All surplus materials shall be removed and disposed of as required. Surplus materials shall be disposed of in accordance with [Section 201](#) of the Specifications.

## **G. EXISTING STREET LIGHTS**

Existing street lighting shall remain lighted as long as practical and until removal is approved by the Engineer.

## **H. NIGHTWORK**

Adequate temporary lighting shall be provided at all nighttime work sites where workers will be immediately adjacent to traffic.

## **I. CONSTRUCTION VEHICLES IN THE WORKZONE**

The parking of Contractor's and/or workers personal vehicles within the work area or adjacent to traffic is prohibited. It shall be the responsibility of the Worksite Traffic Control Supervisor to ensure that any vehicle present at the worksite is necessary for the completion of the work.

## **J. ENCROACHMENTS ON THE TRAVELED-WAY**

The Worksite Traffic Control Supervisor (WTCS) shall monitor the work to ensure that all the rocks, boulders, construction debris, stockpiled materials, equipment, tools and other potential hazards are kept clear of the travelway. These items shall be stored in a location, in so far as practical, where they will not be subject to a vehicle running off the road and striking them.

## **K. PEDESTRIAN CONSIDERATIONS**

All existing pedestrian facilities, including access to transit stops, shall be maintained. Where pedestrian routes are closed, alternate routes shall be provided. Closures of existing, interim and final pedestrian facilities shall have the prior written approval of the Engineer. When existing pedestrian facilities are disrupted, closed or relocated in a TTC zone, the temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility. Pedestrian facilities are considered improvements and provisions made to accommodate or encourage walking. Whenever a sidewalk is to be closed, the Engineer shall notify the maintaining agency two (2) weeks prior to the closure. Prior to closure, detectable barriers (that are detectable by a person with a visual disability traveling with the aid of a long cane), as described by the MUTCD, shall be placed across the full width of the closed sidewalk. Barriers and channelizing devices used along a temporary pedestrian route shall be in compliance with the MUTCD.

Temporary Traffic Control devices used to delineate a Temporary Traffic Control zone pedestrian walkway shall be in compliance with [Subsection 150.01.E](#). Temporary Traffic Control devices and construction material shall not intrude into the usable width of the pedestrian walkway. Signs and other devices shall be placed such that they do not narrow or restrict any pedestrian passage to less than 48 inches.

A pedestrian walkway shall not be severed or relocated for non-construction activities such as parking for construction vehicles and equipment. Movement by construction vehicles and equipment across designated pedestrian walkways should be minimized. When necessary, construction activities shall be controlled by flaggers. Pedestrian walkways shall be kept free of mud, loose gravel or other debris.

When temporary covered walkways are used, they shall be lighted during nighttime hours. When temporary traffic barrier is used to separate pedestrian and vehicular traffic, the temporary barrier shall meet NCHRP-350 Test Level Three. The barrier ends shall be protected in accordance with Georgia Standard 4960. Curbing shall not be used as a substitute for temporary traffic barriers when temporary traffic barriers are required. Tape, rope or plastic chain strung between temporary traffic control devices are not considered as detectable and shall not be used as a control for pedestrian movements.

The WTCS shall inspect the activity area daily to ensure that effective pedestrian TTC is being maintained. The inspection of TTC for pedestrian traffic shall be included as part of the TC-1 report.

## 1. Temporary Pedestrian Facilities

Temporary pedestrian facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. The geometry, alignment and construction of the facility should meet the applicable requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)".

### a. Temporary Walkways with Detectable Edging

A smooth, continuous hard surface (firm, stable and slip resistant) shall be provided throughout the entire length of the temporary pedestrian facility. Compacted soils, sand, crushed stone or asphaltic pavement millings shall not be used as a surface course for walkways.

Temporary walkways shall include detectable edging as defined in the MUTCD. When temporary traffic barrier is included as a pay item in the contract and where locations identified on the plans for positive protection will also allow them to serve as pedestrian detectable edging, payment will be made for the temporary traffic barrier in accordance with [Section 622](#). No payment will be made for temporary walkways with Detectable Edging where existing pavements or existing edging (that meets the requirements of MUTCD) are utilized as temporary walkways. Payment for temporary detectable edging, including approved barriers and channelizing devices, installed on existing pavements shall be included in Traffic Control-Lump Sum.

Regardless of the materials used, temporary walkways shall be constructed of sufficient thickness and durability to withstand the intended use for the duration of the construction project. If concrete or asphalt is used as the surface course for the walkway, it shall be a minimum of one and one-half inches (1-1/2") thick. Temporary walkways constructed across unimproved streets and drives shall be a minimum thickness of four inches (4") for concrete and three inches (3") for asphalt. Joints formed in concrete sidewalks shall be in accordance with [Section 441](#). Concrete surfaces shall have a broom finish.

If plywood is used as a walkway, it must be a minimum of three quarters of an inch (3/4") thick pressure treated and supported with pressure treated longitudinal joists spaced a maximum of sixteen inches (16") on center. The plywood shall be secured to the joist with galvanized nails or galvanized deck screws. Nails and screws shall be countersunk to prevent snagging or tripping the pedestrians. A slip resistant friction course shall be applied to any plywood surface that is used as a walkway. Any slip resistant material used shall have the prior written approval of the engineer.

The contractor may propose alternate types of Temporary Walkways provided the contractor can document that the proposed walkway meets the requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)". Alternate types of Temporary Walkways shall have the prior written approval of the engineer.

Temporary walkways shall be constructed and maintained so there are no abrupt changes in grade or terrain that could cause a tripping hazard or could be a barrier to wheelchair use. The contractor shall construct and maintain the walkway to ensure that joints in the walkway have a vertical difference in elevation of no more than one quarter (1/4") of an inch and that the horizontal joints have gaps no greater than one half (1/2") of an inch. The grade of the temporary walkway should parallel the grade of the existing walkway or roadway and the cross slope should be no greater than 2%.

A width of sixty (60") inches, if practical, should be provided throughout the entire length of any temporary walkway. The temporary walkway shall be a minimum width of forty eight inches (48"). When it is not possible to maintain a minimum width of sixty inches (60") throughout the entire length of temporary walkway, a sixty inch (60") by sixty inch (60") passing space should be provided at least every two hundred feet (200 Ft.), to allow individuals in wheelchairs to pass.

Temporary walkways shall be constructed on firm subgrade. Compact the subgrade according to [Section 209](#). Furnish and install any needed temporary pipes prior to constructing any walkway to ensure positive drainage away from or beneath the temporary walkway. Once the walkway is no longer required, remove any temporary materials and restore the area to the original conditions or as shown in the plans.

b. Temporary Curb Cut Wheelchair Ramps

Temporary curb cut wheelchair ramps shall be constructed in accordance with [Section 441](#) and Detail A-3. Ramps shall also include a detectable warning surface in accordance with Detail A-4. Other types of material for the construction of the temporary curb cut wheelchair ramps, including the detectable warning surface, may be used provided the contractor can provide documentation that the material to be used meets the requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)". When a wheelchair ramp is no longer required, remove the temporary materials and restore the area to existing conditions or as shown in the plans. For the items required to restore the area to original conditions or as shown in the plans, measures for payment shall be covered by contract pay items. If pay items are not included in the contract, then payment for these items shall be included in Traffic Control-Lump Sum.

c. Temporary Audible Information Device

Temporary audible information devices, when shown in the plans, shall be installed in compliance with the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)". The devices shall be installed in accordance with the manufacturer's recommendations. Prior to installation, the contractor shall provide the engineer with a set of manufacturer's drawings detailing the proper installation procedures for each device. When no longer required, the devices shall remain the property of the contractor.

## **L. TRAFFIC SIGNALS**

If the sequence of operations, staging, or the temporary traffic control plan requires the relocation or shifting of any components of an existing traffic signal system then any work on these traffic signals will be considered as part of Lump Sum- Traffic Control. The contractor becomes responsible for the maintenance of these traffic signals from the time that the system is modified until final acceptance. The maintenance of traffic signals that are not a part of the work and are not in conflict with any portion of the work shall not be the responsibility of the contractor.

When construction operations necessitate an existing traffic signal to be out of service, the Contractor shall furnish off-duty police officers to regulate and maintain traffic control at the site. Off-duty police officers should be used to regulate and maintain traffic control at signal sites when lane closures or traffic shifts block or restrict movements causing interference with normal road user flows and will not allow the activated traffic signal to guide the traffic through the signal site.

## **M. REMOVAL/REINSTALLATION OF MISCELLANEOUS ITEMS**

In the prosecution of the Work, if it becomes necessary to remove any existing signs, markers, guardrail, etc. not covered by specific pay item, they shall be removed, stored and reinstalled, when directed by the Engineer, to line and grade, and in the same condition as when removed.

## **N. Signalized Intersections**

Off duty police officers shall be used to regulate and maintain traffic control at functioning signalized intersections when lane closures or traffic shifts block or restrict movements causing interference with road user flows and will not allow the activated traffic signal to guide the traffic through the signal site. This work is considered incidental and shall be included in the overall price bid for traffic control.

## **150.03 SIGNS:**

### **A. SIGNING REQUIREMENTS OF THE TEMPORARY TRAFFIC CONTROL (TTC) PLAN**

When existing regulatory, warning or guide signs are required for proper traffic and pedestrian control the Contractor shall maintain these signs in accordance with the temporary traffic control (TTC) plan. The Contractor shall review the status of all existing signs, interim signs added to the work, and permanent sign installations that are part of the work to eliminate any conflicting or non-applicable signage in the TTC Plan. The Contractor's review of all signs in the TTC Plan shall establish compliance with the requirements of the MUTCD and Section 150. Any conflicts shall be

reported to the Engineer immediately and the WTCS shall take the necessary measures to eliminate the conflict.

The Contractor shall make every effort to eliminate the use of interim signs as soon as the Work allows for the installation of permanent signs.

All existing illuminated signs shall remain lighted and be maintained by the Contractor.

Existing street name signs shall be maintained at street intersections.

#### **B. CONFLICTING OR NON-APPLICABLE SIGNS**

Any sign(s) or portions of a sign(s) that are not applicable to the TTC plan shall be covered so as not to be visible to traffic or shall be removed from the roadway when not in use. The WTCS shall review all traffic shifts and changes in the traffic patterns to ensure that all conflicting signs have been removed. The review shall confirm that the highest priority signs have been installed and that signs of lesser significance are not interfering with the visibility of the high priority signs. High priority signs include signs for road closures, shifts, detours, lane closures and curves. Any signs, such as speed zones and speed limits, passing zones, littering fines and litter pick up, that reference activities that are not applicable due to the presence of the Work shall be removed, stored and reinstalled when the Work is completed.

Failure to promptly eliminate conflicting or non-applicable signs shall be considered as non-performance under [Section 150.08](#).

#### **C. REMOVAL OF EXISTING SIGNS AND SUPPORTS**

The Contractor shall not remove any existing signs and supports without prior approval from the Engineer. All existing signs and supports which are to be removed shall be stored and protected if this material will be required later in the work as part of the TTC plan. If the signs are not to be utilized in the work then the signs will become the property of the Contractor unless otherwise specified in the contract documents.

#### **D. INTERIM GUIDE, WARNING AND REGULATORY SIGNS**

Interim guide, warning, or regulatory signs required to direct traffic and pedestrians shall be furnished, installed, reused, and maintained by the Contractor in accordance with the MUTCD, the Plans, Special Provisions, Special Conditions, or as directed by the Engineer. These signs shall remain the property of the Contractor. The bottom of all interim signs shall be mounted at least seven (7') feet above the level of the pavement edge when the signs are used for long-term stationary operations as defined by Section 6G.02 of the MUTCD. Special Conditions under Subsection 150.11 may modify this requirement.



Portable signs may be used when the duration of the work is less than three (3) days or as allowed by the special conditions in Subsection 150.11. Portable signs shall be used for all punchlist work. All portable signs and sign mounting devices utilized in work shall be NCHRP 350 compliant. Portable interim signs shall be mounted a minimum of one (1') foot above the level of the pavement edge for directional traffic of two (2) lanes or less and a minimum of seven (7') feet for directional traffic of three (3) or more lanes. Signs shall be mounted at the height recommended by the manufacturer's crashworthy testing requirements. Portable interim signs which are mounted at less than seven (7') feet in height may have two 18 inch x 18 inch fluorescent red-orange or orange-red warning flags mounted on each sign.

All regulatory sign blanks shall be rigid whether the sign is mounted as a portable sign, on a Type III barricade or as a permanent mount height sign.

Any permanent mount height interim sign that is designed to fold in half to cover a non-applicable message on the sign shall have reflectorized material on the folded over portion of the sign. The reflectorized material shall be orange in color with a minimum of ASTM Type I engineering grade sheeting with a minimum area of six inches by six inches (6" x 6") facing the direction of traffic at all times when the sign is folded.

Interim signs may be either English or metric dimensions.

## **E. EXISTING SPECIAL GUIDE SIGNS**

Existing special guide signs on the Project shall be maintained until conditions require a change in location or legend content. When change is required, existing signs shall be modified and continued in use if the required modification can be made within existing sign borders using design requirements (legend, letter size, spacing, border, etc.) equal to that of the existing signs, or of [Subsection 150.03.E.2.](#) Differing legend designs shall not be mixed in the same sign.

### **1. Special Guide Signs**

Special guide signs are those expressway or freeway guide signs that are designed with a message content (legend) that applies to a particular roadway location. When an existing special guide sign is in conflict with work to be performed, the Contractor shall remove the conflicting sign and reset it in a new, non-conflicting location which has been approved by the Engineer.

### **2. Interim Special Guide Signs**

When it is not possible to utilize existing signs, either in place or relocated, the Contractor shall furnish, erect, maintain, modify, relocate, and remove new interim special guide signs in accordance with the Plans or as directed by the Engineer. Interim special guide signs that may be required in addition to, or a replacement for, existing expressway and freeway (interstate) signs shall be designed and fabricated in compliance with the minimum requirements for guide signing contained in Part 2E "Guide Signs Expressway" and Part 2F "Guide Signs Freeways" of the MUTCD, except that the minimum size of all letters and numerals in the names and places, streets and highways on all signs shall be 16 inches Series "E" initial upper-case and 12 inches lower-case. All interstate

shields on these signs shall be 48 inches and 60 inches for two-numeral and three-numeral routes, respectively.

The road name of the exit or route shield shall be placed on the exit gore sign.

### **3. Interim Overhead Guide Sign Structures**

Interim overhead special guide sign structures are not required to be lighted unless specifically required by the Plans. If lighting is required the sign shall be lighted as soon as erected and shall remain lighted, during the hours of darkness, until the interim sign is no longer required. The Contractor shall notify the Power Company at least thirty (30) days prior to desired connection to the power source.

### **4. Permanent Special Guide Signs**

The installation of new permanent special guide signs and the permanent modification or resetting of existing special guide signs, when included in the contract, shall be accomplished as soon as practical to minimize the use of interim special guide signs. If lighting is required by the Plans, all new permanent overhead special guide signs shall be lighted as soon as erected.

## **F. MATERIALS- INTERIM SIGNS:**

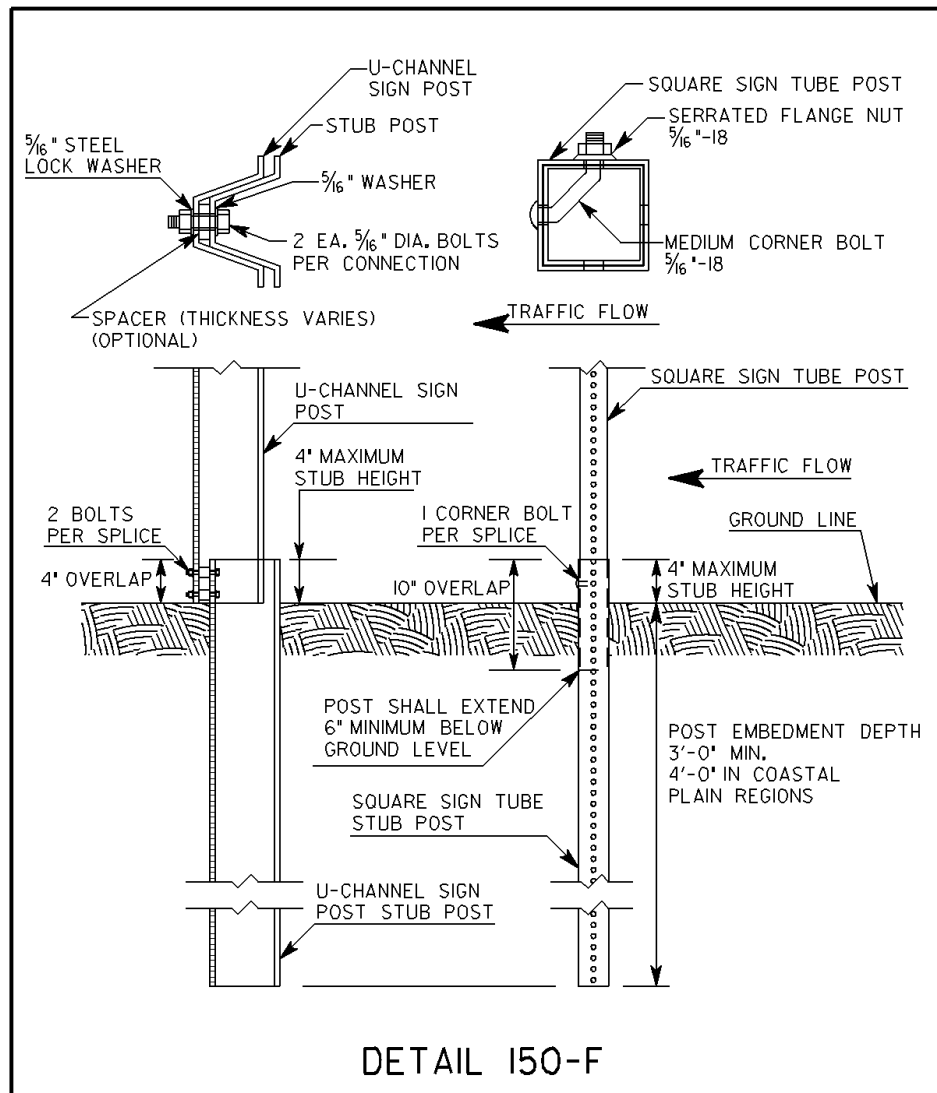
### **1. Posts**

Permanent mounting height of seven (7') feet- Posts for all interim signs shall meet the requirements of Section 911 except that green or silver paint may be used in lieu of galvanization for steel posts or structural shape posts. Within the limits of a single project, all metal posts shall be the same color. Wood posts are not required to be pressure treated. Ground mounted sign(s) greater than nine (9) square feet shall be mounted on two posts.

Interim posts may be either metric or English in dimensions.

Posts for all interim signs shall be constructed to yield upon impact unless the posts are protected by guardrail, portable barrier, impact attenuator or other type of positive barrier protection. Unprotected posts shall meet the breakaway requirements of the "1994 AASHTO Standard Specifications for Structural Support for Highway Signs, Luminaries and Traffic Signals". Unprotected interim posts shall be spliced as shown in [Detail 150-F](#) unless full length unspliced posts are used.

Unprotected post splices will not be permitted any higher than four inches above the ground line to lessen the possibility of affecting the undercarriage of a vehicle. Installation of posts may require establishment of openings in existing pavements, islands, shoulders etc.



- 2. Sign Blanks And Panels- Permanent mounting height of seven (7') feet-**  
All sign blanks and panels shall conform to [Section 912](#) of the Specifications except that blanks and panels may be ferrous based or other metal alloys. Type 1 and Type 2 sign blanks shall have a minimum thickness of 0.08 inches regardless of the sign type used. Alternative sign blank materials (composites, poly carbonates, fiberglass reinforced plastics, recycled plastics, etc.) shall have a letter of approval from the Office of Materials and Research for use as interim construction signs before these materials are allowed to be incorporated into the work unless these rigid sign blanks are currently approved as a crashworthy sign blank material under QPL 34. The back side of sign panels shall be painted orange to prevent rust if other metals are used in lieu of aluminum. Plywood blanks or panels will not be permitted. The use of flexible signs will not be permitted for permanent mount height signs.

Interim blanks and panels may be either metric or English in dimensions.

- 3. Portable Sign Mounting Devices, Portable Sign Blanks-**  
All portable sign mounting devices and sign blanks utilized in the work shall be NCHRP 350 Test Level III compliant. All portable sign mounting devices and sign blanks shall be from the Qualified Products List. Any sign or sign mounting device shall have an identifying decal, logo, or manufacturer's stamping that clearly identifies the device as NCHRP 350 compliant. The required decal, logo or manufacturer's stamping shall not be displayed on the message face of the sign. The Contractor may be required to provide certification from the Manufacturer as proof of NCHRP 350 compliance. All portable signs shall be mounted according to height requirements of [Subsection 150.03.D](#).

## **G. SIGN VISIBILITY AND OFFSETS**

All existing, interim and new permanent signs shall be installed so as to be completely visible for an advance distance in compliance with the MUTCD. Any clearing required for maintaining the line of sight to existing, interim or permanent signs shall be done as part of the requirements of the TTC plan. The clearing shall include any advance warning signs, both interim and permanent, that are installed as a part of the work including advance warning signs that are installed outside the limits of the project. Any sign installed behind W-beam or T-beam guardrail with non-breakaway posts shall be installed with the leading edge of the sign a minimum of four feet and three inches (4'3") behind the face of the guardrail with five feet (5') of clearance being desirable. Limbs, brush, construction equipment and materials shall be kept clear of the driver's line of sight to all signs that are part of the TTC plan.

## **H. ADVANCE WARNING SIGNS:**

### **1. All Type Of Highways**

Advance warning signs shall be placed ahead of the work area in accordance with Part VI of the MUTCD and shall include a series of at least three advance road work (W20-1) signs placed at the termini of the project. The series shall have the legend ROAD WORK (1500 FEET, 1000 FEET, AND 500 FEET).

At grade intersecting roadways and on-ramps shall be signed with a minimum of one ROAD WORK AHEAD sign.

When work terminates at a "T" intersection, a minimum of one "ROAD WORK AHEAD" sign shall be placed in advance of the intersection and one "END ROAD WORK" sign shall be placed at the termination end of the intersection. Field conditions may require the use of additional warning signage.

Advanced Warning Signs on State Routes shall be a minimum dimension of 48 inches x 48 inches. When a State Route intersects a project which consists of adding travel lanes, reconstructing an existing roadway or new location work, the State Route approaches shall have a minimum of three (W20-1) advanced warning signs (1500 ft., 1000 ft., 500 ft.). The termination end of an intersecting State Route shall have END ROAD WORK signage.

The W20-1 signs shall be placed at the termini of the project or sufficiently in advance of the termini to allow for lane shifts, lane closures and other activities which may also require advanced warning signs. The advanced warning signs for the project should not overlap with the advanced warning signs for lane shifts, lane closures, etc.

The length of a workzone should be held to the minimum length required to accomplish the work. If a project has multiple individual worksites within the overall limits of the project, each site should be signed individually if the advance warning signs for each site can be installed without overlapping an adjacent worksite. As soon as the work is completed at any individual site the warning signs shall be removed from that site. Clean-up work and punchlist work shall be performed with portable signage.

Project mileage indicated on the G20-1 sign shall be the actual project mileage rounded up to the nearest whole mile. Projects less than two (2) miles in length or individual worksites that are part of a multiple worksite project may delete this sign. The G20-1 sign shall be 60" X 36" and the G20-2 sign shall be 48" X 24".

## **2. Interstate, Limited Access And Multilane Divided Highways**

In addition to the W20-1 signs required at 500 ft., 1000 ft. and 1500 ft., multi-lane divided highways shall also have additional advanced warning signs installed with the legend "ROAD WORK (2 MILES, 1 MILE and 1/2 MILE)". All construction warning signs on divided highways shall be double indicated (i.e., on the left and right sides of the roadway.) If the use of the 1/2 mile, 1 mile and 2 mile advanced warning signs cause an overlap with other work or do not benefit field conditions then the Engineer may review the use of these signs and eliminate their installation. When the posted speed limit is 50 MPH or less, the 1/2 mile, 1 mile and 2 mile signs should be eliminated especially in urban areas.

The W20-1 advance warning signs for ROAD WORK 500 FEET; 1000 FEET; and 1500 FEET shall be temporarily covered when work involving the advanced warning signs for lane shifts and lane closures overlap these signs. The ROAD WORK 1/2 MILE, ROAD WORK 1 MILE, and ROAD WORK 2 MILES shall be in place when the 500, 1000 and 1500 feet signs are temporarily covered.

When the temporary traffic control zone already has advanced warning (W20-1) signs installed the W20-1 signs required for lane closures under Standard 9106 should be eliminated.

**RAMP WORK ON LIMITED ACCESS HIGHWAYS:** The workzone shall not be signed for the entire length of the mainline of a limited access highway when only short individual worksites, interchange or ramp work is being performed.

When work is restricted to ramp reconstruction or widening activities, the advance warning signs on the mainline section of the limited access highway shall be limited to the use of portable advance warning signs. These portable advance warning signs shall only be utilized when work activity is within the gore point of the ramp and the mainline traveled way or work is active in the accel/decel lane adjacent to the mainline traveled way. Portable advance warning signs (W20-1; 1500ft. /1000 ft. /500ft.) shall be installed on the traveled way of the limited access highway when the above conditions are present. The advance warning signs shall be installed only in one direction where work is active. All portable signs shall be double indicated. When work is not active, the ramp work shall be advanced warned by the use of a single 48 inch X 48 inch "RAMP WORK AHEAD" sign along the right shoulder of the mainline traveled way prior to the beginning of the taper for the decel lane. The "RAMP WORK AHEAD" sign shall be mounted at seven (7') feet in height. Differences in elevation shall be in compliance with the requirements of [Subsection 150.06](#) prior to the removal of the portable (W20-1) advanced warning signs from the mainline.

The G20-1 sign shall be eliminated on limited access highways when the work involves only ramp work, bridge reconstruction, bridge painting, bridge joint repairs, guardrail and anchor replacement or other site specific work which is confined to a short section of limited access highway.

## **I. PORTABLE CHANGEABLE MESSAGE SIGN**

Unless specified as a paid item in the contract the use of a portable changeable message sign will not be required. When specified, a portable changeable message sign (PCMS) shall meet the minimum requirements of [Section 632](#) and the MUTCD. The maximum amount of messages allowed to be flashed on one PCMS is two phases (flashes). The language and the timing of the messages shall comply with the MUTCD and Section 632.

When used as an advanced device the PCMS should typically be placed ahead of the construction activities. If the PCMS is used as a substitute for another device then the requirements for the other device apply.

## **J. FLASHING BEACON**

The flashing beacon assembly, when specified, shall be used in conjunction with construction warning signs, regulatory, or guide signs to inform traffic of special road conditions which require additional driver attention. The flashing beacon assembly shall be installed in accordance with the requirements of [Section 647](#).

## **K. RUMBLE STRIP SIGNAGE**

Signage for rumble strips located in the travelway shall be as required in [Subsection 150.01.C](#) and [Subsection 150.02.A.9](#).

## **L. LOW/SOFT SHOULDER SIGNAGE**

Low or soft shoulder signs shall be utilized in accordance with the following conditions:

### **CONSTRUCTION/RECONSTRUCTION PROJECTS:**

"LOW/SOFT SHOULDER" signs shall be erected when a difference in elevation exceeds one (1") inch but does not exceed three (3") inches between the travelway and any type of shoulder unless the difference in elevation is four (4') feet or greater from the edge of the traveled way.

The spacing of the signs shall not exceed one (1) mile and the signs shall be placed immediately past each crossroad intersection. The "Low/Soft" signs shall remain in place until the difference in elevation is eliminated and the shoulder has been dressed and permanently grassed for a minimum of thirty (30) calendar days. These signs shall be furnished, installed, maintained and removed by the Contractor as part of Traffic Control-Lump Sum. These signs shall be orange with black borders and meet the reflectorization requirements of [Subsection 150.01.D](#).

"SHOULDER DROP-OFF" (W8-9a) signs shall be used when a difference in elevation, less than four (4') feet from the traveled way, exceeds three (3") inches and is not protected by positive barrier protection. These warning signs shall be placed in advance of the drop-off.

For a continuous drop-off condition, the W8-9a) signs shall, as a minimum, be spaced in accordance with the above requirements for "Low/soft shoulder" signs.

### **PROJECTS CONSISTING PRIMARILY OF ASPHALTIC CONCRETE RESURFACING ITEMS:**

"LOW/SOFT SHOULDER" signs shall be erected when a difference in elevation exceeds one (1") inch but does not exceed three (3") inches between the travelway and any type of shoulder unless the difference in elevation is four (4') feet or greater from the edge of the traveled way.

SHOULDER BUILDING INCLUDED IN THE CONTRACT: "Low/Soft Shoulder" signs shall be erected as per the requirement of Standards 9102, 9106, and 9107. "Shoulder Drop-off" signs (W8-9a) shall be erected as per the requirements of the MUTCD. These signs shall be maintained until the conditions requiring their installation have been eliminated. The Contractor shall remove all interim warning signs before final acceptance.

SHOULDER BUILDING NOT INCLUDED IN THE CONTRACT: The Department will furnish the "Low/Soft Shoulder" signs, "Shoulder Drop-off" signs and the posts. The signs shall be erected to meet the minimum requirements of [Subsection 150.03](#). The Contractor shall include the cost of furnishing installation hardware (bolts, nuts, and

washers), erection and maintenance of the signs in the bid price for Traffic Control-Lump Sum. The Contractor shall maintain the signs until final acceptance. The Department will remove the signs.

LAU/LAR PROJECTS SHOULDER BUILDING NOT INCLUDED IN THE CONTRACT: The Contractor will furnish, install and maintain LOW/SOFT SHOULDER signs (yellow with black borders, ASTM Type III or IV) at the appropriate spacing, until Final Acceptance of the project by the Department. After Final Acceptance by the Department the signs will become the property and responsibility of the local government.

#### **M. BUMP SIGNAGE:**

MULTI-LANE DIVIDED HIGHWAYS: A bump sign (W8-1) shall be utilized when a transverse joint in the pavement structure has a vertical difference in elevation of three quarters ( $3/4''$ ) of an inch or greater in depth with no horizontal taper to ramp the traffic from one elevation to the other. This condition typically occurs at approach slabs during pavement milling operations and at transverse joints in asphaltic pavement lifts.

TWO-LANE TWO-WAY HIGHWAYS: A bump sign (W8-1) shall be utilized when a transverse joint in the pavement structure has a vertical difference in elevation that exceeds one and three quarters ( $1-3/4''$ ) inches in depth with no horizontal taper to ramp the traffic from one elevation to the other. This includes utility and storm drainage repairs that require concrete placement for patching and/or steel plating.

The (W8-1) sign shall be placed sufficiently in advance to warn the motorist of the condition.

#### **N. PEDESTRIAN SIGNAGE:**

Appropriate signs as described in the MUTCD shall be maintained to allow safe passage of pedestrian traffic or to advise pedestrians of walkway closures (Refer to MUTCD Figures TA-28 and TA-29 for guidance). Advance closure signing should be placed at intersections rather than midblock locations so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing. Signs and other devices mounted lower than seven (7) feet above the temporary pedestrian walkway shall not project more than four (4) inches into the accessible pedestrian facilities. Signs and other devices shall be placed such that they do not narrow any pedestrian passage to less than 48 inches.



## **150.04 PAVEMENT MARKINGS**

### **A. GENERAL**

Full pattern pavement markings in accordance with [Section 652](#) and in conformance with Section 3A and 3B, except 3B.02, of the MUTCD are required on all courses before the roadway is opened to traffic. No passing zones shall be marked to conform to [Subsection 150.04.E](#). During construction and maintenance activities on all highways open to traffic, both existing markings and markings applied under this Section shall be fully maintained until Final Acceptance. If the pavement markings are, or become, unsatisfactory in the judgement of the Engineer due to wear, weathering, or construction activities, they shall be restored immediately.

#### **1. Resurfacing Projects**

Pavement markings shall be provided on all surfaces that are placed over existing markings. Interim and final markings shall conform in type and location to the markings that existed prior to resurfacing unless changes or additions are noted in the Contract. The replacement of parking spaces will not be required unless a specific item or note has been included in the Contract. Any work to make additions to the markings that existed prior to resurfacing is to be considered as extra work.

#### **2. Widening And Reconstruction Projects**

If the lane configuration is altered from the preconstruction layout then pavement markings will be as required by the plans or the Engineer.

#### **3. New Location Construction Projects**

Pavement marking plans will be provided.

### **B. MATERIALS**

All traffic striping applied under this Section shall be a minimum four inches in width or as shown in plans and shall conform to the requirements of [Section 652](#), except as modified herein. Raised pavement markers (RPMs) shall meet the requirements of [Section 654](#). Markings on the final surface course, which must be removed, shall be a removable type. The Contractor will be permitted to use paint, thermoplastic, or tape on pavement which is to be overlaid as part of the project, unless otherwise directed by the Engineer. Partial (skip) reflectorization (i.e. reflectorizing only a portion of a stripe) will not be allowed.

### **C. INSTALLATION AND REMOVAL OF PAVEMENT MARKINGS:**

INSTALLATION: All pavement markings, both interim and permanent, shall be applied to a clean surface. The Contractor shall furnish the layout and preline the roadway surface for the placement of pavement markings applied as part of the temporary traffic control plan. All interim marking tape and RPM's on the final surface shall be removed prior to the placement of the final markings.

The Contractor shall sequence the work in such a manner as to allow the installation of markings in the final lane configuration at the earliest possible stage of the work.

REMOVAL: Markings no longer applicable shall be removed in accordance with [Subsection 656.3.05](#).

THE ELIMINATION OF CONFLICTING PAVEMENT MARKINGS BY OVERPAINTING WITH UNAPPROVED PAINT OR ANY TYPE OF LIQUID ASPHALT IS NOT ACCEPTABLE.

INTERMEDIATE SURFACE: Interim markings shall be removed by methods that will cause minimal damage to the pavement surface while also ensuring that traveling public will not be confused or misdirected by any residual markings remaining on the intermediate surface. The use of approved black-out tape and black-out paint (manufactured for the sole purpose of covering existing pavement markings) may be permitted on some interim surfaces, provided the results are satisfactory to the Engineer.

FINAL SURFACE: No interim paint or thermoplastic markings will be permitted on any final surface unless the interim markings are in alignment with the location of the permanent markings and the interim marking will not interfere or adversely affect placement of the permanent markings. The proposed method of removal for layout errors that require markings to be removed from the final surface shall have the prior approval of the Engineer. Any damage to the final pavement surface caused by the pavement marking removal process shall be repaired at the Contractor's expense by methods acceptable and approved by the Engineer. [Subsection 400.3.06.C](#) shall apply when corrective measures are required. The use of black-out tape or black-out paint will not be permitted under any circumstance to correct layout errors on any final surface.

Traffic shifts that are done on the final surface shall be accomplished using interim traffic marking tape that can be removed without any blemishing of the final surface. Interim traffic marking tape shall be used on any of the following final surfaces; asphaltic concrete, Portland cement concrete, and bridge deck surfaces. The contractor may propose alternate traffic markings and removal methods on the final surface. Submitted proposals shall include the type of material, method of removal and a cost comparison to the traffic marking tape method. Prior to any approval, the contractor shall field demonstrate to the satisfaction of the Engineer that the proposed traffic markings can be removed without any blemishing of the final surface. If the proposal is determined to be acceptable, a supplemental agreement will be executed prior to the installation of the proposed alternate traffic markings. The supplemental agreement shall denote the type of traffic marking materials, method of removal and any cost and/or time savings to the Department. The Department will not consider or participate in any cost increase that may result from implementing the proposed alternate method.

PAY FACTOR REDUCTION FOR ASPHALTIC CONCRETE FINAL SURFACES: When the correction of an error in the layout of the final pavement markings requires the final surface to be grounded, blemished, scarred, or polished the pay factor shall be reduced to 0.95 for the entire surface area of the final topping that has a blemish, polished or a scarred surface. The reduced pay factor shall not be confined to only the width and length of the stripe or the dimensions of the blemished areas, the whole roadway surface shall have the reduced pay factor applied. The area of the

reduced pay factor shall be determined by the total length and the total width of the roadway affected. If the affected area is not corrected, the reduction in pay shall be deducted from the final payment for the topping layer of asphaltic concrete. The Engineer shall make the final determination whether correction or a reduced pay factor is acceptable.

The eradication of pavement markings on intermediate and final concrete surfaces shall be accomplished by a method that does not grind, polish, or blemish the surface of the concrete. The method used for the removal of the interim markings shall not spall chip the joints in the concrete and shall not damage the sealant in the joints. Any joint or sealant repairs shall be included in the bid price for Traffic Control-Lump Sum. The proposed method of removal shall have the prior approval of the Engineer.

Failure to promptly remove conflicting or non-applicable pavement markings shall be considered as non-performance under [Subsection 150.08](#).

**PREPARATION AND PLANNING FOR TRAFFIC SHIFTS:** When shifting of traffic necessitates removal of centerline, lane lines, or edge lines, all such lines shall be removed prior to, during, or immediately after any change so as to present the least interference with traffic. Interim traffic marking tape shall be used as a temporary substitute for the traffic markings being removed.

Before any change in traffic lane(s) alignment, marking removal equipment shall be present on the project for immediate use. If marking removal equipment failures occur, the equipment shall be repaired or replaced (including leasing equipment if necessary), so that the removal can be accomplished without delay.

Except for the final surface, markings on asphaltic concrete may be obliterated by an overlay course, when approved by the Engineer. When an asphaltic concrete overlay is placed for the sole purpose of eliminating conflicting markings and the in place asphaltic concrete section will allow, said overlay will be eligible for payment only if designated in the Plans. Overlays to obliterate lines will be paid for only once and further traffic shifts in the same area shall be accomplished with removable markings. Only the minimum asphaltic concrete thickness required to cover lines will be allowed. Excessive build-up will not be permitted. When an overlay for the sole purpose of eliminating conflicting markings is not allowed, the markings no longer applicable shall be removed in accordance with [Subsection 656.3.05](#).

#### **D. RAISED PAVEMENT MARKERS**

Raised pavement markers (RPMs) are required as listed below for all asphaltic concrete pavements before the roadway is open to traffic. On the final surface, RPM's shall be placed according to the timeframes specified in 150.04 E. for full pattern pavement markings except Interstate Highways where RPM's shall be placed and/or maintained when the roadway is open to traffic. When Portland Cement Concrete is an intermediate or final surface and is open to traffic, one calendar day is allowed for cleaning and drying before the installation of RPMs is required.

Raised pavement markers are not allowed on the right edge lines under any situation.

### **1. Interstate Highways**

Retro-reflective raised pavement markers (RPM's) shall be placed and/or maintained on intermediate pavement surfaces on all interstate highways that are open to traffic. This includes all resurfacing projects along with widening and reconstruction projects. The spacing and placement shall be as required for MULTI-LANE DIVIDED HIGHWAYS.

### **2. Multi-Lane Divided Highways**

Retro-reflective raised pavement markers (RPMs) shall be placed and/or maintained on intermediate pavement surfaces on all multi-lane divided highways that are opened to traffic when these roadways are being widened or reconstructed. Two lane-two way roadways that are being widened to a multi-lane facility, whether divided or undivided, are included in this provision. Projects consisting primarily of asphalt resurfacing items or shoulder widening items are excluded from this requirement. The RPMs shall be placed as follows:

#### **a. SUPPLEMENTING LANE LINES**

80 foot center on skip lines with curvature less than three degrees. (Includes tangents)

40 foot centers on solid lines and all lines with curvature between three degrees and six degrees.

20 foot centers on curves over six degrees.

20 foot centers on lane transitions or shifts.

#### **b. SUPPLEMENTING RAMP GORE LINES**

20 foot centers, two each, placed side by side.

#### **c. OTHER LINES**

As shown on the plans or directed by the Engineer.

### **3. Other Highways**

On other highways under construction RPMs shall be used and/or maintained on intermediate pavement surfaces as follows:

#### **a. SUPPLEMENTING LANE LINES AND SOLID LINES**

40 foot centers except on lane shifts. (When required in the Plans or Contract.)

20 foot centers on lane shifts. (Required in all cases.)

b. SUPPLEMENTING DOUBLE SOLID LINES

40 foot centers (one each beside each line) except on lane shifts. (When required in the Plans or Contract.)

20 foot centers on lane shifts. (Required in all cases.)

**E. EXCEPTIONS FOR INTERIM MARKINGS**

Some exceptions to the time of placement and pattern of markings are permitted as noted below; however, full pattern pavement markings are required for the completed project.

**1. Two-Lane, Two-Way Roadways**

a. SKIP LINES

All interim skip (broken) stripe shall conform to [Section 652](#) except that stripes shall be at least two feet long with a maximum gap of 38 feet. On curves greater than six degrees, a one-foot stripe with a maximum gap of 19 feet shall be used. In lane shift areas solid lines will be required. Interim skip lines shall be replaced with markings in full compliance with [Section 652](#) prior to expiration of the 14 calendar day period.

Interim raised pavement markers may be substituted for the interim skip (broken) stripes. If raised pavement markers are substituted for the two foot interim skip stripe, three markers spaced at equal intervals over a two feet distance will be required. No separate payment will be made if the interim raised pavement markers are substituted for interim skip lines.

Interim raised pavement markers shall be retro-reflective, shall be the same color as the pavement markers for which they are substituted, and shall be visible during daytime.

The type of interim marker and method of attachment to the pavement shall be approved by the Office of Materials and Research but in no case will the markers be attached by the use of nails. Flexible reflective markers, Type 14 or Type 15, may be used for a maximum of fourteen (14) calendar days as an interim marker. Any flexible reflective markers in use shall be from the qualified products list (QPL).

The interim raised pavement markers shall be maintained until the full pattern pavement markings are applied. At the time full pattern markings are applied the interim raised markers shall be removed in a manner that will not interfere with application of the full pattern pavement markings.

b. NO PASSING ZONES-TWO-LANE, TWO-WAY ROADWAYS

Passing zones shall be re-established in the locations existing prior to resurfacing. No changes to the location of passing zones shall be done without the written approval of the Engineer. For periods not to exceed three calendar days where interim skip centerlines are in place, no-passing

zones shall be identified by using post or portable mounted DO NOT PASS regulatory signs (R4-1 24" x 30") at the beginning and at intervals not to exceed ½ mile within each no-passing zone. A post or portable mounted PASS WITH CARE regulatory sign (R4-1 24" x 30") shall be placed at the end of each no-passing zone. Post mounted signs shall be placed in accordance with the MUTCD. Portable signs shall conform to the requirements of the MUTCD and shall be NCHRP 350 compliant. Portable signs shall be secured in such a manner to prevent misalignment and minimize the possibility of being blown over by weather conditions or traffic.

On new location projects and on projects where either horizontal or vertical alignments has been modified, the location of No-Passing Zones will be identified by the Engineer.

c. EDGELINES

1) Bituminous Surface Treatment Paving

Edgelines will not be required on intermediate surfaces (including asphaltic concrete leveling for bituminous surface treatment paving) that are in use for a period of less than 60 calendar days except at bridge approaches, on lane transitions, lane shifts, and in such other areas as determined by the Engineer. On the final surface, edgelines shall be placed within 30 calendar days of the time that the final surface was placed.

2) All Other Types of Pavement

Edgelines will not be required on intermediate surfaces that are in use for a period of less than 30 calendar days except at bridge approaches, on lane transitions, lane shifts, and in such other areas as determined by the Engineer. On the final surface, edgelines shall be placed within 14 calendar days of the time that the surface was placed.

**2. Multi-Lane Highways – With No Paved Shoulder(S) Or Paved Shoulder(S) Four Feet Or Less**

a. UNDIVIDED HIGHWAYS (INCLUDES PAVED CENTER TURN LANE)

1) Centerlines and No-Passing Barrier-Full Pattern centerlines and no-passing barriers shall be restored before opening to traffic.

2) Lanelines- Interim skip (broken) stripe as described in [Subsection 150.04E.1.a.](#) may be used for periods not to exceed three calendar days. Skiplines are not permitted in lane shift areas. Solid lines shall be used.

3) Edgelines- Edgelines shall be placed on intermediate and final surfaces within three calendar days of obliteration.

b. DIVIDED HIGHWAYS (GRASS OR RAISED MEDIAN)

- 1) Lanelines- Full pattern skip stripe shall be restored before opening to traffic. Skip lines are not permitted in lane shift areas. Solid lines shall be required.
- 2) Centerline/Edgeline- Solid lines shall be placed on intermediate and final surfaces within three calendar days of obliteration.

**3. Limited Access Roadways And Roadways With Paved Shoulders Greater Than Four Feet**

a. Same as [Subsection 150.04.E.2](#) except as noted in (b) below.

b. EDGELINES-

- 1) Asphaltic Concrete Pavement- Edgelines shall be placed on intermediate and final surfaces prior to opening to traffic.
- 2) Portland Cement Concrete Pavement- Edgelines shall be placed on any surface open to traffic no later than one calendar day after work is completed on a section of roadway. All water and residue shall be removed prior to daily striping.

**4. Ramps For Multi-Lane Divided Highways**

A minimum of one solid line edge stripe shall be placed on any intermediate surface of a ramp prior to opening the ramp to traffic. The other edge stripe may be omitted for a maximum period of three (3) calendar days on an intermediate surface. Appropriate channelization devices shall be spaced at a maximum of twenty-five (25') feet intervals until the other stripe has been installed.

The final surface shall have both stripes placed prior to opening the ramp to traffic.

**5. MISCELLANEOUS PAVEMENT MARKINGS:**

FINAL SURFACE: School zones, railroads, stop bars, symbols, words and other similar markings shall be placed on final surfaces conforming to [Section 652](#) within fourteen (14) calendar days of completion of the final surface. Final markings shall conform to the type of pay item in the plans. When no pay item exists in the plans the final markings shall conform to [Section 652](#) for painted markings.

INTERMEDIATE SURFACE: Intermediate surfaces that will be in use for more than forty-five (45) calendar days shall have the miscellaneous pavement markings installed to conform to the requirement of [Section 652](#). Under Subsection 150.11, Special Conditions, or as directed by the Engineer these markings may be eliminated.

## **F. MOBILE OPERATIONS**

When pavement markings (centerlines, lane lines, and edgelines) are applied in a continuous operation by moving vehicles and equipment, the following minimum equipment and warning devices shall be required. These devices and equipment are in addition to the minimum requirements of the MUTCD.

### **1. All Roadways**

All vehicles shall be equipped with the official slow moving vehicle symbol sign. All vehicles shall have a minimum of two flashing or rotating beacons visible in all directions. All protection vehicles shall have an arrow panel mounted on the rear. All vehicles requiring an arrow panel shall have, as a minimum, a Type B panel. All vehicle mounted signs shall be mounted with the bottom of the sign a minimum height of forty-eight inches (48") above the pavement. All sign legends shall be covered or removed from view when work is not in progress.

### **2. Two-Lane Two-Way Roadways**

#### **a. Lead Vehicles**

The lead vehicle may be a separate vehicle or the work vehicle applying the pavement markings may be used as the lead vehicle. The lead vehicle shall have an arrow panel mounted so that the panel is easily visible to oncoming (approaching) traffic. The arrow panel should typically operate in the caution mode.

#### **b. Work Vehicles**

The work vehicle(s) applying markings shall have an arrow panel mounted on the rear. The arrow panel should typically operate in the caution mode. The work vehicle placing cones shall follow directly behind the work vehicle applying the markings.

#### **c. Protection Vehicles**

A protection vehicle may follow the cone work vehicle when the cones are being placed and may follow when the cones are being removed.

### **3. MULTI-LANE ROADWAYS**

A lead vehicle may be used but is not required. The work vehicle placing cones shall follow directly behind the work vehicle applying the markings. A protection vehicle that does not function as a work vehicle should follow the cone work vehicle when traffic cones are being placed. A protection vehicle should follow the cone work vehicle when the cones are being removed from the roadway. Protection vehicles shall display a sign on the rear of the vehicle with the legend PASS ON LEFT (RIGHT).

**INTERSTATES AND LIMITED ACCESS ROADWAYS:** A protection vehicle shall follow the last work vehicle at all times and shall be equipped with a truck mounted attenuator that is certified for impacts not less than 62 mph in accordance with NCHRP350 Test Level Three (3).



## **150.05 CHANNELIZATION**

### **A. GENERAL**

Channelization shall clearly delineate the travelway through the work zone and alert drivers and pedestrians to conditions created by work activities in or near the travelway. Channelization shall be done in accordance with the plans and specifications, the MUTCD, and the following requirements.

All Channelization Devices utilized on any project shall be NCHRP 350 compliant. Any device used on the Work shall be from the Qualified Products List. All devices utilized on the work shall have a decal, logo, or manufacturer's stamping that clearly identifies the device as NCHRP 350 compliant. The Contractor may be required to furnish certification from the Manufacturer for any device to prove NCHRP 350 compliance.

#### **1. Types of Devices Permitted for Channelization in Construction Work Zones:**

##### **a. DRUMS:**

- 1) **DESIGN:** Drums shall meet the minimum requirement of the MUTCD and shall be reflectorized as required in [Subsection 150.01.D](#). The upper edge of the top reflectorized stripe on the drum shall be located a minimum of 33 inches above the surface of the roadway. A minimum drum diameter of 18 inches shall be maintained for a minimum of 34 inches above the roadway.
- 2) **APPLICATION:** Drums shall be used as the required channelizing device to delineate the full length of a lane closure, shift, or encroachment, except as modified by this Subsection.
- 3) **TRANSITION TAPERS FOR LANE CLOSURES:** Drums shall be used on all transition tapers. The minimum length for a merging taper for a lane closure on the travelway shall be as shown in Table 150-1:

**TABLE 150-1**

Posted Speed Limit, MPH	Lane Width 9 Feet	Lane Width 10 Feet	Lane Width 11 Feet	Lane Width 12 Feet	Maximum Drum Spacing in Tapers, (Feet)
Minimum Taper Length (L) in Feet					
20	60	70	75	80	20
25	95	105	115	125	25
30	135	150	165	180	30
35	185	205	225	245	35
40	240	270	295	320	40
45	405	450	495	540	45
50	450	500	550	600	50
55	495	550	605	660	55
60	540	600	660	720	60
65	585	650	715	780	65
70	630	700	770	840	70
75	675	750	825	900	75

If site conditions require a longer taper then the taper shall be lengthened to fit particular individual situations.

The length of shifting tapers should be at least  $\frac{1}{2}$  L.

The length of a closed lane or lanes, excluding the transition taper(s), shall be limited to a total of two (2) miles. Prior approval must be obtained from the Engineer before this length can be increased.

Night time conditions: When a merge taper exists into the night all drums located in the taper shall have, for the length of the taper only, a six (6") inch fluorescent orange (ASTM Type VI, VII, VIII, IX or X) reflectorized top stripe on each drum. The top six-inch stripe may be temporarily attached to the drum while in use in a taper. The Engineer may allow the fluorescent orange reflectorized six (6") inch top stripe on each drum in a merging taper to remain in place during daylight hours provided there is a lane closure(s) with a continuous operation that begins during one nighttime period and ends during another nighttime period. All drums that have the six-inch top stripe permanently attached shall not be used for any other conditions.

Multiple Lane Closures:

- (a) A maximum of one lane at a time shall be closed with each merge taper.
  - (b) A minimum tangent length of 2 L shall be installed between each individual lane closure taper.
- 4) LONGITUDINAL CHANNELIZATION: Drums shall be spaced as listed below for various roadside work conditions except as modified by

[Subsection 150.06](#). Spacing shall be used for situations meeting any of the conditions listed as follows:

(a) 40 FOOT SPACING MAXIMUM

- (1) For difference in elevation exceeding two inches.
- (2) For healed sections no steeper than 4:1 as shown in [Subsection 150.06](#), [Detail 150-E](#).

(b) 80 FOOT SPACING MAXIMUM

- (1) For difference in elevation of two inches or less.
- (2) Flush areas where equipment or workers are within ten feet of the travel lane.

(c) 200 FOOT SPACING MAXIMUM: Where equipment or workers are more than ten feet from travel lane. Lateral offset clearance to be four feet from the travel lane.

- (1) For paved areas eight feet or greater in width that are paved flush with a standard width travel lane.
- (2) For disturbed shoulder areas not completed to typical section that are flush to the travel lane and considered a usable shoulder.

REMOVAL OF DRUMS: Drums may be removed after shoulders are completed to typical section and grassed. Guardrail and other safety devices shall be installed and appropriate signs advising of conditions such as soft or low shoulder shall be posted before the drums are removed.

b. VERTICAL PANELS

- 1) DESIGN: All vertical panels shall meet the minimum requirements of the MUTCD. All vertical panels shall have a minimum of 270 square inches of retro-reflective area facing the traffic and shall be mounted with the top of the reflective panel a minimum of 36" above the roadway.
- 2) APPLICATION: Lane encroachment by the drum on the travelway should permit a remaining lane width of ten feet. When encroachment reduces the travelway to less than ten feet, vertical panels shall be used to restore the travelway to ten feet or greater. No other application of vertical panels will be permitted.

c. CONES

- 1) DESIGN: All cones shall be a minimum of 28 inches in height regardless of application and shall meet the requirement of the MUTCD. Reflectorization may be deleted from all cones.

- 2) APPLICATION: For longitudinal channelizing only, cones will be permitted for daylight closures or minor shifts. (Drums are required for all tapers.) The use of cones for nighttime work will not be permitted. Cones shall not be stored or allowed to be visible on the worksite during nighttime hours.

d. BARRICADES

DESIGN: Type III barricades shall meet the minimum requirements of the MUTCD and shall be reflectorized as required in [Subsection 150.01.D](#). The Contractor has the option of choosing Type III barricades from the Qualified Products List or the Contractor may utilize generic barricades that are approved by the Federal Highway Administration (FHWA). When barricades have been specifically crash tested with signs attached, the contractor has the responsibility to attach the signs as per the manufacturer's recommendations to ensure crashworthiness. If signs are attached to generic barricades or to barricades from the Qualified Products List (QPL) that have not been crash tested with signs attached then the responsibility for crashworthiness and the liability for mounting these signs to the barricades are assumed by the Contractor and the Contractor shall certify that the barricades are crashworthy under FHWA workzone guidelines for NCHRP 350 crashworthy compliance. Any generic barricades used in the work shall be stamped or stenciled to show compliance with NCHRP 350. The use of Type I and Type II barricades will not be permitted.

- 1) APPLICATION: Type III barricades shall be placed as required by the plans, the Standards, and as directed by the Engineer. All signs mounted on barricades shall be mounted to comply with the requirements of the MUTCD and NCHRP 350 Test Level III. NCHRP 350 crashworthy compliance may require that rigid signs be mounted separate from the Type III barricade.

When a barricade is placed so that it is subject to side impact from a vehicle, a drum shall be placed at the side of the barricade to add target value to the barricade.

e. WARNING LIGHTS:

- 1) DESIGN: All warning lights shall meet the requirements of the MUTCD.

- 2) APPLICATION

- (a) Type A low-intensity flashing lights shall be used as shown in the Plans, the Standards, and as directed by the Engineer. Flashing lights are not required for advance warning signs in [Subsection 150.03.H](#).
- (b) Type C Steady-Burn lights shall be used as shown in the Plans, the Standards, and as directed by the Engineer. Steady-burn lights are not required on drums for merging tapers that exist into the night.

f. TEMPORARY BARRIERS

- 1) DESIGN: Temporary barriers shall meet the requirements of Sections 620.
- 2) APPLICATION: Temporary barriers shall be placed as required by the plans, standards, and as directed by the Engineer. When Temporary barrier is located 20 feet or less from a travel lane, yellow reflectors shall be fixed to the top of the barrier at intervals not greater than 40 feet in the longitudinal section and 20 feet in the taper section and shall be mounted approximately two inches above the barrier. If both lanes of a two-lane two-way roadway are within 20 feet or less of the barrier then the reflectors shall be installed for both directions of traffic.

The reflectors shall be 100 square inches (ASTM Type VII or VIII) reflective sheeting mounted on flat-sheet blanks. The reflectors shall be mounted approximately two inches above the top of the barrier. The reflectors shall be attached to the barrier with adhesive or by a drilled-in anchor type device. The reflectors shall not be attached to a post or board that is placed between the gap in the barrier sections.

Approach end of Temporary barrier shall be flared or protected by an impact attenuator (crash cushion) or other approved treatment in accordance with Construction Details/Standards and Standard Specifications.

On interstate or other controlled access highways where lane shifts or crossovers cause opposing traffic to be separated by less than 40 ft., portable barrier shall be used as a separator.

**B. PORTABLE IMPACT ATTENUATORS:**

**1. DESCRIPTION**

This work consists of the furnishing (including spare parts), installation, maintenance, relocation, reuse as required, and removal of Portable Impact Attenuator Units/Arrays.

**2. MATERIALS**

Materials used in the Attenuator shall meet the requirements of [Section 648](#) for Portable Impact Attenuators.

**3. CONSTRUCTION**

Portable Impact Attenuator Unit/Arrays installation shall conform to the requirements of [Section 648](#), Manufacturer's recommendations and Georgia Standard 4960 and shall be installed at locations designated by the Engineer, and/or as shown on the plans.

## **C. TEMPORARY GUARDRAIL ANCHORAGE- Type 12:**

### **1. DESCRIPTION**

This work consists of the furnishing, installation, maintenance and removal or Temporary Guardrail Anchorage- Type 12 used for Portable Barrier or temporary guardrail end treatment.

### **2. MATERIALS**

Materials used in the Temporary Guardrail Anchorage- Type 12 shall meet the requirements of [Subsection 641.2](#) of the Specifications and current Georgia Standards and may be new or used. Materials salvaged from the Project which meet the requirements of Standards may be utilized if available. The use of any salvaged materials will require prior approval of the Engineer.

### **3. CONSTRUCTION**

Installation of the Temporary Guardrail Anchorage- Type 12 shall conform to the requirements of the Plans, current Georgia Standards and [Subsection 641.3](#) of the Specifications. Installation shall also include sufficient additional guardrail and appurtenances to effect the transition and connection to Temporary Concrete Barrier as required by the details in Georgia Standard 4960.

## **150.06 DIFFERENCES IN ELEVATION BETWEEN TRAVEL LANES AND SHOULDERS (SEE [SUBSECTION 150.06.G](#) FOR PROJECTS CONSISTING PRIMARILY OF ASPHALTIC CONCRETE RESURFACING ITEMS)**

Any type of work such as paving, grinding, trenching, or excavation that creates a difference in elevation between travel lanes or between the travelway and the shoulder shall not begin until the Contractor is prepared and able to continuously place the required typical section to within two inches (2") of the existing pavement elevation. For any areas that the two inches minimum difference in elevation cannot be accomplished the section shall be healed as shown in [Detail 150-E](#). If crushed stone materials are used to provide a healed section no separate payment will be made for the material used to heal any section. The Contractor may submit a plan to utilize existing pay items for crushed stone provided the plan clearly demonstrates that the materials used to heal an area will be incorporated into the work with minimal waste. Handling and hauling of any crushed stone used to heal shall be kept to a minimum. The Engineer shall determine if the crushed stone used to heal meets the specifications for gradation and quality when the material is placed in the final location.

A maximum of sixty (60) calendar days shall be allowed for conditions to exist that require any section or segment of the roadway or ramp to continue to require a healed section as described by [Detail 150-E](#). Failure to meet this requirement shall be considered as non-performance of Work under [Subsection 150.08](#).

When trenching or excavation for minor roadway or shoulder widening is required, all operations at one site shall be completed to the level of the existing pavement in the same work day.

Any channelization devices utilized in the work shall conform to the requirements of [Subsection 150.05](#) and to the placement and spacing requirements in [Details 150-B](#), [150-C](#), [150-D](#), and [150-E](#) shown in this section.

Any construction activity that reduces the width of a travel lane shall require the use of a W-20 sign with the legend "LEFT/RIGHT LANE NARROWS". Two 24" x 24" red or red/orange flags may be mounted above the W-20 sign. The W-20 sign shall be located on the side of the travelway that has been reduced in width just off the travelway edge of pavement. The W-20 sign shall be a minimum of 500 feet in advance of any channelization devices that encroach on the surface of travelway. A portable changeable message sign may be used in lieu of the W-20 sign.

## **GENERAL/TIME RESTRICTIONS:**

### **A. STONE BASES, SOIL AGGREGATE BASE AND SOIL BASES**

#### **1. All Highways**

Differences in elevation of more than two inches between surfaces carrying or adjacent to traffic will not be allowed for more than a 24-hour period. A single length of excavated area that does not exceed 1000 feet in total length may be left open as a start up area for periods not to exceed 48 hours provided the Contractor can demonstrate the ability to continuously excavate and backfill in a proficient manner. Prior approval of the Engineer shall be obtained before any startup area may be allowed.

#### **2. LIMITED ACCESS HIGHWAY RAMPS (INTERSTATES):**

On projects that include ramp rehabilitation work, one ramp at a time may be excavated for the entire length of the ramp from the gore point of the ramp with the interstate mainline to the intersection with the crossing highway. This single ramp may remain excavated with a vertical difference in elevation greater than two (2") inches for a maximum of fourteen (14) calendar days with drums spaced at twenty (20') feet intervals as shown in Detail 150-B and a buffer space accepted under Section 150.06.F. After fourteen (14) calendar days the section shall be healed as required for all other highways. This area will be allowed in addition to the 1000 feet allowed for all other highways.

### **B. ASPHALT BASES, BINDERS AND TOPPING**

#### **1. DIFFERENCES IN ELEVATION BETWEEN THE SURFACES OF ADJACENT TRAVELWAYS**

Travel lanes shall be paved with a plan that minimizes any difference in elevation between adjacent travel lanes. The following limitations will be required on all work:

- a. Differences of two inches (2") or less may remain for a maximum period of fourteen (14) calendar days.
- b. Differences of greater than two inches (2") shall be permitted for continuous operations only.

EMERGENCY SITUATIONS: Inclement weather, traffic accidents, and other events beyond the control of the Contractor may prevent the work from being completed as required above. The Contractor shall notify the Engineer in writing stating the conditions and reasons that have prevented the Contractor from complying with the time limitations. The Contractor shall also outline a plan detailing immediate steps to complete the work. Failure to correct these conditions on the first calendar day that conditions will allow corrective work shall be considered as non-performance of Work under [Subsection 150.08](#).

## **2. Differences in Elevation Between Asphalt Travelway and Paved Shoulders**

Differences in elevation between the asphalt travelway and asphalt paved shoulders shall not be allowed to exist beyond the maximum durations outlined below for the conditions shown in [Details 150-B](#), [150-C](#), [150-D](#), and [150-E](#):

Detail 150-B conditions shall not be allowed for more than 24 hours. A single length that does not exceed 1000 feet in total length may be left open for periods not to exceed 48 hours provided the Contractor can demonstrate the ability to continuously pave in a proficient manner. Prior approval of the Engineer shall be obtained before any section is allowed to exceed 24 hours. Any other disturbed shoulder areas shall be healed as in [Detail 150-E](#).

[Detail 150-C](#) conditions will not be allowed for more than 48 hours.

[Detail 150-D](#) conditions will not be allowed for more than 30 calendar days.

[Detail 150-E](#) conditions will not be allowed for more than 60 calendar days.

Failure to meet these requirements shall be considered as non-performance of Work under [Subsection 150.08](#).

## **C. PORTLAND CEMENT CONCRETE**

Work adjacent to a Portland Cement Concrete traveled way which involves the following types of base and shoulders shall be accomplished according to the time restrictions outlined for each type of base or shoulder. Traffic control devices shall be in accordance with [Subsection 150.05](#).

### **1. Cement Stabilized Base**

Work adjacent to the traveled way shall be healed as per [Detail 150-E](#) within forty-eight (48) hours after the seven (7) calendar day curing period is complete for each section placed. During the placement and curing period, traffic control shall be in accordance [Detail 150-B](#).



## **2. Asphaltic Concrete Base**

When an asphaltic concrete base is utilized in lieu of a cement stabilized base the asphaltic concrete base shall be healed as per [Detail 150-E](#) within forty-eight (48) hours after the placement of each section of asphaltic concrete base. For the first forty eight hours traffic control shall be in compliance with [Detail 150-B](#).

## **3. Concrete Paved Shoulders**

Concrete paved shoulders shall be placed within sixty (60) calendar days after the removal of each section of existing shoulder regardless of the type of base materials being placed on the shoulders. During the placement period, traffic control devices shall be in accordance with the appropriate detail based on the depth of the change in elevation. Differences in elevation of more than two inches between the travel way and the shoulder will not be allowed for more than a 24-hour period. A single length of excavated area that does not exceed 1000 feet in total length may be left open as a start up area for periods not to exceed 48 hours provided the Contractor can demonstrate the ability to continuously excavate and backfill in a proficient manner. Prior approval of the Engineer shall be obtained before any startup area may be allowed. Any other disturbed shoulder areas shall be healed as in [Detail 150-E](#).

## **4. Asphaltic Concrete Shoulders**

A difference in elevation that meets the requirements of [Detail 150-B](#) shall not be allowed to exist for a period greater than forty-eight (48) hours. After the removal of the existing shoulder the section or segment of travelway may be healed with stone as per [Detail 150-E](#) for a maximum of fourteen (14) calendar days. Asphaltic concrete shoulders shall be placed within two (2") inches or less of the traveled way surface within fourteen (14) calendar days after the removal of the stone healed section or the removal of each section of the existing shoulder. The two (2") inches or less difference in elevation shall not remain in existence for a period that exceeds thirty (30) calendar days unless the paved shoulder is utilized as a detour for the traveled way. During the placement period, traffic control shall be in accordance with the appropriate detail based on the depth of the change in elevation.

The Contractor may propose an alternate plan based on [Subsection 150.06.F](#). Failure to meet the above requirements and time restrictions shall be considered as non-performance of Work under [Subsection 150.08](#).

## **D. MISCELLANEOUS ELEVATION DIFFERENTIALS FOR EXCAVATIONS ADJACENT TO THE TRAVELWAY**

Drainage structures, utility facilities, or any other work which results in a difference in elevation adjacent to the travelway shall be planned and coordinated to be performed in such a manner to minimize the time traffic is exposed to this condition. The excavation should be back filled to the minimum requirements of [Detail 150-E](#) as soon as practical. Stage construction such as plating or backfilling the incomplete work may be required. The difference in elevation shall not be allowed to exist for more than five (5) calendar days under

any circumstances. Failure to correct this condition shall be considered as non-performance of Work under [Subsection 150.08](#).

## **E. CONDUIT INSTALLATION IN PAVED AND DIRT SHOULDERS**

The installation of conduit and conduit systems along the shoulders of a traveled way shall be planned and installed in a manner to minimize the length of time that traffic is exposed to a difference in elevation condition. The following restrictions and limitations shall apply:

### **1. Differences in Elevation of Two (2") Inches or Less**

The shoulder may remain open when workers are not present. When workers are present the shoulder shall be closed and the channelization devices shall meet the requirements of [Subsection 150.05](#). The difference in elevation on the shoulder shall remain for a maximum period of fourteen (14) calendar days.

### **2. Differences in Elevation Greater Than Two (2") Inches**

The shoulder shall be closed. The shoulder closure shall not exceed twenty-four (24) hours in duration unless the Special Conditions in Subsection 150.11 modifies this restriction or the Engineer allows the work to be considered as a continuous operation.

Failure to meet these requirements shall be considered as non-performance of Work under [Subsection 150.08](#).

## **F. MODIFICATIONS TO TIME RESTRICTIONS**

The Contractor may propose any alternate temporary traffic control plan that utilizes a portion of the travel lane as a "buffer space". This buffer space may allow for an enhanced work area that will allow for the placement of materials to proceed at a pace that could not be achieved with the time restriction requirements outlined in [Section 150.06.A](#), [150.06.B](#), and [150.06.C](#). The Contractor may propose modified time restrictions based on the use of the buffer space. Any proposed modifications in the time duration allowed for the differences in elevations to exist shall be reviewed by the Engineer as a component of the overall TTC plan. No modifications shall be made until the proposed plan is accepted by the Engineer. The Engineer shall have no obligation to consider any proposal which results in an increase in cost to the Department.

For the travel lane described in each of the [details 150-B](#), [150-C](#), [150-D](#) and [150-E](#) it is presumed that the pavement marking edgeline (yellow or white solid stripe) is located at the very edge of the travel lane surface. A buffer space (temporary paved shoulder) that utilizes a portion of the travel lane should be six (6') feet in width desirable but shall not be less than four (4') feet in width. Any remaining travel lane(s) shall not be less than ten (10') feet in width. Modifications to drum spacing shown in the details above will not be allowed.

If the proposed shifting of the traffic to obtain a buffer space and maintain a minimum travel lane(s) of ten (10') feet requires the use of any existing paved shoulders then the cost of maintenance and repair of the existing paved shoulder(s) shall be the responsibility of the Contractor. The Contractor is responsible for the costs of maintenance and repairs even if the existing paved shoulder(s) is to be removed in a later stage of the work. Existing shoulders that have rumble strips shall have the rumble strips removed before the shoulder can be utilized as part of the travel lane. The cost of the removal of the rumble strips shall be done at no cost to the Department even if the shoulder is to be removed in a later stage of the work.

Any modifications to the staging and time restrictions that are approved as part of the TTC plan shall be agreed to in writing. Failure to meet these modifications shall be considered as non-performance of the Work under [Subsection 150.08](#).

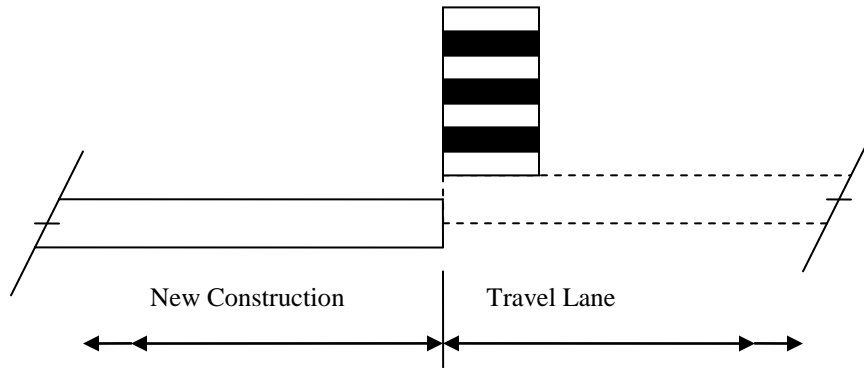
## **G. ASPHALTIC CONCRETE RESURFACING PROJECTS**

**SHOULDER CONSTRUCTION INCLUDED AS A PART OF THE CONTRACT:** When the placement of asphaltic concrete materials creates a difference in elevation greater than two (2") inches between the earth shoulder (grassed or un-grassed) and the edge of travelway or between the earth shoulder and a paved shoulder that is less than four (4') feet in width, the Contractor shall place and maintain drums in accordance with the requirements of [Subsection 150.05A.1.a.4](#)). When the edge of the paved surface is tapered with a 30-45 degree wedge, drums may be spaced at 2.0 times the speed limit in MPH. Drums shall remain in place and be maintained until the difference in elevation has been eliminated by the placement of the appropriate shoulder materials.

**SHOULDER CONSTRUCTION NOT INCLUDED AS A PART OF THE CONTRACT:** When the placement of asphaltic concrete materials creates a difference in elevation greater than two (2") inches between the earth shoulder (grassed or un-grassed) and the edge of travelway or between the earth shoulder and a paved shoulder that is less than four (4') feet in width, the Contractor shall notify the Engineer, in writing, when the resurfacing work including all punchlist items has been completed.

See [Subsection 150.03.L](#) for the requirements for "LOW/SOFT SHOULDERS" and "SHOULDER DROP-OFF" signage.

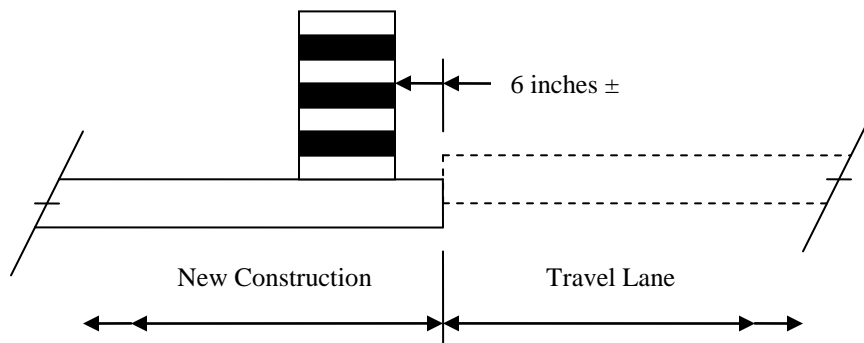
<p>Location of drums when Elevation Difference exceeds 4 inches. Drums spaced at 20 foot intervals.</p> <p><b>Note:</b> If the travel way width is reduced to less than 10 feet by the use of drums, vertical panels shall be used in lieu of drums.</p>	
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ELEVATION DIFFERENCE GREATER THAN 4 INCHES

DETAIL 150-B

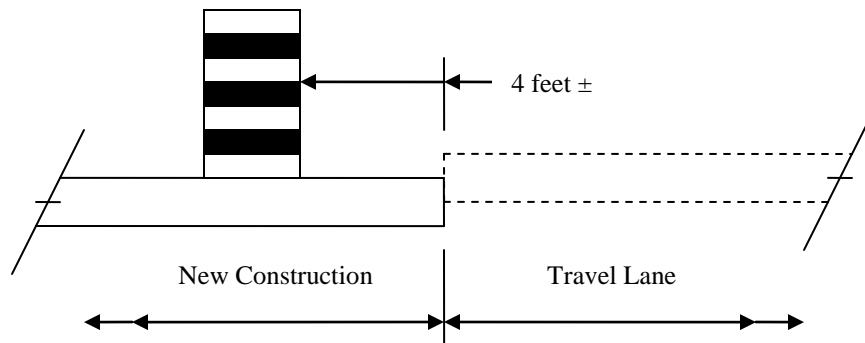
Drums spaced at 40 foot intervals.	Location of drums when Elevation Difference is 2+ inches to 4 inches.
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ELEVATION DIFFERENCE 2+ to 4 inches

DETAIL 150-C

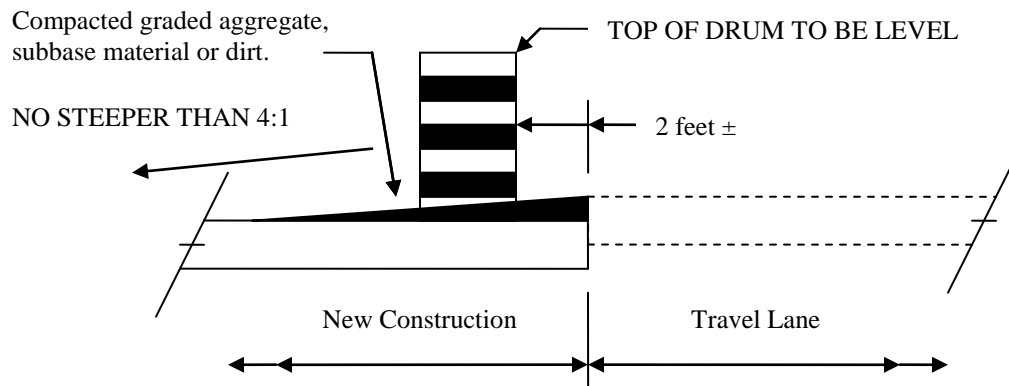
Drums spaced at 80 foot intervals.	Location of drums when Elevation Difference is 2 inches or less.
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ELEVATION DIFFERENCE OF 2 INCHES OR LESS

DETAIL 150-D

	Location of drums immediately after completion of healed sections spaced at 40 foot intervals.
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HEALED SECTION

DETAIL 150-E

## **150.07 FLAGGING AND PILOT CARS:**

### **A. FLAGGERS**

Flaggers shall be provided as required to handle traffic, as specified in the Plans or Special Provisions, and as required by the Engineer.

### **B. FLAGGER CERTIFICATION**

All flaggers shall meet the requirements of the MUTCD and shall have received training and a certificate upon completion of the training from one of the following organizations:

National Safety Council  
Southern Safety Services  
Construction Safety Consultants  
Ivey Consultants  
American Traffic Safety Services Association (ATSSA)

Certifications from other agencies will be accepted only if their training program has been approved by any one of the organizations listed above.

Failure to provide certified flaggers as required above shall be reason for the Engineer suspending work involving the flagger(s) until the Contractor provides the certified flagger(s). Flaggers shall have proof of certification and valid identification (photo I.D.) available any time they are performing flagger duties.

### **C. FLAGGER APPEARANCE AND EQUIPMENT**

Flaggers shall wear high-visibility clothing in compliance with [Subsection 150.01.A](#). The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of one thousand (1000) feet. The retroreflective safety apparel shall be designed to clearly identify the wearer as a person. They shall use a Stop/Slow paddle meeting the requirements of the MUTCD for controlling traffic. The Stop/Slow paddles shall have a shaft length of seven (7) feet minimum. The Stop/Slow paddle shall be retro-reflectorized for both day and night usage. In addition to the Stop/Slow paddle, a flagger may use a flag as an additional device to attract attention. This flag shall meet the minimum requirements of the MUTCD. The flag shall, as a minimum, be 24" inches square and red or red/orange in color. For night work, the vest shall have reflectorized stripes which meet the requirements of the MUTCD.

### **D. FLAGGER WARNING SIGNS**

Signs for flagger traffic control shall be placed in advance of the flagging operation in accordance with the MUTCD. In addition to the signs required by the MUTCD, signs at regular intervals, warning of the presence of the flagger shall be placed beyond

the point where traffic can reasonably be expected to stop under the most severe conditions for that day's work.

#### **E. PILOT VEHICLE REQUIREMENTS**

Pilot vehicles will be required during placement of bituminous surface treatment or asphaltic concrete on two-lane roadways unless otherwise specified. Pilot vehicles shall meet the requirements of the MUTCD.

#### **F. PORTABLE TEMPORARY TRAFFIC CONTROL SIGNALS**

The Contractor may request, in writing, the substitution of portable temporary traffic control signals for flaggers on two-lane two-way roadways provided the temporary signals meets the requirements of the MUTCD, [Section 647](#), and [Subsection 150.02.A.8](#). As a part of this request, the Contractor shall also submit an alternate temporary traffic control plan in the event of a failure of the signals. Any alternate plan that requires the use of flaggers shall include the use of certified flaggers. The Contractor shall obtain the approval of the Engineer before the use of any portable temporary traffic control signals will be permitted.

### **150.08 ENFORCEMENT**

The safe passage of pedestrians and traffic through and around the temporary traffic control zone, while minimizing confusion and disruption to traffic flow, shall have priority over all other Contractor activities. Continued failure of the Contractor to comply with the requirements of Section 150 (TRAFFIC CONTROL) will result in non-refundable deductions of monies from the Contract as shown in this Subsection for non-performance of Work.

Failure of the Contractor to comply with this Specification shall be reason for the Engineer suspending all other work on the Project, except erosion control and traffic control, taking corrective action as specified in [Subsection 105.15](#), and/or withholding payment of monies due to the Contractor for any work on the Project until traffic control deficiencies are corrected. These other actions shall be in addition to the deductions for non-performance of traffic control.

SCHEDULE OF DEDUCTIONS FOR EACH CALENDAR DAY OF DEFICIENCIES OF TRAFFIC CONTROL INSTALLATION AND/OR MAINTENANCE		
ORIGINAL TOTAL CONTRACT AMOUNT		
From More Than	To and Including	Daily Charge
\$0	\$100,000	\$200
\$100,000	\$1,000,000	\$500
\$1,000,000	\$5,000,000	\$1,000
\$5,000,000	\$20,000,000	\$1,500
\$20,000,000	\$40,000,000	\$2,000
\$40,000,000	\$-----	\$3,000

## 150.09 MEASUREMENT

### A. TRAFFIC CONTROL

When listed as a pay item in the Proposal, payment will be made at the Lump Sum price bid, which will include all traffic control not paid for separately, and will be paid as follows:

When the first Construction Report is submitted, a payment of 25 (twenty-five) percent of the Lump Sum price will be made. For each progress payment thereafter, the total of the Project percent complete shown on the last pay statement plus 25 (twenty-five) percent will be paid (less previous payments), not to exceed one hundred (100) percent.

When no payment item for *Traffic Control-Lump Sum* is shown in the Proposal, all of the requirements of Section 150 and the Temporary Traffic Control Plan shall be in full force and effect. The cost of complying with these requirements will not be paid for separately, but shall be included in the overall bid submittal.

### B. SIGNS

When shown as a pay item in the contract, interim special guide signs will be paid for as listed below. All other regulatory, warning, and guide signs, as required by the Contract, will be paid for under Traffic Control Lump Sum or included in the overall bid submitted.

1. Interim ground mounted or interim overhead special guide signs will be measured for payment by the square foot. This payment shall be full compensation for furnishing the signs, including supports as required, erecting,



illuminating overhead signs, maintaining, removing, re-erecting, and final removal from the Project. Payment will be made only one time regardless of the number of moves required.

2. Remove and reset existing special guide signs, ground mount or overhead, complete, in place, will be measured for payment per each. Payment will be made only one time regardless of the number of moves required.
3. Modify special guide signs, ground mount or overhead, will be measured for payment by the square foot. The area measured shall include only that portion of the sign modified. Payment shall include materials, removal from posts or supports when necessary, and remounting as required.

#### **C. TEMPORARY BARRIER**

Temporary Barrier shall be measured as specified in [Sections 622](#).

#### **D. CHANGEABLE MESSAGE SIGN, PORTABLE**

Changeable Message Sign, Portable will be measured as specified in [Section 632](#).

#### **E. TEMPORARY GUARDRAIL ANCHORAGE, Type 12**

Temporary Guardrail Anchorage- Type 12 will be measured by each assembly, complete in place and accepted according to the details shown in the plans, which shall also include the additional guardrail and appurtenances necessary for transition and connection to Temporary Concrete Barrier. Payment shall include all necessary materials, equipment, labor, site preparation, maintenance and removal.

#### **F. TRAFFIC SIGNAL INSTALLATION- TEMPORARY**

Traffic Signal Installation- Temporary will be measured as specified in [Section 647](#).

#### **G. FLASHING BEACON ASSEMBLY**

Flashing Beacon Assemblies will be measured as specified in [Section 647](#).

#### **H. PORTABLE IMPACT ATTENUATORS**

Each Portable Impact Attenuator will be measured by the unit/array which shall include all material components, hardware, incidentals, labor, site preparation, and maintenance, including spare parts recommended by the manufacturer for repairing accident damage. Each unit will be measured only once regardless of the number of locations installed, moves required, or number of repairs necessary because of traffic damage. Upon completion of the project, the units shall be removed and retained by the Contractor.

#### **I. PAVEMENT MARKINGS**

Pavement markings will be measured as specified in Section 150.

## **J. TEMPORARY WALKWAYS WITH DETECTABLE EDGING**

Temporary walkways with detectable edging will be measured in linear feet (meters), complete in place and accepted, which shall include all necessary materials, equipment, labor, site preparation, temporary pipes, passing spaces, maintenance and removal. Excavation and backfill are not measured separately for payment. No payment will be made for temporary walkways where existing pavements or existing edging (that meets the requirements of MUTCD) are utilized for the temporary walkway. Payment for temporary detectable edging, including approved barriers and channelizing devices, installed on existing pavement shall be included in Traffic Control-Lump Sum.

## **K. TEMPORARY CURB CUT WHEELCHAIR RAMPS**

Temporary curb cut wheelchair ramps are measured as the actual number formed and poured, complete and accepted, which shall include all necessary materials, equipment, labor, site preparation, maintenance and removal. No additional payment will be made for sawing existing sidewalk and removal and disposal of removed material for temporary wheelchair ramp construction. No additional payment will be made for constructing the detectable warning surface.

## **L. TEMPORARY AUDIBLE INFORMATION DEVICE**

Temporary audible information devices are measured as the actual number furnished and installed in accordance with the manufacturer's recommendations, which shall include all necessary materials, equipment, labor, site preparation, maintenance and removal. Each temporary audible information device will be paid for only one time regardless of the number of times it's reused during the duration of The Work. These devices shall remain the property of the Contractor.

### **150.10 PAYMENT:**

When shown in the Schedule of Items in the Proposal, the following items will be paid for separately.

Item No. 150. Traffic Control .....	Lump Sum
Item No. 150. Traffic Control, Solid Traffic Stripe _ Inch, (Color)....	per Linear Mile
Item No. 150. Traffic Control, Skip Traffic Stripe _ Inch, (Color) ....	per Linear mile
Item No. 150. Traffic Control, Solid Traffic Stripe, Thermoplastic ____ Inch, (Color) .....	per Linear Mile
Item No. 150. Traffic Control, Skip Traffic Stripe, Thermoplastic _____ Inch, (Color) .....	per Linear Mile
Item No. 150. Traffic Control, Pavement Arrow with Raised Reflectors .....	per Each
Item No. 150. Traffic Control, Raised Pavement Markers-All Types.	per Each

Item No. 150. Interim Ground Mounted Special Guide Signs ..... Foot	per Square
Item No. 150. Interim Overhead Special Guide Signs ..... Foot	per Square
Item No. 150. Remove & Reset Existing Special Guide Signs, Ground Mount, Complete in Place .....	per Each
Item No. 150. Remove & Reset, Existing Special Guide Signs, Overhead, Complete in Place .....	per Each
Item No. 150. Traffic Control, Portable Impact Attenuator.....	per Each
Item No. 150. Traffic Control, Pavement Markers, Words and Symbols .....	per Square
Foot	
Item No. 150. Traffic Control, Pavement Arrow (Painted) with Raised Reflectors .....	per Each
Item No. 150. Traffic Control, Workzone Law Enforcement.....	per Hour
Item No. 150. Modify Special Guide Sign, Ground Mount..... Foot	per Square
Item No. 150. Modify Special Guide Sign, Overhead..... Foot	per Square
Item No. 150. Temporary Walkways With Detectable Edging.....	per Linear foot
Item No. 150. Temporary Curb Cut Wheelchair Ramps.....	per Each
Item No. 150. Temporary Audible Information Device.....	per Each
Item No. 620. Temporary Barrier.....	per Linear Foot
Item No. 632. Changeable Message Sign, Portable .....	per Each
Item No. 641. Temporary Guardrail Anchorage, Type 12 .....	per Each
Item No. 647. Traffic Signal Installation, Temp .....	Lump Sum
Item No. 647. Flashing Beacon Assembly, Structure Mounted .....	per Each
Item No. 647. Flashing Beacon Assembly, Cable Supported .....	per Each

May 28, 2003  
First Use Date: August 1, 2003  
June 10, 2005  
May 5, 2006  
September 15, 2009

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 153 – Field Engineer's Office**

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*Delete Subsection 153.3.05 B.7 and substitute the following:*

7. Worktable: Provide a minimum of three (3) standard dimension desks. They shall be provided with a minimum of 1 1/8" (28mm) wood grain laminated tops with 23" (575mm) deep files and heavy-duty steel ball bearing drawers and locking center drawer. Provide one (1) 5' X 3' (1500mmX900mm) adjustable from 0 to 45 degree and 38" (950mm) high drafting table.

*Delete Subsection 153.3.05 B.8 and substitute the following:*

8. Stools: Provide one (1) posture stool with supportive backrest, waterfall edge seat and instant height lever (26" to 30")(650mm to 750mm). Provide a minimum of five (5) fully braced stackable full 2" (50mm) thick 16"X15" (400mmX375mm) seats with armrests and chrome frames. Provide a minimum of four (4) swivel chairs with arms and a 19"X19" (475mmX475mm) foam cushion and upholstered seat adjustable from 16 1/2" to 20" (415mm to 500mm) high.

*Retain Subsection 153.3.05 B.11 and add the following:*

Process and pay the monthly bills for all utility services.

*Delete Subsection 153.3.05 B.12 and substitute the following:*

12. Electric Service: Provide 120/240 volt electric service that meets code.

*Delete Subsection 153.3.05 B.15 and substitute the following:*

15. Telephone: Provide in each Type 3 building three telephone lines. Provide two voice lines, with rollover capabilities, connected to two handsets (located on either end of the office). Provide separate telephone line for the computer, as directed by the Engineer. Install and maintain these lines for the life of the Project. Provide telephone access to the Local Area Telephone Service (LATS) only for outgoing, credit card, collect and toll free calls. Ensure that the telephones can receive incoming non-collect long distance calls.

Provide with the telephone, an automatic answering system that can give a greeting message, record incoming messages, and activate remotely.

*Delete Subsection 153.3.05 C.6 and substitute the following:*

6. Outside Electrical Receptacle – Provide a weather-proof, exterior 220-volt electrical receptacle attached to a power source.

*Delete Subsection 153.3.05 C.7 and substitute the following:*

7. Chain Link Fence – Provide a minimum of 500 feet (150m) of 6 ft. (1.8 m) high chain link fence with an extension arm and barbed wire as specified in Section 643. Equip the fence with matching gates and meeting the requirements of Section 643 and consisting of a double 7 ft. (2.1m) by 6 ft. (1.8 m) and a single 4 ft.(1.2 m) by 6 ft. (1.8 m) gate. Include a positive-type locking devices, padlock and a minimum of two keys for each gate. Ensure the fence encompasses the entire compound.

*Delete Subsection 153.3.05 C.8 and substitute the following:*

8. Security Light – Provide two 150-watt high-pressure sodium security lights with photoelectric controls. Place as directed by the Engineer.

*Delete Subsection 153.3.05 C.9 and substitute the following:*

9. Copying Machine – The Contractor shall furnish the Field Office with one copying machine installed and maintained for the life of the Project. The copying machine shall have the capability of making letter-size copies (8 ½” x 11”), legal-size copies (8 ½”x 14”), two-sided copies, at least thirty copies per minute, and possess an auto-feed feature. Furnish all consumable and non-consumable supplies for the life of the Project.

*Add the following to Subsection 153.3.05 C:*

10. Place and spread 200 tons (181 Mg) of aggregate surface course on the Office grounds where indicated by the Engineer to facilitate parking. Remove aggregate and grass the area upon completion of the Project.
11. Ensure that the Office is supported with concrete blocks with mortar joints and anchored with ten storm-tie-down anchors. Enclose the area between the ground and the bottom of the Office with a vinyl skirting that matches the Office’s siding.
12. Install an alarm system that includes the following items and maintain in good operating condition:

- SRN-2000 Enforced Bionic with NAPCO Magnum Alert 850 – control box or Honeywell Vista-10P Master Control Panel with Honeywell 6150RF keypad or equivalent.
- All doors and windows with wired contacts.
- Outside sirens with wired contacts.
- Tamper-proof box with wired contacts.
- Inside sirens with wired contacts.
- Two smoke and heat detectors.

Tie all of the above equipment to a 24 hour control monitoring system (BRK –2812TH or equivalent). Use a wired keyboard system. Do not use a remote system.

Process and pay the monthly bills for the alarm system and monitoring.

13. Provide two (2) additional 4 drawer locking fireproof file cabinets.

14. Provide one Desktop Computer and Accessories meeting the following minimum requirements:

A. Hardware:

- 1.7 GHz Processor or better
- 1 GB RAM or larger
- 80 GB Hard Drive or larger
- 40X Max, CD-RW
- 64 MB Video memory
- V.90 PCI DataFax Modem w/Voice
- 19" (431 mm) Color Monitor
- Human Input Device (Mouse)
- Standard Windows Keyboard

B. Software:

- MS Windows XP **Professional**
- MS Office XP **Professional**
- MS Outlook (Most Recent Version)
- WinZip
- WS-FTP
- A restore CD

C. Printers:

HP Officejet 6310 All-in-One Printer, Fax, Scanner, Copier or Dell 968w All-in-One Wireless Printer or approved equal connected so that all functions including fax capability are active. Furnish all consumable and non-consumable supplies for the life of the Project.

D. Uninterruptible Power Supply:

- American Power Conversion Corporation Back-UPS ES 650 or Newpoint 750 VA Battery Backup or Equal (minimum 5 Receptacles)

E. DSL or Cable Broadband Internet Service

- Provide DSL Internet Service with static IP address or provide Cable Broadband Internet Service as directed by the Engineer. If Cable Broadband Internet Service is used, the third telephone line shall be used for the fax mode of the printer.

16. Concrete Cylinder Curing Box – The Contractor shall furnish a Concrete Curing Box for any project that requires the placement of concrete. The curing box and its components shall be constructed of non-corroding materials and shall be capable of storing a minimum of 22 test cylinders, 6 inch x 12 inch (150 mm x 300 mm) stored vertically with the lid closed. Additional capacity may be required on large projects at the direction of the Engineer. The curing box shall be equipped with heating/cooling capabilities, automatic temperature control, and a maximum/minimum (high/low) temperature readout. The curing box shall be capable of meeting the moisture and temperature requirements of AASHTO T 23.

*Add the following to Subsection 153.3.07:*

Retain possession of all items that are required as part of the Field Office when the Engineer determines that these items are no longer needed.

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### SPECIAL PROVISION

#### Section 161—Control of Soil Erosion and Sedimentation

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*Add the following:*

##### **161.1 General Description**

This Work includes using control measures shown on the Plans, ordered by the Engineer, or as required during the life of the Contract to control soil erosion and sedimentation through the use of any of the devices or methods referred to in this Section.

##### **161.1.01 Definitions**

Certified Personnel— certified personnel are defined as persons who have successfully completed the Level IA certification course approved by the Georgia Soil and Water Conservation Commission. For Department projects the certified person must also have successfully completed the Department's WECS certification course.

Design Professional as defined in the current GAR100002 NPDES permit.

##### **161.1.02 Related References**

###### **A. Standard Specifications**

[Section 105—Control of Work](#)

[Section 106—Control of Materials](#)

[Section 107—Legal Regulations and Responsibility to the Public](#)

[Section 109—Measurement and Payment](#)

[Section 160—Reclamation of Material Pits and Waste Areas](#)

[Section 162—Erosion Control Check Dams](#)

[Section 163—Miscellaneous Erosion Control Items](#)

[Section 166—Restoration or Alteration of Lakes and Ponds](#)

[Section 170—Silt Retention Barrier](#)

[Section 171—Temporary Silt Fence](#)

[Section 205—Roadway Excavation](#)

[Section 434—Sand Asphalt Paved Ditches](#)

[Section 441—Miscellaneous Concrete](#)

[Section 603—Rip Rap](#)

[Section 700—Grassing](#)

[Section 710—Permanent Soil Reinforcing Mat](#)

[Section 715—Bituminous Treated Roving](#)

## [Section 716—Erosion Control Mats \(Blankets\)](#)

Erosion control measures contained in the Specifications include:

<b>Erosion Control Measure</b>	<b>Section</b>
Temporary Check Dams	<a href="#">163.3.05.J</a>
Bituminous Treated Mulch	<a href="#">700.3.05.G</a>
Concrete Paved Ditches	<a href="#">441</a>
Bituminous Treated Roving	<a href="#">715</a>
Erosion Control Mats (Blankets)	<a href="#">716</a>
Erosion Control Check Dams	<a href="#">162</a>
Grassing	<a href="#">700</a>
Maintenance of Temporary Erosion Control Devices	<a href="#">165</a>
Permanent Soil Reinforcing Mat	<a href="#">710</a>
Reclamation of Material Pits and Waste Areas	<a href="#">160</a>
Rip Rap	<a href="#">603</a>
Restoration or Alteration of Lakes and Ponds	<a href="#">166</a>
Sand-Asphalt Ditch Paving	<a href="#">434</a>
Sediment Basin	<a href="#">163.3.05.C</a>
Silt Control Gate	<a href="#">163.3.05.A</a>
Silt Retention Barrier	<a href="#">170</a>
Sod	<a href="#">700.3.05.H</a> & <a href="#">700.3.05.I</a>
Mulch	<a href="#">163</a>
Temporary Grassing	<a href="#">163.3.05.F</a>
Temporary Silt Fence	<a href="#">171</a>
Temporary Slope Drains	<a href="#">163.3.05.B</a>
Triangular Sediment Barrier	<a href="#">720</a>
Silt Filter Bag	<a href="#">719</a>
Organic & Synthetic Material Fiber Blanket	<a href="#">713</a>

### **B. Referenced Documents**

Erosion and Sedimentation Pollution Control Plans (ESPCP)

#### **161.1.03 Submittals**

##### **A. Status of Erosion Control Devices**

The Worksite Erosion Control Supervisor (WECS) or certified personnel will inspect the installation and maintenance of the Erosion Control Devices according to [Subsection 167.3.05.B](#) and the ESPCP.

1. Submit all reports to the Engineer within 24 hours of the inspection. Refer to [Subsection 167.3.05.C](#) for report requirements.



2. The Engineer will review the reports and inspect the Project for compliance and concurrence with the submitted reports.
3. The Engineer will notify the WECS or certified personnel of any additional items that should be added to the reports.
4. Items listed in the report requiring maintenance or correction shall be completed within 72 hours.

## **B. Erosion and Sedimentation Pollution Control Plan**

### **1. Project Plans**

An erosion and sedimentation pollution control plan (ESPCP) for the construction of the project will be provided by the Department. The ESPCP will be prepared for the various stages of construction necessary to complete the project.

If the Contractor elects to alter the stage construction from that shown in the plans, it will be the responsibility of the Contractor to have the plans revised and prepared in accordance with the current GAR100002 NPDES permit by a Design Professional to reflect all changes in Staging. This will also include any revisions to erosion and sedimentation control item quantities. If the changes affect the Comprehensive Monitoring Program (CMP), the Contractor will be responsible for any revisions to the CMP as well. Submit revised plans and quantities to the Engineer for review prior to land disturbing activities.

### **2. Haul Roads, Borrow Pits, Excess Material Pits, etc.**

The Contractor is responsible for preparing erosion and sedimentation control plans for construction access roads and or haul roads borrow pits, excess material pits, etc (inside the Right of Way). Prepare these plans for all stages of construction and include the appropriate items and quantities. Submit these plans to the Engineer for review prior to land disturbing activities. These plans are to be prepared by a Design Professional.

If construction of access roads, haul roads, borrow pits, excess material pits, etc., (inside the Right of Way) encroach within the 25 foot (7.6 m) buffer along the banks of all state waters or within the 50 ft. (15 m) buffer along the banks of any state waters classified as a "trout stream", a state water buffer variance must be obtained by the Contractor prior to beginning any land disturbing activity in the stream buffer.

### **3. Erosion Control for Borrow and Excess Material Pits Outside the Right-of-Way**

Erosion control for borrow pits and excess material pits outside the right of way is the responsibility of the Contractor. If borrow or excess material pits require coverage under the National Pollutant Discharge Elimination System permit (NPDES) or other permits or variances are required, submit a copy of all documentation required by the permitting agency to the Engineer. All costs associated with complying with local, state, and federal laws and regulations are the responsibility of the Contractor.

### **4. Culverts and Pipes**

The ESPCP does not contain approved methods to construct a stream diversion or stream diversion channel. The Contractor shall prepare a diversion plan utilizing a Design Professional as defined in the current NPDES permit. See 161.3.05 G for additional information.

### **5. Temporary Asphalt or Concrete Batch Plants**

In addition to the requirements of any applicable specifications, if the Department authorizes the temporary installation and use of any asphalt, concrete or similar batch plants within its right of way, the contractor shall submit an NOI to the Georgia Environmental Protection Division for coverage under the following NPDES permits; The Infrastructure permit for the construction of the plant, and the Industrial permit for the operation of, such a plant. The contractor shall submit the NOIs as both the Owner and the Operator.

## **161.2 Materials**

General Provisions 101 through 150.

### **161.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

## **161.3 Construction Requirements**

### **161.3.01 Personnel**

#### **A. Duties of the Worksite Erosion Control Supervisor**

Before beginning Work, designate a Worksite Erosion Control Supervisor (WECS) to initiate, install, maintain, inspect, and report the condition of all erosion control devices as described in Sections 160 through 171 or in the Contract and ESPCP documents. The designee shall submit their qualifications on the Department provided resume form for consideration and approval. The contractor may utilize additional persons having WECS qualifications to facilitate compliance however, only one WECS shall be designated at a time.

The WECS and alternates shall:

- Be an employee of the Prime Contractor.
- Have at least one year of experience in erosion and sediment control, including the installation, inspection, maintenance and reporting of BMPs.
- Successfully completed the Georgia Soil and Water Conservation Commission Certification Course Level IA and the Department's WECS Certification Course.
- Provide phone numbers where the WECS can be located 24 hours a day.

The WECS' duties include the following:

1. Be available or have an approved representative available 24 hours a day and have access to the equipment, personnel, and materials needed to maintain erosion control and flooding control.
2. Inform the Engineer in writing whenever the alternate WECS assumes project responsibilities.
3. Ensure that erosion control deficiencies are corrected within seventy two (72) hours or immediately during emergencies. Deficiencies that interfere with traffic flow, safety or downstream turbidity are to be corrected immediately.
4. During heavy rain, have the construction area patrolled day or night, any day of the week to quickly detect and correct erosion or flooding problems before they interfere with traffic flow, safety, or downstream turbidity.
5. Be on the site within three (3) hours after receiving notification of an emergency prepared to positively respond to the conditions encountered. The Department may handle emergencies without notifying the Contractor. The Department will recover costs for emergency maintenance work according to [Subsection 105.15, "Failure to Maintain Roadway or Structures."](#)
6. Maintain and submit for project record, "As-built" Erosion and Sedimentation Control Plans that supplement and graphically depict EC-1 reported additions and deletions of BMPs. The As-Built plans are to be accessed and retained at a Department facility at all times.
7. Ensure that both the WECS and the alternate meet the criteria of this Subsection.
8. The WECS shall maintain a current certification card for the duration of the project. Recertification of the WECS will be required prior to the expiration date shown on the Certification card in order to remain as Certified Personnel and the WECS for the project.

Failure of the WECS or alternate to perform the duties specified in the Contract, or whose performance, has resulted in a citation being received from a State or Federal Regulatory Agency, e.g. the Georgia Environmental Protection Division, shall result in one or more of the following;

- Suspension of the WECS' certification for a period of not less than 30 days
- Removal of the Contractor's project superintendent in accordance with Sections 105.05 and 108.05 for a period not less than 14 days
- Department wide revocation of the WECS certification for a period of 12 months
- Removal of the Contractor's project superintendent in accordance with Sections 105.05 and 108.05

### **161.3.02 Equipment**

General Provisions 101 through 150.

### **161.3.03 Preparation**

General Provisions 101 through 150.

### **161.3.04 Fabrication**

General Provisions 101 through 150.

### **161.3.05 Construction**

Coordinate the temporary and permanent erosion control provisions in this Specification with the permanent erosion control provisions in the Contract to ensure economical, effective, and continuous erosion control throughout the construction and post-construction periods.

At all times that land disturbing activity is underway, a person meeting the requirements of, "certified person" by the GSWCC (Level IA) must be on the project.

#### **A. Control Dust Pollution**

The contractor shall keep dust pollution to a minimum during any of the activities performed on the project. It may be necessary to apply water or other BMPs to roadways or other areas reduce pollution.

#### **B. Perform Permanent or Temporary Grassing**

Perform permanent grassing, temporary grassing, or mulching on cut and fill slopes weekly (unless a shorter period is required by Subsection 107.23) during grading operations. When conditions warrant, the Engineer may require more frequent intervals.

Under no circumstances shall the grading ( height of cut) exceed the height operating range of the grassing equipment. It is extremely important to obtain a cover, whether it is mulch, temporary grass or permanent grass. Adequate mulch is a must.

When grading operations or other soil disturbing activities have stopped, perform grassing or erosion control as shown in the Plans, as shown in an approved Plan submitted by the Contractor, or as directed by the Engineer.

#### **C. Seed and Mulch**

Refer to Subsection [161.3.05.B, "Perform Permanent or Temporary Grassing"](#).

#### **D. Implement Permanent or Temporary Erosion Control**

1. Silt fence shown along the perimeter, e.g. right of way, and sediment containment devices, e.g. sediment basins, shall be installed prior to or concurrently with clearing and grubbing operations.
2. Incorporate permanent erosion control features into the Project at the earliest practicable time, e.g. velocity dissipation, permanent ditch protection.
3. Use temporary erosion control measures to address conditions that develop during construction but were unforeseen during the design stage.
4. Use temporary erosion control measures when installation of permanent erosion control features cannot be accomplished.

The Engineer has the authority to:

- Limit the surface area of erodible earth material exposed by clearing and grubbing.
- Limit the surface area of erodible earth material exposed by excavation and borrow and fill operations.
- Limit the area of excavation, and embankment operations in progress to correspond with the Contractor's ability to keep the finish grading, mulching, seeding, and other permanent erosion control measures current.
- Direct the Contractor to provide immediate permanent or temporary erosion control to prevent contamination of adjacent streams or water courses, lakes, ponds, or other areas of water impoundment.

Such Work may include constructing items listed in the table in [Subsection 161.1.02.A, "Related References"](#) or other control devices or methods to control erosion.

#### **E. Erodible Area**

<p><b>NOTE: Never allow the surface area of erodible earth material exposed at one time to exceed 17 acres (7 ha) except as approved by the State Construction Engineer.</b></p>
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The maximum of 17 acres (7 ha) of exposed erodible earth applies to the entire Project and to all of its combined operations as a whole, not to the exposed erodible earth of each individual operation.

Upon receipt of a written request from the contractor the State Construction Engineer, or his designee, will review; the request, any justifications and the Project conditions for waiver of the 17 acres (7 ha) limitation.

If the 17 acre limitation is increased by the State Construction Engineer, the WECS shall not be assigned to another project in that capacity and should remain on site each work day that the exposed acreage exceeds 17 acres.

After installing temporary erosion control devices, e.g., grassing, mulching, stabilizing an area, and having it approved by the Engineer, that area will be released from the 17 acres (7 ha) limit.

## **F. Perform Grading Operations**

Perform the following grading operations:

1. Complete each roadway cut and embankment continuously, unless otherwise specified in the Contract or ordered by the Engineer.
2. Maintain the top of the earthwork in roadway sections throughout the construction stages to allow water to run off to the outer edges. .
3. Provide temporary slope drain facilities with inlets and velocity dissipaters (straw bales, silt fence, aprons, etc.) to carry the runoff water to the bottom of the slopes. Place drains at intervals to handle the accumulated water.
4. Continue temporary erosion control measures until permanent drainage facilities have been constructed, pavement placed, and the grass on planted slopes stabilized to deter erosion.

## **G. Perform Construction in Rivers and Streams**

Perform construction in river and stream beds as follows:

1. Unless otherwise agreed to in writing by the Engineer, restrict construction operations in rivers, streams, and impoundments to:
  - Areas where channel changes or access for construction are shown on the Plans to construct temporary or permanent structures.
2. If channel changes or diversions are not shown on the Plans, the Contractor shall develop diversion plans prepared in accordance with the current GAR100002 NPDES Infrastructure Construction permit utilizing a design professional as defined within the permit. The Engineer will review prepared diversion plans for content only and accepts no responsibility for design errors or omissions. Amendments will be made part of the project plans by attachment. Include any associated costs in the price bid for the overall contract. Any contract time associated with the submittal or its review and subsequent response will not be considered for an extension of Contract time. All time associated with this subsection shall be considered incidental.
3. If additional access for construction or removal of work bridges, temporary roads/access or work platforms is necessary, and will require additional encroachment upon river or stream banks and bottoms, the contractor shall prepare a plan in accordance with the current GAR100002 NPDES Infrastructure Construction permit utilizing a design professional as defined within the permit. Plans should be submitted at least 12 weeks prior to the date the associated work is expected to begin. If necessary, the plan will be provided to the appropriate regulating authority, e.g. United States Army Corps of Engineers by the Department for consideration and approval. No work that impacts areas beyond what has been shown in the approved plans will be allowed to begin until written approval of the submitted plan has been provided by the Department. Approved plan amendments will be made part of the project plans by attachment. Include any associated costs in the price bid for the overall contract. Any contract time associated with the submittal or its review and subsequent response will not be considered for an extension of Contract time. All time associated with this subsection shall be considered incidental.
4. Clear rivers, streams, and impoundments of the following as soon as conditions permit:
  - Falsework
  - Piling that is to be removed
  - Debris
  - Other obstructions placed or caused by construction operations
5. Do not ford live streams with construction equipment.
6. Use temporary bridges or other structures that are adequate for a 25-year storm for stream crossings. Include costs in the price bid for the overall contract.
7. Do not operate mechanized equipment in live streams except to construct channel changes or temporary or permanent structures, and to remove temporary structures, unless otherwise approved in writing by the Engineer.

## H. State Water Buffers and Environmental Restrictions

1. The WECS shall review the plans and contract documents for environmental restrictions, Environmentally Sensitive Areas (ESA), e.g. buffers, etc prior to performing land disturbing activities.
2. The WECS shall ensure all parties performing land disturbing activities within the project limits are aware of all environmental restrictions.
3. Buffer delineation shall be performed prior to clearing, or any other land disturbing activities. Site conditions may require temporary delineation measures are implemented prior to the installation of orange barrier/safety fencing. The means of temporary delineation shall have the Engineer's prior approval.
4. The WECS shall allow the Engineer to review the buffer delineation prior to performing any land disturbing activities, including but not limited to clearing, grubbing and thinning of vegetation. Any removal and relocation of buffer delineation based upon the Engineer's review will not be measured for separate payment.
5. The WECS shall advise the Engineer of any surface water(s) encountered that are not shown in the plans. The WECS shall prevent land disturbing activities from occurring within surface water buffers until the Engineer provides approval to proceed.

## I. General Requirements

**Projects that consist of asphalt resurfacing, shoulder reconstruction and/or shoulder widening; schedule and perform the construction of the project to comply with the following:**

After temporary and permanent erosion control devices are installed and the area permanently stabilized (temporary or permanent) and approved by the Engineer, the area may be released from the 1 acre (0.4 ha) limit.

The maximum of 1 acre (0.4 ha) of erodible earth applies to the entire project and to all combined operations, including borrow and excess material operations that are within the right of way, not 1 acre (0.4 ha) of exposed erodible earth for each operation.

<p><b>NOTE: Never allow the surface area of erodible earth material exposed at one time to exceed 1 acre (0.4 ha).</b></p>
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1. Do not allow the disturbed exposed erodible area to exceed 1 acres (0.4 ha). This 1 acre (0.4 ha) limit includes all disturbed areas relating to the construction of the project including but not limited to slope and shoulder construction.
2. At the end of each working day, permanently stabilize all of the area disturbed by slope and shoulder reconstruction to prevent any contamination of adjacent streams or other watercourses, lakes, ponds or other areas of water impoundment. For purposes of this Specification, the end of the working day is defined as when the construction operations cease. For example, 6:00 a.m. is the end of the working day on a project that allows work only between 9:00 p.m. and 6:00 a.m.)
3. Stabilize the cut and fill slopes and shoulder with permanent or temporary grassing and a Wood Fiber Blanket ([Section 713](#), Type II). Mulching is not allowed. Borrow pits, soil disposal sites and haul roads will not require daily applications of wood fiber blanket. The application rate for the Wood Fiber Blanket on shoulder reconstruction is the rate specified for Shoulders. For shoulder reconstruction, the ground preparation requirements of [Subsection 700.3.05.A.1](#) are waived. Preparation consists of scarifying the existing shoulders 4 to 6 in (100 to 150 mm) deep and leaving the area in a smooth uniform condition free from stones, lumps, roots or other material.

4. If a sudden rain event occurs that would not allow the Contractor to apply the Type II Wood Fiber Blanket per [Section 713](#), install Wood Fiber Blanket Type I per [Section 713](#) if directed by the Engineer. Wood Fiber Blanket Type I application is for emergency use only.

Install temporary grass or permanent grass according to seasonal limitations and Specifications. When temporary grass is used, use the overseeding method ([Subsection 700.3.05.E.4](#)) when planting permanent grass.

3. Remove and dispose of all material excavated for the trench widening operation at an approved soil disposal site by the end of each working day. When shoulder reconstruction is required, this material may be used to reconstruct the graded shoulder after all asphaltic concrete pavement has been placed.

4. Provide immediate permanent and/or temporary erosion control measures for borrow pits, soil disposal sites and haul roads to prevent any contamination of adjacent streams or other watercourses, lakes, ponds or other areas of water impoundment.

5. Place asphalt in the trench the same day as the excavation occurs. Place asphalt or concrete in driveways and side roads being re-graded the same day as the excavation occurs. Stabilize any disturbed or exposed soil that is not covered with asphalt with a Wood Fiber Blanket (and grass seed). Payment will be made for the Wood Fiber Blanket and grass seed only if the shoulder has been constructed to final dimensions and grade and no further grading will be required.

6. Do not allow the grading (height of cut or fill) to exceed the operating range of the grassing equipment.

7. When grading operations or other soil disturbing activities are suspended, regardless of the reason, promptly perform all necessary permanent stabilization and/or erosion control work.

8. Use temporary erosion control measures to:

To correct conditions that develop during construction but were unforeseen during the design stage.

To use as needed before installing permanent erosion control features.

To temporarily control erosion that develops during normal construction practices but are not associated with permanent control features on the Project.

9. When conditions warrant, such as unfavorable weather (rain event), the Engineer may require more frequent intervals for this work.

### **161.3.06 Quality Acceptance**

Before Final Acceptance of the Work, clean drainage structures within the project limits, both existing and newly constructed, and ensure that they are functioning properly. Costs to accomplish this work are incidental and shall be included in the overall bid for the Contract.

### **161.3.07 Contractor Warranty and Maintenance**

Maintain the erosion control features installed to:

- Contain erosion within the limits of the right-of-way
- Control storm water discharges from disturbed areas

Effectively install and maintain the erosion control features. Ensure these features contain the erosion and sediment within the limits of the rights of way and control the discharges of storm-water from disturbed areas to meet all local, state, and federal requirements on water quality.

If a construction Project has separate contractors, the Prime Contractor shall maintain the erosion control features at grading sites as acceptable to the Engineer until the Contract is accepted. If any erosion control devices are damaged by any contractor either by neglect, by construction methods, or any other reasons, including acts of nature, they shall be repaired within 24 hours by the Prime Contractor at no cost to the Department.

## **161.4 Measurement**

Control of soil erosion and sedimentation is not measured separately for payment.

### **161.4.01 Limits**

General Provisions 101 through 150.

## **161.5 Payment**

When no pay item is shown in the Contract, the requirements of this Specification and the Erosion Control Plan shall be in full effect. The cost of complying with these requirements will not be paid for separately, but shall be included in the overall bid submitted with the exception of inspections performed by qualified personnel which will be included in Section 167.

When listed as a pay item in the Contract, payment will be made at the unit price bid for each particular item.

No payment will be made for erosion control outside the Right-of-Way or construction easements except as provided for by the Plans.

### **161.5.01 Enforcement and Adjustments**

#### **A. Failure to Provide a WECS**

If a designated WECS is not maintained or if the Contractor does not comply with this Specification, cease activities except traffic control and erosion control work. Monies that are due or that may become due also may be withheld according to the Specifications

#### **B. Failure to submit reports**

A non-refundable deduction will be taken from the schedule below whenever the WECS fails to submit completed reports required by [Subsection 167.3.05.C](#) in accordance with the provisions of this specification.

#### **C. Failure to Comply with Specifications**

If the Contractor fails to comply with any of the requirements of this Specification, all activities shall cease immediately except traffic control and erosion control related work.

Monies that are currently due or that may become due shall be withheld according to the specifications. In addition, nonrefundable monies shall be deducted from the contract as shown in the Schedule of Deductions table below. These deductions are in addition to any actions taken in the above subsections. Deductions assessed for uncorrected deficiencies shall continue until all corrections are completed to the satisfaction of the Engineer.

#### **D. Receipt of a Consent Order or Notice of Violation, etc**

Regulatory enforcement actions will be resolved including at a minimum the following steps;

- The Department will perform an internal review of the alleged violations
- The Department will then meet with the Contractor to review and further determine responsibilities for the alleged violations
- The Department will then arrange to collectively meet with the regulatory agencies to negotiate resolutions and/or settlements.



The Department does not waive any rights of the Contractor to resolve such matters however, in the event that regulatory agency communication is addressed jointly to the Department and to the contractor, the Department reserves the right to coordinate all communications, e.g., written correspondence, and to schedule jointly attended meetings with Regulatory agencies such that timely and accurate responses are known to the Department.

Such Orders or Notices may result in the assessment of Deductions from the table below for each day the condition remains non-compliant following an agreed remedy.

Monetary penalties for which the contractor is obligated for as a result of regulatory enforcement may be withheld from future monies due the contractor.

Schedule of Deductions for Each Calendar Day of Erosion Control Deficiencies Initial Occurrence* Original Total Contract Amount		
From More Than	To and Including	Daily Charge
0	\$100,000	\$750
\$100,000	\$1,000,000	\$1125
\$1,000,000	\$5,000,000	\$2000
\$5,000,000	\$15,000,000	\$3000
\$15,000,000	-	\$5000

\*Continued non-compliance with the requirements of this specification may result in the doubling of the above tabulated Daily Charge.

Upon written request from the Contractor, the Engineer may allow, limited activities to concurrently proceed once significant portions of the corrective work have been completed. This authorization may be similarly rescinded if in the opinion of the Engineer corrective work is not being diligently pursued.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 163—Miscellaneous Erosion Control Items**

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**163.1 General Description**

This work includes constructing and removing:

- Silt control gates
- Temporary erosion control slope drains shown on the Plans or as directed
- Sediment basins
- Baled straw sediment barrier and check dams
- Other temporary erosion control structures shown on the Plans or directed by the Engineer

This work also includes applying mulch (straw or hay, erosion control compost), and temporary grass.

**163.1.01 Related References**

**A. Standard Specifications**

[Section 109—Measurement and Payment](#)

[Section 161—Control of Soil Erosion and Sedimentation](#)

[Section 171—Temporary Silt Fence](#)

[Section 500—Concrete Structures](#)

[Section 603—Rip Rap](#)

[Section 700—Grassing](#)

[Section 715—Bituminous Treated Roving](#)

[Section 720 – Triangular Silt Barrier](#)

[Section 822—Emulsified Asphalt](#)

[Section 860—Lumber and Timber](#)

[Section 863—Preservative Treatment of Timber Products](#)

[Section 890—Seed and Sod](#)

[Section 893—Miscellaneous Planting Materials](#)

**B. Referenced Documents**

AASHTO M252

AASHTO M294

### 163.1.02 Submittals

Provide written documentation to the Engineer as to the average weight of the bales of mulch.

### 163.2 Materials

Provide materials shown on the Plans, such as pipe, spillways, wood baffles, and other accessories including an anti-seep collar, when necessary. The materials shall remain the Contractor's property after removal, unless otherwise shown on the Plans.

Materials may be new or used; however, the Engineer shall approve previously used materials before use.

Materials shall meet the requirements of the following Specifications:

Material	Section
Mulch	<a href="#">893.2.02</a>
Temporary Silt Fence	<a href="#">171</a>
Concrete Aprons and Footings shall be Class A	<a href="#">500</a>
Rip Rap	<a href="#">603</a>
Temporary Grass	<a href="#">700</a>
Bituminous Treated Roving	<a href="#">715</a>
Triangular Silt Barrier	<a href="#">720</a>
Lumber and Timber	<a href="#">860.2.01</a>
Preservative Treatment of Timber Products	<a href="#">863.1</a>
Corrugated Polyethylene Temporary Slope Drain Pipe	AASHTO M252 or M294

#### 163.2.01 Delivery, Storage, and Handling

General Provisions 101 through 150.

### 163.3 Construction Requirements

#### 163.3.01 Personnel

General Provisions 101 through 150.

#### 163.3.02 Equipment

General Provisions 101 through 150.

#### 163.3.03 Preparation

General Provisions 101 through 150.

#### 163.3.04 Fabrication

General Provisions 101 through 150.

#### 163.3.05 Construction

##### A. Silt Control Gates

If silt control gates are required or are directed by the Engineer, follow these guidelines to construct them:

1. Clear and grade only that portion of the roadway within the affected drainage area where the drainage structure will be constructed.
2. Construct or install the drainage structure and backfill as required for stability.
3. Install the silt control gate at the inlet of the structure. Use the type indicated on the Plans.

4. Vary the height of the gate as required or as shown on the Plans.
5. Finish grading the roadway in the affected drainage area. Grass and mulch slopes and ditches that will not be paved. Construct the ditch paving required in the affected area.
6. Keep the gate in place until the work in the affected drainage area is complete and the erodible area is stabilized.
7. Remove the Type 1 silt gate assembly by sawing off the wood posts flush with the concrete apron. Leave the concrete apron between the gate and the structure inlet in place. The gate shall remain the property of the Contractor.

#### **B. Temporary Slope Drains**

If temporary slope drains are required, conduct the roadway grading operation according to [Section 161](#) and follow these guidelines:

1. Place temporary pipe slope drains with inlets and velocity dissipaters (straw bales, silt fence, or aprons) according to the Plans.
2. Securely anchor the inlet into the slope to provide a watertight connection to the earth berm. Ensure that all connections in the pipe are leak proof.
3. Place temporary slope drains at a spacing of 350 ft (105 m) maximum on a 0% to 2% grade and at a spacing of 200 ft (60m) maximum on steeper grades, or more frequently as directed by the Engineer. Keep the slope drains in place until the permanent grass has grown enough to control erosion.
4. Remove the slope drains and grass the disturbed area with permanent grass. However, the temporary slope drains may remain in place to help establish permanent grass if approved by the Engineer.

#### **C. Sediment Basins**

Construct sediment basins according to the Plans at the required location, or as modified by the Engineer.

1. Construct the unit complete as shown, including:
  - Grading
  - Drainage
  - Rip rap
  - Spillways
  - Anti-seep collar
  - Temporary mulching and grassing on internal and external slopes
  - Accessories to complete the basin
2. When the sediment basin is no longer needed, remove and dispose of the remaining sediment.
3. Remove the sediment basin. Grade to drain and restore the area to blend with the adjacent landscape.
4. Mulch and permanently grass the disturbed areas according to [Section 700](#).

#### **D. Sediment Barrier (baled straw)**

Construct sediment barrier (baled straw) according to the Plan details. Use rectangular, standard size baled straw in mechanically produced bales.

The following items may be substituted for sediment barrier (baled straw)

1. Type B Silt Fence.
2. Triangular Silt Barrier.

3. **Synthetic Fiber:** Use synthetic fiber bales of circular cross section at least 18 in (450 mm) in diameter. Use synthetic bales of 3 ft or 6 ft (0.9 m or 1.8 m) in length that are capable of being linked together to form a continuous roll of the desired total length. Use bales that are enclosed in a geotextile fabric and that contain a pre-made stake hole for anchoring.
4. **Coir:** Use coir fiber bales of circular cross section at least 16" (400mm) in diameter. Use coir bales of 10 ft, 15 ft, or 20 ft (3 m, 4.5 m, or 6 m) in length. Use coir baled with coir twine netting with 2 in X 2 in (50 mm X 50 mm) openings. Use coir bales with a dry density of at least 7 lb/ft<sup>3</sup> (112 kg/m<sup>3</sup>). Anchor in place with 2 in X 4 in (50 mm X 100 mm) wooden wedges with a 6 in (150 mm) nail at the top. Place wedges no more than 36 in (900 mm) apart.
5. **Excelsior:** Use curled aspen excelsior fiber with barbed edges in circular bales of at least 18 in (450 mm) in diameter and nominally 10 ft (3 m) in length. Use excelsior baled with polyester netting with 1 in X 1 in (25 mm by 25 mm) triangular openings. Use excelsior bales with a dry density of at least 1.4 lb/ft<sup>3</sup> (22 kg/m<sup>3</sup>). Anchor in place with 1 in (25 mm) diameter wooden stakes driven through the netting at intervals of no more than 2 ft (600 mm).
6. **Compost Filter Sock:** Use general use compost (see [Subsection 893.2.02.A.5.b](#)) in circular bales at least 18 in in diameter. Use compost baled with photo-degradable plastic mesh 3 mils thick with a maximum 0.25 in X 0.25 in (6 mm X 6 mm) openings. Anchor in place with 1 in (25 mm) diameter wooden stakes driven through the netting at intervals of no more than 2 ft (600 mm). The sock shall be dispersed on site when no longer required, as determined by the Engineer. Do not use Compost Filter Socks in areas where the use of fertilizer is restricted.
7. **Compost Filter Berm:** Use erosion control compost (see [Subsection 893.2.02](#)) to construct an uncompacted 1.5 ft to 2 ft (450 mm to 600 mm) high trapezoidal berm which is approximately 2 ft to 3 ft (600 mm to 1 m) wide at the top and minimum 4 ft (1.2 m) wide at the base. Do not use Compost Filter Berms in areas where the use of fertilizer is restricted.

The construction of the compost filter berm includes the following:

- a. Keeping the berm in a functional condition.
- b. Installing additional berm material when necessary.
- c. Removing the berm when no longer required, as determined by the Engineer. At the Engineer's discretion, berm material may be left to decompose naturally, or distributed over the adjacent area.

#### **E. Other Temporary Structures**

When special conditions occur during the design stage, the Plans may show other temporary structures for erosion control with required materials and construction methods.

#### **F. Temporary Grass**

Use a quick growing species of temporary grass such as rye grass, millet, or a cereal grass suitable to the area and season.

Use temporary grass in the following situations:

- When required by the Specifications or directed by the Engineer to control erosion where permanent grassing cannot be planted.
- To protect an area for longer than mulch is expected to last (60 calendar days).

Plant temporary grass as follows:

1. Use seeds that conform to [Subsection 890.2.01, "Seed."](#) Perform seeding according to [Section 700](#); except use the minimum ground preparation necessary to provide a seed bed if further grading is required.
2. Prepare areas that require no further grading according to [Subsection 700.3.05.A, "Ground Preparation."](#) Omit the lime unless the area will be planted with permanent grass without further grading. In this case, apply the lime according to [Section 700](#).

3. Apply mixed grade fertilizer at 400 lbs/acre (450 kg/ha). Omit the nitrogen. Mulch (with straw or hay) temporary grass according to [Section 700](#). (Erosion control compost Mulch will not be allowed with grassing.)
4. Before planting permanent grass, thoroughly plow and prepare areas where temporary grass has been planted according to [Subsection 700.3.05.A, "Ground Preparation"](#).
5. Apply Polyacrylamide (PAM) to all areas that receive temporary grassing.
6. Apply Pam (powder) before grassing or PAM (emulsion) to the hydroseeding operation.
7. Apply PAM according to manufacturer specifications.
8. Use only anionic PAM.

For projects that consist of shoulder reconstruction and/or shoulder widening refer to Section 161.3.05H for Wood Fiber Blanket requirements.

## **G. Mulch**

When stage construction or other conditions prevent completing a roadway section continuously, apply mulch (straw or hay or erosion control compost) to control erosion. Mulch may be used without temporary grassing for 60 calendar days or less. Areas stabilized with only mulch (straw/hay) shall be planted with temporary grass after 60 calendar days.

Apply mulch as follows:

1. Mulch (Hay or Straw) - Without Grass Seed
  - a. Uniformly spread the mulch over the designated areas from 2 in to 4 in (50 mm to 100 mm) thick.
  - b. After spreading the mulch, walk in the mulch by using a tracked vehicle (preferred method), empty sheep foot roller, light disking, or other means that preserves the finished cross section of the prepared areas. The Engineer will approve of the method.
  - c. Place temporary mulch on slopes as steep as 2:1 by using a tracked vehicle to imbed the mulch into the slope.
  - d. When grassing operations begin, leave the mulch in place and plow the mulch into the soil during seed bed preparation. The mulch will become beneficial plant food for the newly planted grass.
2. Erosion control compost - Without Grass Seed
  - a. Uniformly spread the mulch (erosion control compost) over the designated areas 2 in (50 mm) thick.
  - b. When rolling is necessary, or directed by the Engineer, use a light corrugated drum roller.
  - c. When grassing operations begin, leave the mulch in place and plow the mulch into the soil during seed bed preparation. The mulch will become beneficial plant food for the newly planted grass.
  - d. Plant temporary grass on area stabilized with mulch (erosion control compost) after 60 calendar days.
  - e. Do not use Erosion Control Compost in areas where the use of fertilizer is restricted.

## **H. Miscellaneous Erosion Control Not Shown on the Plans**

When conditions develop during construction that were unforeseen in the design stage, the Engineer may direct the Contractor to construct temporary devices such as but not limited to:

- Bulkheads
- Sump holes

- Half round pipe for use as ditch liners
- U-V resistant plastic sheets to cover critical cut slopes

The Engineer and the Contractor will determine the placement to ensure erosion control in the affected area.

#### **I. Diversion Channels**

When constructing a culvert or other drainage structure in a live stream that requires diverting a stream, construct a diversion channel.

#### **J. Temporary Check Dams**

Temporary check dams are constructed of the following materials;

- Stone plain rip rap according to [Section 603](#) or of sand bags as in [Section 603](#) without Portland cement. (Place plastic filter fabric on ditch section before placing rip rap.)
- Fabric (Type C silt fence)
- Hay Bales

Temporary check dams shall be constructed according to plan details and shall remain in place until the permanent ditch protection is in place or being installed and the removal is approved by the Engineer.

#### **K. Construction Exits**

Locate construction exits at any point where vehicles will be leaving the project onto a public roadway. Install construction exits at the locations shown in the plans and in accordance with plan details.

#### **L. Retrofit**

Add the retrofit device to the permanent outlet structure as shown on the Plan details.

When all land disturbing activities that would contribute sediment-laden runoff to the basin are complete, clean the basin of sediment and stabilize the basin area with vegetation.

When the basin is stabilized, remove the retrofit device from the permanent outlet structure of the detention pond.

#### **M. Inlet Sediment Trap**

Inlet sediment traps consist of a temporary device placed around a storm drain inlet to trap sediment. An excavated area adjacent to the sediment trap will provide additional sediment storage.

Inlet sediment traps may be constructed of Type C silt fence, plastic frame and filter, hay bales, baffle box, or other filtering materials approved by the Engineer.

Construct inlet sediment traps according to the appropriate specification for the material selected for the trap.

Place inlet sediment traps as shown on the Plans or as directed by the Engineer.

#### **163.3.06 Quality Acceptance**

General Provisions 101 through 150.

#### **163.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

## **163.4 Measurement**

### **A. Silt Control Gates**

Silt control gates are measured for payment by the entire structure constructed at each location complete in place and accepted. Silt control gates constructed at the inlet of multiple lines of drainage structures are measured for payment as a single unit.

### **B. Temporary Slope Drains**

Temporary slope drains are measured for payment by the linear foot (meter) of pipe placed. When required, the inlet spillway and outlet apron and/or other dissipation devices are incidental and not measured separately.

### **C. Sediment Basins**

Sediment basins are measured for payment by the entire structure complete, including construction, maintenance, and removal. Measurement also includes:

- Earthwork
- Drainage
- Spillways
- Baffles
- Rip rap
- Final cleaning to remove the basin

Permanent and temporary grassing for sediment basins is measured separately for payment.

### **D. Diversion Channels**

Diversion channels are not measured for payment. Costs for the entire structure complete, including materials, construction (including earthwork), and removal is included in the price bid for the drainage structure or for other Contract items.

### **E. Temporary Grass**

Temporary grass is measured for payment by the acre (hectare). Lime, when required, is measured by the ton (megagram). Mulch and fertilizer are measured separately for payment.

### **F. Mulch**

Mulch (straw or hay, or erosion control compost) is measured for payment by the ton (megagram).

### **G. Baled Straw Sediment Barrier, Baled Straw Check Dam and Fabric Check Dams**

Baled straw sediment barrier, baled straw check dams, and fabric check dams are measured by the linear foot (meter). When the Contractor substitutes a product allowed in [Subsection 163.3.05.D](#) for baled straw sediment barrier or when the Engineer directs this substitution, the product will be measured by the linear foot (meter).

### **H. Rip Rap Check Dams**

Rip Rap Check Dams are measured per each which will include all work necessary to construct the check dam including plastic filter fabric placed beneath the rip rap or sand bags.

### **I. Construction Exits**

Construction exits are measured per each which will include all work necessary to construct the exit including the required geotextile fabric placed beneath the aggregate.



**J. Retrofit**

Retrofit will be measured for payment per each. The construction of the detention pond and permanent outlet structure will be measured separately under the appropriate items.

**K. Inlet Sediment Trap**

Inlet sediment traps, regardless of the material selected, are measured per each which includes all work necessary to construct the trap including any incidentals and providing the excavated area for sediment storage.

**163.4.01 Limits**

General Provisions 101 through 150.

**163.5 Payment**

**A. Silt Control Gates**

The specified silt control gates are paid for at the Contract Unit Price per each. Payment is full compensation for:

- Furnishing the material and labor
- Constructing the concrete apron as shown on the Plans
- Excavating and backfilling to place the apron
- Removing the gate

**B. Temporary Slope Drains**

Temporary slope drains are paid for by the linear foot (meter). Payment is full compensation for materials, construction, removal (if required), inlet spillways, velocity dissipaters, and outlet aprons.

When temporary drain inlets and pipe slope drains are removed, they remain the Contractor's property and may be reused or removed from the Project as the Contractor desires. Reused pipe or inlets are paid for the same as new pipe or inlets.

**C. Sediment Basin**

Sediment basins, measured according to [Subsection 163.4.C "Measurement,"](#) are paid for by the unit, per each, for the type specified on the Plans. Price and payment are full compensation for work and supervision to construct, and remove the sediment basin, including final clean-up.

**D. Diversion Channel**

Diversion channels are not paid for separately; they are included in the price bid for the drainage structure or for other Contract Items.

**E. Temporary Grass**

Temporary grass is paid for by the acre (hectare). Payment is full compensation for all equipment, labor, ground preparation, materials, wood fiber mulch, polyacrylamide, and other incidentals. Lime (when required) is paid for by the ton (megagram). Mulch and fertilizer are paid for separately.

**F. Mulch**

Mulch is paid for by the ton. Payment is full compensation for all materials, labor, maintenance, equipment and other incidentals.

The weight for payment of straw or hay mulch will be the product of the number of bales used and the average weight per bale as determined on certified scales provided by the contractor or state certified scales. Provide written documentation to the Engineer stating the average weight of the bales.

The weight of erosion control compost mulch will be determined by weighing each loaded vehicle on the required motor truck scale as the material is hauled to the roadway, or by using recorded weights if a digital recording device is used. The contractor may propose other methods of providing the weight of the mulch to Engineer for approval.

**G. Baled Straw Sediment barrier, Baled Straw Check Dams and Fabric Check Dams (Type C Silt Fence)**

Baled straw sediment barrier, baled straw check dams and fabric check dams (type C silt fence), complete in place and accepted are paid for at the Contract Unit Price bid per linear foot (meter). Payment is full compensation for constructing, and removing (when directed) the baled straw sediment barrier or either check dam.

When the Contractor substitutes any product allowed in [Subsection 163.3.05.D](#) for baled straw sediment barrier or when the Engineer directs this substitution, payment is made at the bid price per linear foot (meter) for baled straw sediment barrier.

**H. Rip Rap Check Dams**

Rip Rap Check Dams are paid for per each. Payment is full compensation for all materials, construction, and removal. Reused stone plain rip rap or sandbags are paid for on the same basis as new items. Filter fabric required under rip rap check dams is included in the price bid for each check dam.

**I. Construction Exits**

Construction exits are paid for per each. Payment is full compensation for all materials including the required geotextile, construction, and removal.

**J. Retrofit**

This item is paid for at the Contract Unit Price per each. Payment is full compensation for all work, supervision, materials (including the stone filter), labor and equipment necessary to construct and remove the retrofit device from an existing or proposed detention pond outlet structure.

**K. Inlet Sediment Trap**

Inlet sediment traps are paid for per each. Payment is full compensation for all materials, construction, and removal

The Items in this Section (except temporary grass and mulch) are made as partial payments as follows:

- When the item is installed and put into operation the Contractor will be paid 75 percent of the Contract price.
- When the Engineer instructs the Contractor that the Item is no longer required and is to remain in place or is removed, whichever applies, the remaining 25 percent will be paid.

Temporary devices may be left in place at the Engineer's discretion at no change in cost. Payment for temporary grass will be made based on the number of acres (hectares) grassed. Mulch will be based on the number of tons (megagrams) used.

Payment is made under:

Item No. 163	Construct and remove silt control gate, type___	Per each
Item No. 163	Construct and remove temporary pipe slope drains	Per linear foot (meter)
Item No. 163	Construct and remove temporary sediment barrier or baled straw check dam	Per linear foot (meter)
Item No. 163	Construct and remove sediment basin type___, Sta. No.____	Per each
Item No. 163	Construct and remove Fabric Check Dam - type C silt fence	Per linear foot (meter)
Item No. 163	Construct and remove Rip Rap Check Dams ,Stone Plain Rip Rap/Sand Bags	Per Each
Item No. 163	Construction exit	Per each
Item No. 163	Construct and remove retrofit, Sta. No.____	Per each
Item No. 163	Construct and remove inlet sediment trap	Per each
Item No. 163	Temporary grass	Per acre (hectare)
Item No. 163	Mulch	Per ton (megagram)

#### **163.5.01 Adjustments**

General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 165—Maintenance of Temporary Erosion and Sedimentation Control  
Devices**

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**165.1 General Description**

This work consists of providing maintenance on temporary erosion and sediment control devices, including but not limited to the following:

- Silt fence
- Sediment basins
- Silt control gates
- Check dams
- Silt retention barriers

It also consists of removing sediment that has accumulated at the temporary erosion and sediment control devices.

**165.1.01 Definitions**

General Provisions 101 through 150.

**165.1.02 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

**B. Referenced Documents**

General Provisions 101 through 150.

**165.1.03 Submittals**

General Provisions 101 through 150

**165.2 Materials**

General Provisions 101 through 150.

**165.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

**165.3 Construction Requirements**

**165.3.01 Personnel**

General Provisions 101 through 150.

**165.3.02 Equipment**

General Provisions 101 through 150.

### **165.3.03 Preparation**

General Provisions 101 through 150.

### **165.3.04 Fabrication**

General Provisions 101 through 150.

### **165.3.05 Construction**

#### **A. General**

As a minimum, clean the sediment from all temporary erosion control devices (except sediment basins) installed on the project when one half the capacity, by height, depth or volume has been reached. Clean the sediment from all temporary sediment basins installed on a project when one third the capacity of the storage volume has been filled.

Handle sediment excavated from any erosion or sediment control device in one of the following ways:

- Remove sediment from the immediate area and immediately stabilize it to prevent the material from refilling any erosion or sediment control device.
- Place and mix it in the roadway embankment, or waste it in an area approved by the Engineer.
- Repair or replace at no cost to the Department, any erosion or sediment control devices that are not functioning properly or are damaged due to negligence or abuse.

#### **B. Temporary Silt Fence**

Maintenance of Temporary Silt Fence consists of furnishing all labor, tools, materials, equipment and necessary incidentals to remove and dispose of accumulated sediment down to the original ground line (0 % filled). Also included is the removal of sediment accumulations ("filtercake") on the fabric by tapping the fabric on the downstream side.

#### **C. Silt Control Gates**

Maintenance of Temporary Silt Control Gates consists of all labor, tools, materials, equipment and necessary incidentals to remove and dispose of accumulated sediment down to the original ground line (0% filled). When applicable, this item will include the removal of sediment accumulations on the fabric by tapping the fabric on the downstream side.

#### **D. Check Dams (all types)**

Maintenance of Temporary Erosion Control Check Dams shall consist of all labor, tools, materials, equipment and necessary incidentals to remove and dispose of accumulated sediment down to the original ground line (0% filled). This item also includes the removal of any material deposited in sump holes. When applicable, this item will include the removal of sediment accumulations on the fabric by tapping the fabric on the downstream side, or from the baled straw by similar means.

#### **E. Silt Retention Barrier**

Maintenance of Temporary Silt Retention Barrier consists of all labor, tools, materials, equipment and necessary incidentals to remove and dispose of accumulated sediment down to the original ground line (0% filled).

#### **F. Temporary Sediment Basins**

Maintenance of Temporary Sediment Basins consists of all labor, tools, materials, equipment and necessary incidentals to remove and dispose of accumulated sediment down to the original bottom of the basin. This also includes removing accumulated sediment from the rock filter and restoring the rock filter to its original specified condition and any work necessary to restore all other components to the pre-maintenance conditions.

**G. Sediment Barrier (baled straw)**

Maintenance of sediment barrier (baled straw) consists of furnishing all labor, tools, materials, equipment and necessary incidentals to remove and dispose of accumulated sediment down to the original ground line (0 % filled). Also included is the removal of sediment accumulations on the bales by tapping.

**H. Triangular Silt Barrier**

Maintenance of Triangular Silt Barrier consists of all labor, tools, materials, equipment and necessary incidentals to remove and dispose of accumulated sediment down to the original ground line (0% filled).

**I. Retrofit:**

Maintenance of the retrofit device consists of all labor, tools, materials, equipment and necessary incidentals to remove and properly dispose of accumulated sediment in the permanent detention pond being utilized as a temporary sediment basin. This item also includes any maintenance that is required to ensure the retrofit device is maintained per Plan details and any maintenance of the stone filter to maintain its filtering ability, including cleaning and replacement.

**J. Construction Exit:**

Maintenance of the construction exit consists of all labor, tools, materials, equipment and incidentals, including additional stone and geotextile fabric as required to prevent the tracking or flow of soil onto public roadways. This includes, scarifying existing stone, cleaning existing stone, or placement of additional stone.

Cleaning of the construction exit by scraping and/or brooming only will not be measured for payment.

**K. Inlet Sediment Trap**

Maintenance of inlet sediment traps consists of all labor, tools, materials, equipment and necessary incidentals to remove and properly dispose of accumulated sediment in the trap and/or the excavated area adjacent to the trap. It also includes any maintenance that is required to remove sediment accumulations ("filtercake") from the material selected to construct the inlet sediment trap.

**165.3.06 Quality Acceptance**

General Provisions 101 through 150.

**165.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

**165.4 Measurement**

**A. Temporary Silt Fence:**

Maintenance of temporary silt fence, Type A, B, or C, is the actual linear feet (meter) of silt fence, measured in place, where sediment is removed.

**B. Silt Control Gates:**

Maintenance of temporary silt control gates, type I, II, III or IV, as specified on the Plans, is measured as a single unit.

**C. Check Dams (All Types):**

Maintenance of temporary erosion control check dams as specified on the Plans is the actual linear feet (meter) of baled straw, type c silt fence or rip rap, measured in place, where sediment is removed.

**D. Silt Retention Barrier:**

Maintenance of temporary silt retention barrier as specified on the Plans, is measured by the linear foot (meter) where sediment is removed.

**E. Temporary Sediment Basins:**

Maintenance of temporary sediment basins as specified on the Plans, is measured as a single unit.

**F. Sediment Barrier (baled straw)**

Maintenance of sediment barrier (baled straw), is the actual linear feet (meter) of baled straw measured in place, where sediment is removed.

**F. Triangular Silt Barrier:**

Maintenance of triangular silt barrier as specified on the plans, is measured by the linear foot (meter) where sediment is removed.

**G. Retrofit:**

Maintenance of retrofit device at the location specified on the Plans is measured per each.

**H. Construction Exit:**

Maintenance of construction exit at the location specified on the Plans, or as directed by the Engineer is measured per each.

**I. Inlet Sediment Trap**

Maintenance of inlet sediment trap at the location specified on the Plans, or as added by the Engineer is measured per each.

**165.4.01 Limits**

General Provisions 101 through 150.

**165.5 Payment**

**A. Temporary Silt Fence:**

Maintenance of temporary silt fence, Type A, B, or C, is paid for at the contract unit price bid per linear foot (meter).

**B. Silt Control Gates:**

Maintenance of temporary silt control gates, Type I, II, III, or IV as specified on the Plans is paid for at the contract unit price bid per each.

**C. Check Dams (All Types):**

Maintenance of Check Dams as specified on the Plans is paid for at the contract unit price bid per linear foot (meter).

**D. Silt Retention Barrier:**

Maintenance of temporary silt retention barrier as specified on the Plans is paid for at the contract unit price bid per linear foot (meter).

**E. Temporary Sediment Basins:**

Maintenance of temporary sediment basins as specified on the Plans is paid for at the contract unit price bid per each.

**F. Sediment Barrier (baled straw):**

Maintenance of sediment barrier (baled straw) as specified on the Plans is paid for at the contract unit price bid per linear foot (meter).

**G. Triangular Silt Barrier:**

Maintenance of triangular silt barrier as specified on the Plans is paid for at the contract unit price bid per linear foot (meter).

**H. Retrofit:**

Maintenance of the retrofit device at the location specified on the Plans is paid for at the contract unit price bid per each.

**I. Construction Exit:**

Maintenance of the construction exit at the location specified on the Plans or as added by the Engineer is paid for at the contract unit price per each.

**J. Inlet Sediment Trap**

Maintenance of the inlet sediment trap at the location specified on the Plans or at the location specified by the Engineer is paid for at the contract unit price per each.

Payment will be made under:

Item No. 165	Maintenance of temporary silt fence Type ____	per linear foot (meter)
Item No. 165	Maintenance of silt control gate Type ____	per each
Item No. 165	Maintenance of check dams - all types	per linear foot (meter)
Item No. 165	Maintenance of silt retention barrier	per foot (meter)
Item No. 165	Maintenance of temporary sediment basin, Sta. No. ____	per each
Item No. 165	Maintenance of sediment barrier - baled straw	per linear foot (meter)
Item No. 165	Maintenance of triangular silt barrier	per linear foot (meter)
Item No. 165	Maintenance of retrofit, Sta. No. ____	per each
Item No. 165	Maintenance of construction exit	per each
Item No. 165	Maintenance of inlet sediment trap	per each

**165.5.01 Adjustments**

General Provisions 101 through 150.



Date: August 26, 2002  
First Use Date 2001 Specifications: November 1, 2002  
Revised: January 16, 2003  
Revised: August 1, 2003  
Revised: February 1, 2004  
Revised October 15, 2005  
Revised July 15, 2008

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### SPECIAL PROVISION

#### Section 167—Water Quality Monitoring

---

*Add the following:*

##### **167.1 General Description**

This Specification establishes the Contractor's responsibility to meet the requirements of the National Pollutant Discharge Elimination System (NPDES) Infrastructure Permit No. GAR 100002 as it pertains to Part IV. Erosion, Sedimentation and Pollution Control Plan.

##### **167.1.01 Definitions**

Certified Personnel— certified personnel are defined as persons who have successfully completed the appropriate certification course approved by the Georgia Soil and Water Conservation Commission. For Department projects the certified person must also have successfully completed the Department's WECS certification course.

##### **167.1.02 Related References**

##### **A. Standard Specifications**

[Section 161—Control of Soil Erosion and Sedimentation](#)

##### **B. Referenced Documents**

NPDES Infrastructure Permit No. GAR 100002, Part IV

GDOT WECS seminar.

Environmental Protection Divisions Rules and Regulations (Chapter 391-3-26)

Georgia Soil and Water Conservation Commission Certification Level IA course.

OCGA 12-7

##### **167.1.03 Submittals**

General Provisions 101 through 150

##### **167.2 Materials**

General Provisions 101 through 150.

##### **167.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

##### **167.3 Construction Requirements**

##### **167.3.01 Personnel**

Use certified personnel to perform all monitoring, sampling, inspections, and rainfall data collection.

Use the Contractor designated WECS or select a prequalified consultant from the Qualified Consultant List (QCL) to perform water quality monitoring.

Ensure that monitoring consultants' employees who perform monitoring, sampling, inspections, and rainfall data collection are GASWCC Certified.

#### **167.3.02 Equipment**

Provide equipment necessary to complete the Work or as directed.

#### **167.3.03 Preparation**

General Provisions 101 through 150.

#### **167.3.04 Fabrication**

General Provisions 101 through 150.

#### **167.3.05 Construction**

##### **A. General**

Perform inspections, rainfall data collection, testing of samples, and reporting the test results on the project according to the requirements in Part IV of the NPDES Infrastructure permit and this Specification.

Take samples manually or with the use of automatic samplers, according to the permit. Analyze all according to the permit, regardless of the method used to collect the samples.

If samples are analyzed in the field using portable turbidimeters, the monitoring results shall state that they are being used and a digital readout of NTUs is what is provided.

Submit bench sheets, work sheets, etc., when using portable turbidimeters. There are no exceptions to this requirement.

Perform required inspections and submit all reports required by this Specification within the time frames specified. Failure to perform the inspections within the time specified will result in the cessation of all construction activities with the exception of traffic control and erosion control. Failure to submit the required reports within the times specified will result in non-refundable deductions as specified in [Subsection 161.5.01.B](#).

##### **B. Inspections**

The Department will provide one copy of required inspection forms for use and duplication. Inspection forms may change during the contract to reflect regulatory agency needs or the need of the Department. Any costs associated with the change of inspection forms shall be considered incidental. Alternate formats of the provided forms maybe created, used and submitted by the Contractor provided the required content and/or data fields and verbatim certification statements from the Department's current forms are included.

The Engineer shall inspect the installation and condition of each erosion control device required by the erosion control plan within seven days after initial installation. This inspection is performed for each stage of construction when new devices are installed. The WECS shall ensure all installation deficiencies reported by the Engineer are corrected within two business days.

Ensure that the inspections of the areas listed below are conducted by certified personnel and at the frequencies listed. Document all inspections on the appropriate form provided by the Department.

##### **1. Daily:**

- a. Petroleum product storage, usage and handling areas
- b. All locations where vehicles enter/exit the site

Continue these inspections until all entry and exit sites are stabilized and fuel is not stored or transferred on the site. Utilize the Daily inspection form.

##### **2. Weekly and after Rainfall Events:**

Conduct inspections on these areas every seven calendar days and within twenty-four hours after the end of a rainfall event that is 0.5 in (13 mm) or greater:

- a. Disturbed areas not permanently stabilized
- b. Material storage areas

- c. Structural control measures, Best Management Practices (BMPs)
- d. Water quality monitoring locations and equipment

Continue these inspections until all BMPs have been removed. Utilize the EC-1 Form.

3. Monthly:

Once per month, inspect all areas where final stabilization has been completed. Look for evidence of sediments or pollutants entering the drainage system and or receiving waters. Inspect all permanent erosion control devices that remain in place to verify the maintenance status and that the devices are functioning properly.

Continue these inspections until the Notice of Termination is submitted. Utilize the Monthly inspection form.

## C. Reports:

1. Inspection Reports:

Summarize the results of inspections noted above in writing on the appropriate Daily, Weekly, Monthly or EC-1 form provided by the Department. Include the following information:

- Date(s) of inspection
- Name of personnel performing inspection
- Status of devices
- Observations
- Action taken
- Signature of personnel performing the inspection
- Any incidents of non-compliance

The inspection form certification sheet shall be signed by the project WECS and the inspector performing inspections on behalf of the WECS (if not the same person).

Submit all inspection reports to the Engineer within twenty-four hours of the inspection.

The Engineer will review the submitted reports and inspect the project to determine their accuracy.

The Engineer will notify the certified personnel of any additional items that should be added to the inspection report.

Correct any items listed in the inspection report requiring routine maintenance within 72 (seventy-two) hours of notification.

Assume responsibility for all costs associated with additional sampling as specified in Part IV.D.6.d.3.(c) of the NPDES GAR 100002 permit if either of these conditions arise:

- BMPs shown in the Plans are not properly installed and maintained, or
- BMPs designed by the Contractor are not properly designed, installed and maintained.

2. Monitoring Reports

a. Report Requirements

Include in all reports, the following certification statement, signed by the WECS or consultant providing monitoring on the project:

“I certify under penalty of law that this document and all attachments were prepared under my direct supervision in accordance with a system designed to assure that certified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.”

When a rainfall event requires a sample to be taken, submit a report of the monitoring results to the Engineer within seven working days of the date the sample was obtained. Include the following information:

- 1) Date of sampling
- 2) Rainfall amount on sample date (sample date only)
- 3) NTU of sample & analysis method
- 4) Location where sample was taken (station number, etc.)
- 5) Receiving water or outfall sample
- 6) Project number and county
- 7) Whether the sample was taken by automatic sampler or manually (grab sample)

b. Report Requirements with No Qualifying Rainfall Events

In the event that a qualifying rainfall event does not occur prior to the submittal of the NOT (Notice of Termination), submit a report that states “No qualifying rainfall event occurred and no samples were taken.”

c. Test Results

Provide monitoring test results to the Engineer within 48 hours of the samples being analyzed. This notification may be verbal or written. This notification does not replace the requirement to submit the formal monitoring summary to the Engineer within 7 working days of the samples being collected.

3. Rainfall Data Reports

Record the measurement of rainfall once each twenty-four hour period. Measure rainfall data at the active phase of construction on the site.

Project rain gauges and those used to trigger the automatic samplers are to be emptied after every rainfall event. This will prevent a cumulative effect and prevent automatic samplers from taking samples even though the rainfall event was not a qualifying event.

The daily rainfall data supplied by the WECS to the Engineer will be the official rainfall data for the project.

### **167.3.06 Quality Acceptance**

General Provisions 101 through 150.

### **167.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

## **167.4 Measurement**

Water Quality Inspections in accordance with the inspection and reports sub-sections will be measured for payment by the month up to the time the Contract Time expires. Required inspections and reports after Contract Time has expired will not be measured for payment.

Water Quality Monitoring and Sampling are measured per each. When the monitoring location is a receiving water, the upstream and downstream samples constitute one sample. When the monitoring location is an outfall, a single outfall sample constitutes one sample.

### **167.4.01 Limits**

General Provisions 101 through 150. Submit the monitoring summary report to the Engineer within 7 working days

## 167.5 Payment

Payment for Water Quality Monitoring and Sampling will be made as follows:

Water Quality Monitoring and Sampling per each is full compensation for meeting the requirements of the monitoring sections of the NPDES permit and this Specification, obtaining samples, analyzing samples, any and all necessary incidentals, and providing results of turbidity tests to the Engineer, within the time frame required by the NPDES Infrastructure permit, and this Specification.

This item is based on the rainfall events that require sampling as described in Part IV.D.5 of the permit.

The Department will not pay for samples taken and analyzed for rainfall events that are not qualifying events as compared to the daily rainfall data supplied by the WECS.

Water Quality Inspections will be paid at the Contract Price per month. This is full compensation for performing the requirements of the inspection section of the NPDES permit and this Specification, any and all necessary incidentals, and providing results of inspections to the Engineer, within the time frame required by the NPDES Infrastructure permit, and this Specification.

Payment will be made under:

Item No. 167	Water quality inspections	Per month
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Water Quality Monitoring and Sampling will be paid per each.

Payment will be made under:

Item No. 167	Water quality monitoring and sampling	Per each
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### 167.5.01 Adjustments

General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**SPECIAL PROVISION**

**Section 170—Silt Retention Barrier**

---

*Delete Subsection 170.3.05 and substitute the following:*

**170.3.05 Construction**

Install a silt retention barrier as follows: Barriers shall be either staked or floating depending upon current, tides, water depth, and other variables, or as shown in the plans and contract.

**A. Floating Silt Retention Barrier**

1. Confine dredged materials to ponding areas or settlement basins using standpipes or weirs.
2. Place the barrier approximately 25 ft (7.5 m) outside the affected construction area, and at a depth within 5 ft (1.5 m) of the bottom.
3. If the body of water has a significant current, place the barrier parallel to the water flow.
4. Vary the dimensions and methods to suit the conditions and to meet the requirements of other local and State water control agencies to ensure that silt dispersion is effectively controlled.
5. Provide a fabric that is weighted to prevent the bottom from floating.

**B. Staked Silt Retention Barrier**

1. Where a staked barrier is used to protect a stream or inundated area, ensure the fabric:
  - a. Extends to the bottom of the stream or inundated area and is weighted to prevent it from floating
  - b. Is not trenched in at the bottom
  - c. Extends 1 foot (300 mm) above normal water
2. Posts:
  - a. Options: 2 inch(50 mm) x 4 inch (100 mm) wood; or 2 ½ inch (62.5 mm min. diameter) wood; or steel at a minimum of 1.33 pounds per foot (1.980 kg/m)
  - b. space posts at a maximum spacing of 4 feet (1.2 m)
  - c. posts are minimum of 5 feet (1.5 m) in length
  - d. posts extend a minimum of 18 inches (450 mm) into the soil

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 171—Silt Fence**

---

*Delete Section 171 and substitute the following:*

**171.1 General Description**

This work includes furnishing, installing, and removing a water permeable filter fabric fence to remove suspended particles from drainage water.

**171.1.01 Definitions**

General Provisions 101 through 150.

**171.1.02 Related References**

**A. Standard Specifications**

[Section 163—Miscellaneous Erosion Control Items](#)

[Section 700—Grassing](#)

[Section 862—Wood Posts and Bracing](#)

[Section 881—Fabrics](#)

[Section 894—Fencing](#)

**B. Referenced Documents**

ASTM D 3786

ASTM D 4355

ASTM D 4632

ASTM D 4751

[GDT 87](#)

[QPL 36](#)

**171.1.03 Submittals**

General Provisions 101 through 150.

**171.2 Materials**

Materials shall meet the requirements of the following Specifications:

Material	Section
Filter Fabrics	<a href="#">881</a>

Fencing	<a href="#">894</a>
Wood Posts and Bracing	<a href="#">862</a>

Conditions during Project construction will affect the quantity of the silt fence to be installed.

The Engineer may increase, decrease, or eliminate the quantity at his or her direction. Variations in quantity are not changes in details of construction or in the character of the work.

For Type A, B, and C fences, use fabric as specified in [Subsection 881.2.07, "Silt Fence Filter Fabric."](#)

#### **171.2.01 Delivery, Storage, and Handling**

During shipment and storage, wrap the fabric in a heavy-duty covering that will protect the cloth from sunlight, mud, dust, dirt, and debris. Do not expose the fabric to temperatures greater than 140 °F (60 °C).

When installed, the Engineer will reject the fabric if it has defects, rips, holes, flaws, deterioration, or damage incurred during manufacture, transportation, or storage.

### **171.3 Construction Requirements**

#### **171.3.01 Personnel**

General Provisions 101 through 150.

#### **171.3.02 Equipment**

General Provisions 101 through 150.

#### **171.3.03 Preparation**

General Provisions 101 through 150.

#### **171.3.04 Fabrication**

General Provisions 101 through 150.

#### **171.3.05 Construction**

Install the silt fence according to this Specification, as shown on the Plans, or as directed by the Engineer as; perimeter, ditch check or similar protection.

##### **A. Install Silt Fence**

Install silt fence by either of the following methods:

1. Excavated Trench Method
  - a. Excavate a trench 4 to 6 in (100 to 150 mm) deep using equipment such as a trenching machine or motor grader. If equipment cannot be operated on the site, excavate the trench by hand.
2. Soil Slicing Method
  - a. Create a mechanical slice in the soil 8 to 12 in (200 to 300 mm) deep to receive the silt fence. Ensure that the width of the slice is not more than 3 in (75 mm). Mechanically insert the silt fence fabric into the slice in a simultaneous operation with the slicing that ensures consistent depth and placement.

Install the first post at the center of the low point (if applicable). Space the remaining posts a maximum of 6 ft (1.8 m) apart for Types A and B fence and 4 ft (1.2 m) apart for Type C fence.

Bury the posts at least 18 in (450 mm) into the ground. If this depth cannot be attained, secure the posts enough to prevent the fence from overturning from sediment loading.

Attach the filter fabric to the post using wire, cord, staples, nails, pockets, or other acceptable means.

- a. Staples and Nails (Wood Posts): Evenly space staples or nails with at least five per post for Type A fence and four per post for Type B fence.
- b. Pockets: If using pockets and they are not closed at the top, attach the fabric to a wood post using at least one additional staple or nail, or to a steel post using wire. Ensure that the additional attachment is within the top 6 in (150 mm) of the fabric.



Install the filter fabric so that 6 to 8 in (150 to 200 mm) of fabric is left at the bottom to be buried. Provide a minimum overlap of 18 in (450 mm) at all splice joints.

For Type C fence:

1. Woven Wire Supported
  - a. Steel Post: Use wire to attach the fabric to the top of the woven wire support fence at the midpoint between posts. Also, use wire to attach the fabric to the post.
2. Polypropylene Mesh Supported
  - a. Wood Post: Use at least six staples per post. Use two staples in a crisscross or parallel pattern to secure the top portion of the fence. Evenly space the remaining staples down the post.
  - b. Steel Post: Use wire to attach the fabric and polypropylene mesh to the post.

Install the fabric in the trench so that 4 to 6 in (100 to 150 mm) of fabric is against the side of the trench with 2 to 4 in (50 to 100 mm) of fabric across the bottom in the upstream direction.

Backfill and compact the trench to ensure that flow cannot pass under the barrier. When the slice method is used, compact the soil disturbed by the slice on the upstream side of the silt fence first, and then compact the downstream side.

When installing a silt fence across a waterway that produces significant runoff, place a settling basin in front of the fence to handle the sediment load, if required. Construct a suitable sump hole or storage area according to [Section 163](#).

## **B. Install silt fence ditch checks**

### **Temporary Silt Fence Ditch Checks**

Temporary silt fence ditch checks shall be constructed of the material type selected and shown on the approved erosion and sediment control plan. Item installation shall be constructed and placed according to approved Plan details. Temporary ditch checks shall remain in place until the permanent ditch protection is in place or being installed and the removal is approved by the Engineer.

## **C. Remove the Silt Fence**

Keep all silt fence in place unless or until the Engineer directs it to be removed. A removed silt fence may be used at other locations if the Engineer approves of its condition.

After removing the silt fence, dress the area to natural ground, grass and mulch the area according to [Section 700](#).

The silt fence shall remain until the Project is accepted or until the fence is removed. Also, remove and dispose of the silt accumulations at the silt fence.

Remove and replace any deteriorated filter fabric that reduces the effectiveness of the silt fence.

Repair or replace any undermined silt fence at no additional cost to the Department.

### **171.3.06 Quality Acceptance**

Approved silt fence is listed in [QPL 36](#). Approved fabrics must consistently exceed the minimum requirements of this Specification as verified by the Office of Materials and Research. The Office of Materials and Research will remove fabric that fails to meet the minimum requirements of this specification from the QPL until the products' acceptability has been reestablished to the Department's satisfaction.

At the time of installation, the Engineer will reject the fabric if it has defects, rips, holes, flaws, deterioration, or damage incurred during manufacture, transportation, or storage.

### **171.3.07 Contractor Warranty**

The silt fence shall remain until the Project is accepted or until the fence is removed. Also, remove and dispose of the silt accumulations at the silt fence.

Remove and replace any deteriorated filter fabric that reduces the effectiveness of the silt fence.

Repair or replace any undermined silt fence at no additional cost to the Department.

## 171.4 Measurement

The quantity of silt fence, silt fence ditch checks to be paid for is the actual number of linear feet (meters) of silt fence, measured in place from end post to end post of each separate installation. The silt fence must be complete and accepted.

### 171.4.01 Limits

General Provisions 101 through 150.

## 171.5 Payment

Silt fence Type A, B, or C measured as defined in [Subsection 171.4, "Measurement,"](#) is paid for at the Contract Unit Price bid per linear foot (meter).

Payment is full compensation for the following:

- Furnishing materials
- Erecting the fence
- Dressing and grassing, when required
- Removing the fence, when required

Payment for this Item is made as follows:

Seventy-five percent of the Contract Price bid per linear foot (meter) is paid when each fence is complete in place.

Twenty-five percent is paid at removal or acceptance.

If the silt fence must be repaired or removed, as the result of neglect or damage, perform the work at no additional cost to the Department.

Payment will be made under:

Item No. 171	Silt fence, type__	Per linear foot (meter)
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### 171.5.01 Adjustments

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 207—Excavation and Backfill for Minor Structures**

---

*Delete Section 207.3.05.C and Substitute the following:*

**C. Backfill**

Obtain backfill materials that meet the Specifications from sources approved by the Engineer.

1. Foundation Backfill Materials, Types I and II

Use the following materials as shown on the Plans or as directed by the Engineer:

- a. Use Type I material in dry structure trenches and Type II material in wet trenches.
- b. Use Type I material as a finishing course for Type II material when permitted by the Engineer.
- c. Backfill excavations beyond the specified limits with the same type of material required for the adjacent area; however, the Department will not measure excess backfill material for payment.
- d. Place Type I and Type II backfill material in layers of no more than 6 in (150 mm) loose.
- e. Compact each layer as follows:
  - 1) Type I Backfill Material: Compact to 95 percent of the theoretical dry density determined by [GDT 7](#).
  - 2) Type II Backfill Material: Compact to a satisfactory uniform density as directed by the Engineer.

2. Imperfect Trench Backfill Material, Type III

Place this material as loose uncompacted backfill over pipe structures as shown on the Plans where imperfect trench backfill is specified.

3. Normal Backfill

Ensure that normal backfill material meets the requirements of [Subsection 810.2.01](#), Class I or II. Class IIIC1 material may be used in Districts 6 and 7. Place and compact according to [Section 208](#) except as follows:

- a. Do not place rock more than 4 inches (100 mm) in diameter within 2 ft (600 mm) of any drainage structure.
- b. For backfill behind retaining walls, use a pervious material that meets the requirements of Case I or Case II as follows:
  - 1) Case I. Case I refers to backfills for retaining walls that support roadbeds and parking areas.  
Ensure that the backfill conforms to [Section 208](#). Do not place rock more than 4 in (100 mm) in diameter within 2 ft (600 mm) of the retaining wall or finished surface.
  - 2) Case II. Case II refers to backfills for retaining walls that do not support roadbeds or parking areas.  
Ensure that the backfill conforms to the requirements of Case I above, except compact the backfill to the density of the adjacent soil.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 208—Embankments**

---

*Delete Section 208 and substitute the following:*

**208.1 General Description**

This work includes placing embankments, backfilling structures, and constructing earth berms and surcharges with suitable material excavated under [Section 204](#), [Section 205](#), [Section 206](#), and [Section 207](#).

Complete the work according to the lines, grades, and typical cross- sections shown on the Plans or established by the Engineer.

The work also includes preparing areas by backfilling stump holes and correcting surface irregularities where the embankment is to be constructed. This includes forming, compacting, and maintaining the embankment and placing and compacting approved material where unsuitable material has been removed.

Payment for this work is included in other appropriate Pay Items unless a specific Pay Item is set up in the Contract.

Apply all provisions of [Section 161](#) to the work in this Section.

Perform Shoulder Construction according to [Section 216](#).

**208.1.01 Definitions**

General Provisions 101 through 150.

**208.1.02 Related References**

**A. Standard Specifications**

[Section 161—Control of Soil Erosion and Sedimentation](#)

[Section 201—Clearing and Grubbing Right-of-Way](#)

[Section 204—Channel Excavation](#)

[Section 205—Roadway Excavation](#)

[Section 206—Borrow Excavation](#)

[Section 207—Excavation and Backfill for Minor Structures](#)

[Section 209—Subgrade Construction](#)

[Section 216—Unpaved Shoulders](#)

[Section 810—Roadway Materials](#)

[Section 811—Rock Embankment](#)

[Section 813—Pond Sand](#)

## **B. Referenced Documents**

[GDT 7](#)

[GDT 20](#)

[GDT 21](#)

[GDT 24a](#)

[GDT 24b](#)

[GDT 59](#)

[GDT 67](#)

### **208.1.03 Submittals**

General Provisions 101 through 150.

## **208.2 Materials**

Embankment material classes are defined in [Section 810](#), [Section 811](#), and [Section 813](#). The material incorporated into the roadway will be subject to the following limitations:

### **A. Embankment Material**

Use embankment material classified as Class I, II, III, V, or VI except as noted below:

#### **1. Inundated Embankments**

A Special Provision in the Proposal will contain required gradation and other characteristics of materials for constructing embankments through reservoirs.

#### **2. Intermittently Inundated Embankments**

Build intermittently inundated embankments using any material suitable for embankment.

#### **3. Embankments at Structures**

Use Class I or II embankment materials within 10 ft (3 m) of any bridge structure. Class IIIC1 material may be used in Districts 6 and 7. Class IIIC2 or IIIC3 material may only be used in Districts 6 and 7 if approved by the Office of Materials and Research, Geotechnical Engineering Bureau. Ensure that materials do not contain rock larger than 3 in (75 mm) for any dimensions.

### **B. Rock Embankment**

Ensure that rock embankment placed as indicated on the Plans meets the requirements of [Section 811](#) unless specified otherwise in the Plans or in the Special Provisions.

### **C. In-Place Embankment**

Construct in-place embankment with Class I, II, III, V, or VI material.

### **D. Backfill Material**

Use Class I or Class II backfill material furnished and stockpiled as defined in [Subsection 810.2.01.A](#). Class IIIC1 material may be used in Districts 6 and 7. Class IIIC2 or IIIC3 material may only be used in Districts 6 and 7 if approved by the Office of Materials and Research, Geotechnical Engineering Bureau.

### **E. Pond Sand Embankment**

Use pond sand that meets the requirements of [Section 813](#) as embankment material. Material is subject to the following approval limitations:

1. Pond sand will be approved on a stockpile basis only.
2. Pond Sand will not be approved for Type I or normal backfill materials or for backfill for mechanically stabilized walls.
3. Pond sand shall be encapsulated, when used as fill, with 2 ft (600 mm) of soil on the slopes and 3 ft (1 m) of soil on top.
4. Pond sand shall not be used on sidehill fills or fill widenings where any of the following conditions exist:
  - a. The proposed fill slope is steeper than 2:1.
  - b. The thickness of the proposed fill at its thinnest point, as measured perpendicularly from the new fill line to the existing ground slope/fill slope, is less than 7 ft (2.1 m), including 2 ft (600 mm) of soil cover.
  - c. The fill height exceeds 30 ft (9 m).

#### **208.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

### **208.3 Construction Requirements**

#### **208.3.01 Personnel**

General Provisions 101 through 150.

#### **208.3.02 Equipment**

General Provisions 101 through 150.

#### **208.3.03 Preparation**

General Provisions 101 through 150.

#### **208.3.04 Fabrication**

General Provisions 101 through 150.

#### **208.3.05 Construction**

##### **A. Benching Excavation for Embankment**

This work includes excavating material forming benches in the existing ground beneath proposed embankments. Form benches to increase the bond between the existing ground and the proposed embankment.

This work is required where embankments are placed on hillsides or against existing embankments, which will be indicated on the Plans.

Construct the benches approximately 12 ft (3.7 m) wide unless otherwise shown on the Plans. Use material removed in the excavation in the embankments. The Department will make no additional payment for this work.

##### **B. Embankments**

Follow these requirements when constructing embankments:

##### **1. Preparation for Embankments**

Before starting embankment construction, clear and grub the embankment area according to [Section 201](#) and install Drainage Structures according to [Section 550](#).

##### **a. Depressions and Undercut Areas**

Fill depressions below the ground surface and undercut areas with suitable material. Remove unsuitable or unstable material and compact according to [Subsection 208.3.05.B.1.c](#) before beginning embankment construction.

##### **b. Scarification and Other Preparation**

Plow and scarify the entire area upon which the embankment is to be placed (except inundated areas) at least 6 in (150 mm) deep.

Before placing the embankment, recompact loosened soil to the approximate density of the underlying soil. Cut benches as specified in [Subsection 208.3.05.A](#).

c. Compaction Under Shallow Fills

When the depth of fill and surfacing is 3 ft (1 m) or less, compact the original ground compact at least 1 ft (300 mm) deep to at least 95 percent of the maximum laboratory dry density as determined from representative samples of the compacted material using, [GDT 7](#), [GDT 24a](#), [GDT 24b](#), or [GDT 67](#) whichever applies.

The in-place density of the compacted fill will be determined according to [GDT 20](#), [GDT 21](#), or [GDT 59](#), whichever applies.

d. Embankments Over Existing Roads, Parking Areas, and Floors

Thoroughly plow or scarify all portions of existing unpaved roads and flexible pavements. Destroy cleavage planes before placing the embankment.

- 1) Remove the old pavement with rigid surfaces if the new embankment is not more than 3 ft (1 m) high.
- 2) Break remaining rigid pavements that are within 10 ft (3 m) of the finished grade so that no section larger than 10 ft<sup>2</sup> (1 m<sup>2</sup>) remains intact.

2. Embankment Formation

Use the following requirements when constructing the embankment formation:

a. Layer Construction

Except as noted in [Subsection 208.3.05.B.2.d](#), construct the embankments in parallel layers. Deposit the material and spread in horizontal layers not more than 8 in (200 mm) thick, loose measurement, for the full width of the cross-section. Use motor graders, bulldozers, or other approved equipment to keep layers uniform. Compact the layers using a sheepsfoot roller. The Engineer may permit the use of vibratory rollers whenever the embankment soils consist of Class IA1, IA2, or IA3 materials.

b. Moisture Content

Compact each layer within the range of optimum moisture content to achieve the compaction specified below.

Do not construct successive layers on previous layers that exhibit excessive pumping under construction equipment regardless of compaction.

Dry material if it contains too much moisture. Ensure the moisture content is sufficient for stability and compaction.

Add water if the material is too dry and uniformly mix it with the soil for stability and compaction. The Department will not measure water added to the material under this requirement for payment. It is considered incidental to the satisfactory completion of the work.

c. Degree of Compaction

Compact the embankment at bridge structures to at least 100 percent of the maximum laboratory dry density. Compact for the full depth of the embankment, beginning at the toe of the slope and extending 100 ft (30 m) from the end of the bridge.

Compact embankment other than at bridge structures to at least 95 percent of the maximum laboratory dry density to within 1 ft (300 mm) of the top of the embankment. Compact the top 1 ft (300 mm) of the embankment to at least 100 percent of the maximum laboratory dry density.

If grading and paving are let in separate contracts, the paving Contractor shall recompact the top 6 in (150 mm) to at least 100 percent of the maximum laboratory density.

The maximum laboratory dry density will be determined from representative samples of the compacted material using [GDT 7](#), [GDT 24a](#), [GDT 24b](#), or [GDT 67](#), whichever applies. The in-place density of the compacted fill will be determined according to [GDT 20](#), [GDT 21](#), or [GDT 59](#), whichever is applicable.

d. Special Conditions

Follow these special requirements:

- 1) Build layers as parallel as possible. In certain cases the Engineer may permit steeper slopes at ends of the embankments.
- 2) In swamp or inundated areas that will not support the equipment, build the lower part of the fill by dumping successive loads in layers no thicker than necessary to support the hauling equipment.
- 3) Build and compact the remainder of fills in layers as specified above.

e. Embankments at Structures

Use Class I or II material when constructing embankments over and around pipes, culverts, arches, and bridges according to [Subsection 810.2.01.A.1](#). Class IIIC1 material may be used in Districts 6 and 7.

- 1) Compact the material as specified in [Subsection 208.3.05.B.2.c](#).
- 2) Place the specified material on both sides of bridge structures for a distance of at least 10 ft (3 m).

<p><b>NOTE: Do not place rock larger than 4 in (100 mm) diameter within 2 ft (600 mm) of any drainage structure.</b></p>
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Before any traffic is allowed over any structure, provide a sufficient depth of material over and around the structure to protect it from damage or displacement.

f. Method of Handling Classes of Soils

Handle the different classes of soils using the following methods:

1) Class IIB3 and Better Soils

Distribute and compact these soils in 8 in (200 mm) uniform layers over the entire width of the embankment. Use these soils (when available in sufficient quantities) in the top 1 ft (300 mm) of the roadbed. Reserve these soils for this purpose when directed by the Engineer.

2) Class IIB4 Soils

Distribute and compact these soils in 8 in (200 mm) layers over the entire width of the embankment. If Class IIB3 or better soils are available in borrow pits, use these soils in the top 12 inch (300 mm) of subgrade. Class IIB4 soils may be used in the top 12 inch (300 mm) of subgrade if approved by the Office of Materials and Research, Geotechnical Engineering Bureau.

3) Class IIIC Soils

Class IIIC1 soils may be used in Districts 6 and 7 within the top 12 inch (300 mm) of subgrade if approved by the Office of Materials and Research, Geotechnical Engineering Bureau. Do not use Class IIIC2, IIIC3 or IIIC4 soils within the top 12 inch (300 mm) of subgrade unless a stabilizing agent approved by the Engineer is added, or if approved by the Office of Materials and Research, Geotechnical Engineering Bureau. Class IIIC4, chert clay soils in District 6 with less than 55 percent passing the No. 10 (2 mm) sieve may be used for subgrade.

4) Class IV Soils

Do not use these soils in embankments. Waste these soils or (when designated in the Plans or directed by the Engineer) stockpile them and use them for blanketing fill slopes.

5) Class V Soils

Place these soils in the same manner as Class IIB4 soils. Pulverize large particles to obtain the proper compaction.

6) Class VI Rock



Place rock in uniform layers not over 3 ft (1 m) thick and distribute it over the embankments to avoid pockets. Fill voids with finer material.

Do not place rock larger than 6 in (150 mm) in diameter within 3 ft (1 m) of the finished surface of the embankment.

Do not place rock larger than 6 in (150 mm) in diameter within 2 ft (600 mm) of the outer limits of proposed posts or utility poles.

Do not place rock at bridge end bents within 10 ft (3 m) of pile locations.

7) All Classes

Place mixtures of the above classes together with random material such as rock, gravel, sand, cinders, slag, and broken-up pavement so that coarse particles are dumped near the outer slopes and finer particles near the center of the roadway.

Produce a gradual transition from the center to the outside. If material is too large to place in 8 in (200 mm) layers, treat it as rock or break it down and place it in 8 in (200 mm) layers.

3. Embankment Consolidation at Bridge Ends

When consolidating embankments at bridge ends, use the following specifications:

- a. When a waiting period is required in the Plans or by Special Provision, place end fills at bridges in time for consolidation readings to indicate that both the fill and the natural ground have reached the desired degree of stability.
- b. Delay constructing bridge portions during the period of consolidation as shown on the Plans or as required by a Special Provision.

The Plans or the Special Provisions will indicate the estimated time required to reach consolidation.

The Engineer may extend or shorten this waiting period based on settlement readings taken on points placed in the fills. The longer or shorter waiting period will not constitute a valid claim for additional compensation.

Follow these specifications when extending a waiting period:

- 1) Extending an estimated waiting period may lead to increasing the Contract time. If the Contract is on a calendar day or completion date basis, the Department may increase the calendar days equal to the maximum number of calendar days involved in the extension.
  - 2) When a time extension causes additional delay due to seasonal changes, the Engineer may recompute the time extension on an available day basis.  
  
When the Contract is on an available day basis, the time increase will be equal to the greatest number of available days involved in the extension.
  - 3) When time charges on separate Bridge Contracts are controlled by Special Provisions that set forth the availability of bridge sites, extending an estimated waiting period controls the availability of that bridge site only; time charges will be adjusted according to the Special Provision.
- c. Construct the embankment at bridge ends full-depth to the subgrade template (except for the stage construction providing a bench for the end bent) unless otherwise stated in the Plans and compact thoroughly before driving a piling at bridge ends.

The minimum acceptable length of completed full-depth embankment is equal to the maximum width of fill between slope stakes at the end of the bridge. The Department will measure the minimum length of full-depth embankment along the roadway centerline away from the end-of-bridge Station.

**C. In-Place Embankment**

Construct embankments designated on the Plans and in the Proposal as “In-Place Embankment” using either a hydraulic or conventional dry land construction method and using materials obtained from within the construction limits of the Right-of -Way or from borrow pits, whichever is appropriate.

Regardless of the method of construction, the Department will measure the entire embankment for payment as in-place embankment.

#### 1. Construction

- Build embankments according to this Section when hydraulic or conventional dry land construction methods are used.
- Furnish equipment suitable for the method chosen to complete the work. Equipment is subject to the Engineer's approval.
- When using a hydraulic method is used, conform to these additional requirements:
  - a. Using baffles for construction is permitted as long as the embankment slopes are not steeper than indicated on the Plans.
  - b. Use of excess material placed outside the prescribed slopes to raise the fill is permitted.
  - c. Leave openings in the embankments at the bridge site as indicated on the Plans.  
Dredge material that invades the openings or existing channels at no additional expense to the Department. Provide the same depth of channel at mean low water as existed before the construction of the embankment.
  - d. Do not excavate or dredge material within 500 ft (150 m) of the toe of the embankment or existing structures, unless otherwise shown on the Plans.
  - e. Place in-place embankment in areas previously excavated below the ground line in a uniform mass beginning at one end of the excavated area and continuing to the other end of the operation. Avoid forming of muck cores in the embankment.
  - f. Construct the embankment at the farthest points along the roadway from the bridge ends and progress to the end of the excavation area beyond the toe of the slope of endrolls at bridge ends.
  - g. Remove timber used for temporary bulkheads or baffles from the embankment.
  - h. Fill and thoroughly compact the holes.

#### 2. Maintenance

- a. Maintain the embankment at grade until it has been completed and accepted. Assume responsibility for slides, washouts, settlement, subsidence, or mishaps to the work while under construction.
- b. Keep constructed embankment stable and replace displaced portions before Final Acceptance of the entire Contract.
- c. Remove and dispose of excess materials, including fill, detours, and erosion deposits placed outside the prescribed slopes in wetland areas.

#### 3. Permits

Obtain (at no additional expense to the Department) necessary permits or licenses from the appropriate authorities to operate dredges and other floating equipment in waters under their jurisdiction, unless otherwise provided for in the Contract.

#### 4. Erosion Control

In addition to the provisions of [Section 161](#), follow additional erosion, siltation, and pollution control measures specified in the Plans or Special Provisions.

### D. Rock Embankment

This work includes furnishing materials either from the roadway excavation or other sources and hauling and the placing of rock embankment. Use materials that meet the requirements of [Subsection 208.2.B](#), as shown on the Plans or directed by the Engineer.

1. Place the rock in uniform layers not over 3 ft (1 m) thick. Distribute rock over the embankment to avoid pockets.

2. Fill voids with rock fines. Do not use rock larger than 6 in (150 mm) for any diameter within 3 ft (1 m) of the finished grade of the embankment, or within 2 ft (600 mm) of any structure.
3. Do not place rock at bridge end bents within 10 ft (3 m) of pile locations. Construct rock embankment and adjoining earth embankment concurrently. Ensure that neither is larger than 4 ft (1.2 m) higher than the other at any time.

#### **E. Final Finishing**

After constructing the entire embankment, shape the surface of the roadbed and the slopes to reasonably true grade and cross-sections as shown on the Plans or established by the Engineer.

Open ditches, channels, and drainage structures (both existing and those constructed or extended) to effectively drain the roadway. Maintain the embankment areas until Final Acceptance of the Project.

#### **208.3.06 Quality Acceptance**

General Provisions 101 through 150.

#### **208.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

### **208.4 Measurement**

The following section details measurement for payment for the work described in this Section:

- A. Except as provided herein, there will be no measurement for payment for the work covered by this Section.
- B. The Department will compute the quantity of in-place embankment or rock embankment using the average end area method, or other acceptable methods, when embankment is in place and accepted.

The quantity will be calculated as the neat volume, above the original ground surface, between the template line shown on the Plans or authorized changes by the Engineer, and the original ground surface.

The original ground surface is determined by conventional field, photogrammetric, or other methods. The Department will not deduct for the volume of culverts and manholes.

In-place embankment necessary for the construction of temporary detours will not be measured for payment and is considered incidental to the completion of the work unless specifically stated otherwise on the Plans.

Where work includes excavating of unstable materials below the ground line, the volume of embankment required for backfill below the ground line is calculated based on the neat line measurement for the cross-section shown on the Plans or established by the Engineer by the average end area method or other acceptable methods.

Where permitted by the Engineer or required by the Plans, material removed from the existing roadbed, special ditches, berm ditches, or dry land borrow pits and used in making embankment will be paid for as in-place embankment regardless of the method of excavation.

#### **208.4.01 Limits**

General Provisions 101 through 150.

### **208.5 Payment**

Except as provided for herein, the Department will not make separate payment for placing embankments, backfilling structures, and constructing earth berms, including surcharges.

Payment will be included at the Contract Unit Price for the items covered by [Section 204](#), [Section 205](#), and [Section 206](#). Prices are full compensation for The Work covered by this Section.

The Unit Prices bid per cubic yard (meter) for in-place and rock embankments (when included as Contract bid Items) are full compensation for furnishing suitable material, hauling, placing, compacting, finishing, and dressing according to these Specifications or as directed by the Engineer.

Payment will be made under:

Item No. 208	In-place embankment	Per cubic yard (meter)
Item No. 208	Rock embankment	Per cubic yard (meter)

**208.5.01 Adjustments**

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 209—Subgrade Construction**

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*Delete Subsection 209.3.05.C and substitute the following:*

**C. Select Materials Subgrade**

Place select materials as follows:

1. Construct the subgrade with a uniform blanket of select material consisting of Class I or II soil or graded aggregate (according to Plan dimensions or as directed by the Engineer). Class IIIC1 soils may be used in Districts 6 and 7 within the top 12 inch (300 mm) of subgrade if approved by the Office of Materials and Research, Geotechnical Engineering Bureau. Do not use Class IIIC2, IIIC3 or IIIC4 soils within the top 12" (300mm) of subgrade unless a stabilizing agent approved by the Engineer is added, or if approved by the Office of Materials and Research, Geotechnical Engineering Bureau.
2. Use the select material reserved from the grading or borrow operations. If material is not available through this source, obtain it from other sources.
3. Finish and compact the material according to Subsection 209.3.05.A.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SUPPLEMENTAL SPECIFICATION**

**Section 211—Bridge Excavation and Backfill**

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*Delete Subsection 211.3.05.D and substitute the following:*

**D. Backfill Construction**

Follow these requirements when backfilling:

1. General

Backfilling is a part of the work of excavation, except as noted.

- a. Place the backfill in layers not exceeding 1 ft (300 mm) of loose material. Compact the layer before placing the next layer.

Backfill around all substructures except those located within the banks of a stream at normal water level.

- b. Do not jet backfills.

- c. Place backfill material to apply only balanced horizontal loads to a newly placed structure or portion of structure.

Do not backfill portions of structures that do not have backfill on all sides until the concrete has reached the required strength (as determined by the Engineer) to withstand the earth pressures.

2. Intermediate Bents and Piers

Compact backfill for intermediate bents and piers to the approximate density of the surrounding soil.

- a. Begin and complete backfilling around substructures not supported by piling the next workday after placing the lift, if possible. Backfill at least within three calendar days after placement.
- b. Backfill footings before beginning form work on the columns.
- c. Begin backfilling around pile-supported footings and columns after removing forms. Complete as soon as possible but within five calendar days after placing concrete.

3. End Bents and Abutments

Compact backfill for end bents and abutments (including their wingwalls) to the density shown on the Standard Plans or Special Plans.

- a. Begin and complete the work no later than five calendar days after placing concrete, unless other time limits are indicated on the Plans.

If other time limits are indicated, this work may be second stage construction or second stage backfill construction.

- b. Step slopes behind abutments, unless otherwise shown, and take precautions to prevent the backfill from wedging against the abutment.
- c. Provide drainage behind abutments and their wingwalls as shown on the Plans.
- d. Place backfill for abutment footings and portions of walls having fill on both sides of the wall according to Subsection 211.3.05.D.4.

4. Backfill Material

Backfill around intermediate bents and piers with material removed from the excavation, unless the material is unsatisfactory to the Engineer.

- a. Ensure that material for end bents and abutments meets the requirements shown on the Standard Plans or Special Plans.

## Section 211—Bridge Excavation and Backfill

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When suitable material is not available within the immediate vicinity of the bridge within the right-of-way, locate a source acceptable to the Engineer and haul the material to the site.

- b. Obtain and place backfill material necessary for end bent and abutment construction— including special backfill material used in constructing mechanically stabilized earth wall abutments.
- c. Ensure that material located and hauled to the bridge site meets the requirements of Class I, Class II, or as shown in [Subsection 810.2.01.A.1](#), unless otherwise noted. Class IIIC1 material may be used in Districts 6 and 7.
- d. Ensure that porous backfill (when specified) consists of coarse aggregate size No. 57 as specified in [Subsection 800.2.01](#), or crushed stone drainage material as specified in [Subsection 806.2.02.A](#).

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 225—Soil-Lime Construction**

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*Delete Section 225 and substitute the following:*

**225.1 General Description**

This work includes preparing and treating roadbed materials with lime to form a base, subbase, or subgrade.

Water, mix, shape, and compact the necessary material according to these requirements and with the lines, grades, and thickness indicated on the Plans.

Lime treated roadbed materials, subbases, or bases will be designated as Class A, Class B, or Class C.

The requirements of these Specifications are applicable to each course or layer, unless otherwise indicated on the Plans.

**225.1.01 Definitions**

General Provisions 101 through 150.

**225.1.02 Related References**

**A. Standard Specifications**

[Section 109—Measurement and Payment](#)

[Section 205—Roadway Excavation](#)

[Section 209—Subgrade Construction](#)

[Section 301—Soil-Cement Construction](#)

[Section 412—Bituminous Prime](#)

[Section 810 – Roadway Materials](#)

[Section 814 – Soil Base Materials](#)

[Section 821—Cutback Asphalt](#)

[Section 880—Water](#)

[Section 882—Lime](#)

**B. Referenced Documents**

[GDT 19](#)

[GDT 20](#)

[GDT 21](#)

[GDT 42](#)



[GDT 59](#)**225.1.03 Submittals**

General Provisions 101 through 150.

**225.2 Materials**

Ensure that the soil is suitable for lime stabilization and that the materials used for stabilization meet the following requirements:

Soil	<a href="#">Section 810</a> or <a href="#">Section 814</a> , as applicable
Water	<a href="#">Subsection 880.2.01</a>
Lime	<a href="#">Subsection 882.2.02</a>
Bituminous prime	<a href="#">Subsection 821.2.01</a>
Blotter material (sand)	<a href="#">Subsection 412.3.05.G.3</a>

**A. Soil**

Use soil that consists of materials found in the roadbed, base, subbase, or added materials as specified or directed by the Engineer. Ensure that these materials meet the requirements shown on the Plans or the pertinent Specifications for these items.

Remove the following from the soil:

- Particles of aggregate too large to pass through a 3 in (75 mm) sieve
- Roots, stumps, grass turfs, and other vegetable matter

**B. Water**

Use water without detrimental quantities of oil, salt, acid, alkalis, sugar, or vegetable matter. Do not use water with total inorganic solids exceeding 0.20 percent. Test non-potable water prior to use and provide test results to the Engineer. Do not begin construction until the Engineer has approved the test results.

Test according to [Subsection 880.2.01](#).

**C. Lime**

The application rate for lime will be determined from laboratory tests and provided to the Contractor prior to beginning stabilization work. Hydrated lime will be used in all tests.

**D. Bituminous Prime**

Use bituminous prime that consists of cutback asphalt of the following grades:

- RC-30
- RC-70
- RC-250
- MC-30
- MC-70
- MC-250

### E. Blotter Material

Use blotter material (sand) that meets the requirements of [Section 412](#).

### 225.2.01 Delivery, Storage, and Handling

General Provisions 101 through 150.

## 225.3 Construction Requirements

### 225.3.01 Personnel

Ensure that adequate protection and safety equipment and training is provided for all personnel.

### 225.3.02 Equipment

#### A. General Equipment

Use equipment of the right size, in satisfactory mechanical condition, that can produce satisfactory results. Provide a list of proposed equipment to the Engineer prior to the beginning of construction. Provide any necessary equipment, including:

- Mechanical spreaders capable of uniformly distributing bulk lime or lime slurry to the actual application rate as shown in the Plans. Do not distribute dry lime by pneumatic pressure.
- Equipment capable of continuously mixing materials to a homogeneous blend and to a consistent depth. Weight all rollers sufficiently to accomplish the required compaction.
- Rotary-type soil mixers capable of mixing to a minimum depth of 12 inches (300 mm) and capable of injecting mix water directly into the mixing chamber with automatic sensors to monitor water application and mixing depth.
- Equipment for applying water and prime. Use a type and weight of equipment that will not damage lime-treated soil.

**Do not begin construction until the Engineer has approved the proposed equipment.**

#### B. Alternate Equipment

Alternate equipment, such as continuous or batch-type central plant or traveling mixing plants, will be approved if the equipment produces a mixture that meets this Specification.

### 225.3.03 Preparation

#### A. Prepare for Soil-Lime Construction

Prepare for soil-lime construction as follows:

1. Grade and shape the underlying foundation to the required lines, grades, and cross-section.
2. Compact the foundation to the required density specified in [Subsection 225.3.05.F, “Compact Lime Layer”](#) and [Subsection 225.3.06.B, “Finishing Requirements.”](#)
3. Dry the foundation if necessary.
4. Ensure that the foundation is firm and can support the construction and compaction equipment without displacement.
5. Stabilize any soft or yielding material. If necessary, repeat this step (at no additional cost to the Department) before placing each subsequent layer.
6. Scarify and partially pulverize each layer of material to be treated to the necessary depth.
7. Remove all detrimental material from the soil according to [Subsection 225.2, “Materials.”](#)

### B. Test Section

The first section of each mixing operation will be a test section. The length of the test section will be the length required to use all of the lime on one truck.

Demonstrate the acceptability of the equipment and methods used and provide a standard by which to ensure the finished grade elevation and compacted thickness with this method.

1. If necessary, change the equipment, methods, or initial grade elevations based on results of the test section.
2. If changes in methods or equipment are made during the Project, construct additional test sections when directed by the Engineer.

### 225.3.04 Fabrication

General Provisions 101 through 150.

### 225.3.05 Construction

Lime-treated roadbed materials, subbases, or bases will be designated as Class A, B, or C, as follows:

#### A. Class A Treatment

Apply the specified percentage of lime in two equal increments according to the following steps:

1. Spread the first increment of lime.
2. Mix the material.
3. Allow the material to mellow for a minimum of 12 hours and a maximum of 72 hours.
4. Spread the second increment of lime.
5. Mix the material.
6. Compact and finish the material. See [Subsection 225.3.05.F, “Compact Lime Layer.”](#) for compaction and [Subsection 225.3.06.B, “Finishing Requirements.”](#) for finishing.

#### B. Class B Treatment

Apply the specified percentage of lime according to the following steps:

1. Spread the lime.
2. Mix the material.
3. Allow the material to mellow for a minimum of 12 hours and a maximum of 72 hours.
4. Mix the material.
5. Compact and finish the material. See [Subsection 225.3.05.F, “Compact Lime Layer”](#) for compaction and [Subsection 225.3.06.B, “Finishing Requirements”](#) for finishing.

#### C. Class C Treatment

Apply the specified percentage of lime according to the following steps:

1. Spread the lime.
2. Mix the material.
3. Compact and finish the material. See [Subsection 225.3.05.F, “Compact Lime Layer”](#) for compaction and [Subsection 225.3.06.B, “Finishing Requirements”](#) for finishing.

#### D. Apply Lime

1. General
  - Apply lime according to the rate specified by the Engineer.

- Apply lime uniformly so that the quantity applied does not vary more than +/- 10 percent of the quantity specified for each section.
  - Apply lime only to areas that can be mixed in one day.
  - Do not mix lime with frozen soils or with soils containing frost. Perform lime stabilization only when the air temperature is above 45 °F (7 °C) and only between April 1 and October 15, unless directed otherwise by the Engineer.
  - Distribute lime at the specified rate by making repeated passes over a section until the required amount has been spread.
  - After each pass, incorporate the material into the soil with mixing equipment. If necessary, add more water to the mix to accelerate mellowing.
2. Protect and Ensure Safety
- Provide the necessary equipment and take the necessary precautions to protect operations personnel from the hazards of lime dust or slurry.
  - Prevent damage, discomfort, or inconvenience to the public or to private property while preparing and distributing lime.

3. Methods

Spread lime on scarified areas at the specified rate. Distribute the material uniformly to avoid excessive loss.

Choose one of the following three methods to apply lime:

a. Dry Application with Quicklime

Adjust the design application rate that was based on using hydrated lime, to reflect the properties of quicklime. Use the following formula to determine the application rate for quicklime:

$$AR_Q = \frac{AR_H}{(1.32)(P)}$$

where;

$AR_Q$  = Application Rate For Quicklime

$AR_H$  = Design Application Rate Based On Hydrated Lime

1.32 = Ratio of molecular weights for hydrated lime (74) and quicklime (56)

P = Certified Percent Purity Of The Quicklime

Do not apply quicklime if the Engineer determines that wind conditions could make blowing lime hazardous to traffic, workers, or adjacent property.

Minimize lime pockets by applying lime to shaped and rolled areas that are relatively smooth. Spread uniformly at the specified rate using a mechanical spreader approved by the Engineer.

b. Slurry Made with Hydrated Lime

Create a lime slurry by mixing 30 percent dry lime solids, by weight, with 70 percent water. Mix slurry in agitating equipment, and continue to agitate until arriving at the roadbed. Spread slurry on the scarified area with distributing equipment.

c. Slurry Made by Slaking Quicklime

Create a lime slurry by slaking quicklime using special equipment at or near the Project site. Obtain the Engineer's approval for all equipment and procedures before work begins

**E. Mix Lime****1. General**

Maintain the moisture content of the material at its specified optimum or not more than 5 percent over the optimum, at all times.

Add water during mixing if necessary, even if the material has the optimum moisture content to sustain the chemical reaction between lime and water.

Mix the material the same as for “Dry Application” or “Slurry Application” unless indicated otherwise.

**a. Immediately after applying the lime:**

- 1) Mix to the required depth and width.
- 2) If the depth to be treated, as shown on the Plans, is more than 12 in (300 mm) compacted, treat in approximately equal layers of not more than 12 in (300 mm) deep.
- 3) When multi-layer construction is required, blade the upper layers of the compacted soil in windrows outside the area to be treated until the lower layer is mixed, compacted, and approved by the Engineer.
- 4) Blade each successive layer back into place, shape and treat it with lime, mix, compact and shape to typical section. Include the cost of this manipulation in the bid price.

**b. Control scarifying and mixing to provide uniform depth. Make the crown of the undisturbed soil underneath conform as closely as possible to the crown of the finished course.****c. Until the lime is incorporated or mixed, allow only spreading, watering, or mixing equipment to drive over the section being processed.****d. Determine bulking factors from the dry weight of laboratory-tested raw and lime treated soils. Furnish a finished course of lime treated material that conforms to the specified thickness and surface requirements in the Plans.****2. Mix Lime (Initial)****a. Class A or Class B Lime Treatment**

- 1) Incorporate lime and water with rotary mixers until uniform. The mixture must pass through a 2 in (50 mm) sieve.
- 2) Add the amount of water necessary to produce a moisture content of no less than 0 percent below the mixture’s optimum moisture content or no more than 5 percent above optimum moisture content. See [GDT 19](#).
- 3) After mixing is complete, reshape the treated course to the approximate line, grade, and typical section.
- 4) Seal with a light, pneumatic-tired roller and other approved equipment, as necessary.
- 5) Mellow for a minimum of 12 hours and a maximum of 72 hours.

**b. Class C Lime Treatment**

- 1) Incorporate lime and water with rotary mixers until uniform. Continue to mix and add water until obtaining a homogeneous mixture of soil, lime, and water that is satisfactory to the Engineer.
- 2) After mixing and applying water, ensure that 100 percent of the material by dry weight passes a 1.0 in (25 mm) sieve and 60 percent by dry weight passes a No. 4 (4.75 mm) sieve.

**3. Mix and Pulverize Lime (Final)**

The following applies to Class A and Class B lime treatments only.

- a. After the required mellowing period, scarify the layer.
- b. After a Class A treatment, add the second application of lime.
- c. Remix the layer as prescribed in the initial mixing operations, adding water as necessary.

- d. Continue mixing until 100 percent of the material by dry weight, exclusive of gravel and stone, passes a 1.0 in (25 mm) sieve and 60 percent passes a No. 4 (4.75 mm) sieve.
- e. Ensure that the percent of moisture is at or above the laboratory specified optimum moisture.
- f. If mixing cannot be completed in one day, seal the surface of the layer with a rubber-tired roller. Continue the process the next day, weather permitting.

**F. Compact Lime Layer**

Compact the material according to the following requirements and to [Subsection 225.3.06.B, “Finishing Requirements”](#) for finishing.

**1. Class A and B Lime Treatments**

Compact the mixture within 4 hours after completing the final mixing. Maintain the material at a moisture content within  $\pm 2$  percent of optimum.

**2. Class C Lime Treatment**

Compact the mixture immediately after completing the first and only mixing. Maintain the material at a moisture content within  $\pm 2$  percent of optimum.

**3. Class A, B, and C Treatments**

- a. Complete compaction operations during one working day.
- b. Keep the moisture content of the material uniform when compacting. Maintain the material at optimum moisture content or up to two percent over the optimum content.
- c. Compact uniformly and continuously, beginning at the bottom. Use sheepfoot-type rollers. Continue until the entire depth of the mixture is compacted to the required density specified in [Subsection 225.3.06.A](#).
- d. Immediately correct depressions or soft spots that develop in the compacted areas with the following methods:
  - 1) Scarify the area.
  - 2) Add lime when required.
  - 3) Remove the material when required.
  - 4) Reshape and compact.
- e. Stop compaction and remove the sheepfoot-type roller when a layer of loose soil not exceeding 1 in (25 mm) remains.
- f. In addition to the requirements specified for density, compact the full depth of the mixture to the extent necessary for it to remain stable under construction equipment.

**G. Cure Lime (Final)****1. General**

- a. After the lime-treated soil has been finished as specified in [Subsection 225.3.06.B](#), keep it moist for 7 days.
- b. Lime stabilized subgrade or embankment may be cured by applying water to maintain the course moist during curing.
- c. To protect a lime-stabilized base, subbase, or shoulder course, apply bituminous prime material (see [Subsection 225.2.D](#)) according to [Section 412](#).
- d. Apply the prime as soon as possible, but not later than 24 hours after completing the finishing operations, unless delayed by wet weather. If delayed, apply prime as soon as the surface is sufficiently dry.
- e. Ensure the lime-treated soil surface is free of all loose and extraneous material and that it contains sufficient moisture to prevent excessive penetration of the bituminous material.
- f. If directed by the Engineer, sweep the lime-treated soil clean of loose material before applying the prime.

**2. Apply the Prime**

- a. Apply the bituminous material uniformly to the surface of the lime-treated soil at the rate of 0.15 to 0.30 gal/yd<sup>2</sup> (0.70 to 1.4 L/m<sup>2</sup>).
  - b. Properly maintain the material during the entire curing period so that all of the lime-treated soil will be covered effectively during this period.
  - c. Complete curing prior to placing subsequent layers of material.
3. Protect Lime Layer
  - a. If necessary, open completed sections of the lime-treated soil to lightweight local traffic. Make sure the curing is not impaired and that the treated sections have hardened sufficiently to prevent marring or distorting the surface.
  - b. Use construction equipment on the lime-treated soil only to discharge material into the spreader during base or paving operations or except as may be permitted for embankment construction.

**225.3.06 Quality Acceptance****A. Density Requirements**

After shaping the mixture to line, grade, and cross- section specifications, roll the course until uniformly compacted as determined by [GDT 19](#). Use the percentages of maximum dry density in the following table. Determine the in-place density according to [GDT 20](#), [GDT 21](#), or [GDT 59](#), as applicable.

All base, subbase, or shoulder courses	100%
Top 1 ft (300 mm) of embankment (subgrade)	100%
To within 1 ft (300 mm) of the top of the embankment	95%

**B. Finishing Requirements**

Ensure that the surface of the completed lime-stabilized layer conforms to the lines, grades, and cross- sections shown on the Plans or established by the Engineer and meets the following characteristics:

- Uniform lime mixture
- Smooth
- Dense
- Well-bonded
- Unyielding
- Free of cracks or loose material

Ensure that surface requirements meet the following Specifications:

Subgrade	<a href="#">Section 209.3.05.E.</a>
Base, subbase, or shoulder course	<a href="#">Section 301</a>

**C. Thickness**

If necessary, reconstruct the course or add lime to the course at no additional cost to the Department.

1. Determine the thickness of the lime-stabilized layer, according to [GDT 42](#), at intervals not to exceed 500 ft (150 m).
2. Do not allow the thickness of the entire layer to vary more than 1 in (25 mm), plus or minus, from the thickness shown on the Plans.
3. Immediately reconstruct any section deficient by more than 1 in (25 mm) according to this Specification and the Plans.

4. Add additional lime to correct the deficiency of any section exceeding the 1 in (25 mm) tolerance. Remix to the specified depth and width according to this Specification and the Plans.

### 225.3.07 Contractor Warranty and Maintenance

Perform the following work at no cost to the Department. Repeat this work as often as necessary to keep the lime-treated soil intact.

- Maintain the lime-treated soil in good condition until The Work is completed and accepted.
- Maintain a smooth surface on the course by blading.
- Immediately repair any defects that occur.

## 225.4 Measurement

### A. Soil-Lime Material

If it is necessary to add other material to the roadbed, or to build the base or subbase entirely with new material, soil-lime material is measured by loose volume cubic yard (meter), as specified in [Section 109](#).

### B. Soil-Lime Treated Roadbed, Subbase, and Base Course

If payment is specified by the square yard (meter), soil-lime treated roadbed, subbase, and base course are measured with the methods used for soil-cement specified in [Section 301](#).

### C. Lime

- Lime is measured by the ton (megagram).
- If quicklime (CaO) is slaked on the job in an approved mixing tank to produce a lime slurry, the pay quantity for lime is measured in ton (megagram) of hydrated lime. The pay quantity is calculated using the certified lime purity for each truckload as follows:  
$$\text{Total Weight of Hydrated Lime Produced, ton (Mg)} = (A \times B \times 1.32) + A (C)$$

Where:

A = actual quicklime delivered

B = certified % purity

C = % inert material

1.32 = ratio of molecular weights for hydrated lime (74) and pure quicklime (56)
- If quicklime is spread on the roadbed in a dry application, it is measured by the ton (megagram) based on invoice weight.
- The formula for converting quicklime to hydrated lime does not apply for dry applications.

### D. Prime

Bituminous prime is not measured for separate payment. Application will be according to [Section 412](#).

### E. Unsuitable Material

Unsuitable materials removed from the roadbed are measured according to the Earthwork Item in the Contract.

### 225.4.01 Limits

General Provisions 101 through 150.



**225.5 Payment**

**A. Soil-Lime Material**

If material is mixed on the job, it may be necessary to add other materials to the roadbed or to build up the base or subbase entirely with new materials. Any additional soil-lime material will be paid at the Contract Price per square yard (meter) or per cubic yard (meter) when in place and accepted.

Payment will be full compensation for the following:

- Shaping and compacting the existing roadbed
- All materials except lime
- Loading and unloading materials
- Hauling materials
- Crushing, processing, mixing, spreading, watering, compacting, and shaping materials
- Maintenance
- All other incidentals necessary to complete the work

**B. Soil-Lime Treated Roadbed Base and Subbase Course**

A course of soil-lime treated roadbed base and subbase will be paid for at the Contract Price per square yard (meter) when in place and accepted. Payment will be full compensation for the following:

- Preparing the roadbed
- Mixing on the road
- Shaping, pulverizing, watering, and compacting materials
- Repairing all defects
- Maintenance

**C. Pre-mixed Soil-Lime Treated Base and Subbase Course**

A course of pre-mixed soil-lime treated base and subbase will be paid for at the Contract Price per ton (megagram) or per square yard (meter) when completed, in place and accepted.

Payment will be full compensation for the following:

- Shaping and compacting the existing roadbed
- All materials except lime
- Loading and unloading materials
- Hauling materials
- Crushing, processing, mixing, spreading, watering, compacting, and shaping materials
- Maintenance
- All other incidentals necessary to complete the work.

**D. Lime**

Only lime in the finished course or courses will be paid at the Contract Price per ton (megagram). Payment will be full compensation for furnishing, hauling, and applying the material.

Payment will be made under:

Item No. 225	Soil-lime material—including material and haul	Per cubic yard (meter)
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## Section 225—Soil-Lime Construction

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Item No. 225	Soil-lime treated (roadbed, base, subbase or shoulder course), class _____, thickness_____	Per square yard (meter)
Item No. 225	Lime	Per ton (megagram)

### 225.5.01 Adjustments

No payment will be made for lime used to correct defects due to faulty equipment or negligence.

Payment will not be made for any lime spread and exposed for four hours or more prior to mixing. Treat such areas again with the full required rate of application.

Add lime, at no additional cost to the Department, to any section on which washing or blowing prior to mixing caused excessive lime loss.

Reconstruct areas, at no cost to the Department, on which lime-treated soil was constructed but not covered with a layer of pavement, base, or other construction material during the same construction season.

The Engineer will test each section as it is completed. Scarify, moisten, rework, and compact any section with a density less than the specified requirements according to the requirements of these Specifications and at no additional cost to the Department.

No payment will be made for lime application exceeding the 10 percent plus tolerance. When the quantity applied is deficient by more than 10 percent, apply additional lime prior to mixing at the Contractor's expense.

Office of Materials and Research

## DEPARTMENT OF TRANSPORTATION

### STATE OF GEORGIA

#### SPECIAL PROVISION

### Section 400—Hot Mix Asphaltic Concrete Construction

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*Delete Section 400 and substitute the following:*

#### **400.1 General Description**

This work includes constructing one or more courses of bituminous plant mixture on the prepared foundation or existing roadway surface. The mixture shall conform with lines, grades, thicknesses, and typical cross sections shown on the Plans or established by the Engineer.

This section includes the requirements for all bituminous plant mixtures regardless of the gradation of the aggregates, type and amount of bituminous material, or pavement use.

Acceptance of work is on a lot-to-lot basis according to the requirements of this Section and [Section 106](#).

##### **400.1.01 Definitions**

Segregated Mixture: Mixture lacking homogeneity in HMA constituents of such a magnitude that there is a reasonable expectation of accelerated pavement distress or performance problems. May be quantified by measurable changes in temperature, gradation, asphalt content, air voids, or surface texture.

New Construction: A roadway section more than 0.5 mile (800 m) long that is not longitudinally adjacent to the existing roadway. If one or more lanes are added longitudinally adjacent to the existing lane, the lane(s) shall be tested under the criteria for a resurfacing project. If work is performed on the existing roadway including leveling, grade changes, widening and/or resurfacing then that lane shall be tested under the criteria for a resurfacing project.

Trench Widening: Widening no more than 4 ft. (1.2 m) in width.

Comparison sample: Opposite quarters of material sampled by the Contractor.

Independent Sample (Quality Assurance Sample): A sample taken by the Department to verify an acceptance decision without regard to any other sample that may also have been taken to represent the material in question.

Referee sample: A sample of the material retained during the quartering process which is used for evaluation if a comparison of Contractor and Departmental split sample test results is outside allowable tolerances.

##### **400.1.02 Related References**

###### **A. Standard Specifications**

[Section 106—Control of Materials](#)

[Section 109—Measurement and Payment](#)

[Section 152—Field Laboratory Building](#)

[Section 413—Bituminous Tack Coat](#)

[Section 424—Bituminous Surface Treatment](#)

[Section 802—Coarse Aggregate for Asphaltic Concrete](#)

[Section 828—Hot Mix Asphaltic Concrete Mixtures](#)

###### **B. Referenced Documents**

AASHTO T 315

## Section 400—Hot Mix Asphaltic Concrete Construction

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AASHTO T 209

AASHTO T 202

AASHTO T 49

[Department of Transportation Standard Operating Procedure \(SOP\) 15](#)

[Department of Transportation Standard Operating Procedure \(SOP\) 27](#)

[Department of Transportation Standard Operating Procedure \(SOP\) 40](#)

[GDT 38](#)

[GDT 73](#)

[GDT 78](#)

[GDT 83](#)

[GDT 119](#)

[GDT 125](#)

[GDT 126](#)

[GDT 134](#)

[GSP 15](#)

[GSP 21](#)

[QPL 1](#)

[QPL 2](#)

[QPL 7](#)

[QPL 26](#)

[QPL 30](#)

[QPL 39](#)

[QPL 41](#)

[QPL 45](#)

[QPL 65](#)

[QPL 67](#)

[QPL 70](#)

[QPL 77](#)

### 400.1.03 Submittals

#### A. Invoices

Furnish formal written invoices from a supplier for all materials used in production of HMA when requested by the Department. Show the following on the Bill of Lading:

- Date shipped
- Quantity in tons (megagrams)
- Included with or without additives (for asphalt cement)

Purchase asphaltic cement directly from a supplier listed on [Qualified Products List 7](#) and provide copies of Bill of Lading at the Department's request.

## Section 400—Hot Mix Asphaltic Concrete Construction

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### B. Paving Plan

Before starting asphaltic concrete construction, submit a written paving plan to the Engineer for approval. Include the following on the paving plan:

- Proposed starting date
- Location of plant(s)
- Rate of production
- Average haul distance(s)
- Number of haul trucks
- Paver speed feet (meter)/minute for each placement operation
- Mat width for each placement operation
- Number and type of rollers for each placement operation
- Sketch of the typical section showing the paving sequence for each placement operation
- Electronic controls used for each placement operation
- Temporary pavement marking plan

If staged construction is designated in the Plans or contract, provide a paving plan for each construction stage.

If segregation is detected, submit a written plan of measures and actions to prevent segregation. Work will not continue until the plan is submitted to and approved by the Department.

### C. Job Mix Formula

Submit to the Engineer a written job mix formula proposed for each mixture type to be used based on an approved mix design. Furnish the following information for each mix:

- Specific project for which the mixture will be used
- Source and description of the materials to be used
- Mixture I.D. Number
- Proportions of the raw materials to be combined in the paving mixture
- Single percentage of the combined mineral aggregates passing each specified sieve
- Single percentage of asphalt by weight of the total mix to be incorporated in the completed mixture
- Single temperature at which to discharge the mixture from the plant
- Theoretical specific gravity of the mixture at the designated asphalt content
- Name of the person or agency responsible for quality control of the mixture during production

Do the following to have the formulas approved in accordance with [SOP 40 “Approval of Contractor Job Mix Formulas”](#) and to ensure their quality:

1. Submit proposed job mix formulas for review at least two weeks before beginning the mixing operations.
2. Do not start hot mix asphaltic concrete work until the Engineer has approved a job mix formula for the mixture to be used. No mixture will be accepted until the Engineer has given approval.
3. Provide mix designs for all SMA, Superpave and 4.75 mm mixes to be used. The Department will provide mix design results for other mixes to be used.
4. After a job mix formula has been approved, assume responsibility for the quality control of the mixtures supplied to the Department according to [Subsection 106.01, “Source of Supply and Quantity of Materials.”](#)

### D. Quality Control Program

Submit a Quality Control Plan to the Office of Materials and Research for approval. The Quality Control Program will be included as part of the certification in the annual plant inspection report.

## 400.2 Materials

Ensure materials comply with the specifications listed in Table 1.

**Table 1—Materials Specifications**

<b>Material</b>	<b>Subsection</b>
Asphalt Cement, Grade Specified	<a href="#">820.2</a>
Coarse Aggregates for Asphaltic Concrete	<a href="#">802.2.02</a>
Fine Aggregates for Asphaltic Concrete	<a href="#">802.2.01</a>
Mineral Filler	<a href="#">883.1</a>
Heat Stable Anti-Stripping Additive	<a href="#">831.2.04</a>
Hydrated Lime	<a href="#">882.2.03</a>
Silicone Fluid (When approved by the Office of Materials and Research)	<a href="#">831.2.05</a>
Bituminous Tack Coat: PG 58-22, PG 64-22, PG 67-22	<a href="#">820.2</a>
Hot Mix Asphaltic Concrete Mixtures	<a href="#">828</a>
Fiber Stabilizing Additives	<a href="#">819</a>

When approved by the Office of Materials and Research and required in the Contract, provide Uintaite material, hereafter referred to by the common trade name Gilsonite, as a reinforcing agent for bituminous mixtures. Supply a manufacturer's certification that the Gilsonite is a granular solid which meets the following requirements:

Softening Point (AASHTO: T-53)	300-350 °F (150-175 °C)
Specific Gravity, 77 °F (25 °C) (AASHTO: T-228)	1.04 ± 0.02
Flash Point, COC (AASHTO: T-48)	550 °F (290 °C) Min.
Ash Content (AASHTO: T-111)	1.0% Max.
Penetration, 77 °F (25 °C), 100 gm., 5 sec. (AASHTO: T-49)	0

#### **400.2.01 Delivery, Storage, and Handling**

Storage of material is allowed in a properly sealed and insulated system for up to 24 hours except that Stone Matrix Asphalt (SMA), Open-Graded Friction Course (OGFC), or Porous European Mix (PEM) mixtures shall not be stored more than 12 hours. Mixtures other than SMA, OGFC, or PEM may be stored up to 72 hours in a sealed and insulated system, equipped with an auxiliary inert gas system, with the Engineer's approval. Segregation, lumpiness, drain-down, or stiffness of stored mixture is cause for rejection of the mixture. The Engineer will not approve using a storage or surge bin if the mixture segregates, loses excessive heat, or oxidizes during storage.

The Engineer may obtain mixture samples or recover asphalt cement according to [GDT 119](#). AASHTO T315, AASHTO T 202 and AASHTO T 49 will be used to perform viscosity and penetration tests to determine how much asphalt hardening has occurred.

#### **A. Vehicles for Transporting and Delivering Mixtures**

Ensure trucks used for hauling bituminous mixtures have tight, clean, smooth beds.

Follow these guidelines when preparing vehicles to transport bituminous mixtures:

1. Use an approved releasing agent from [OPL 39](#) in the transporting vehicle beds, if necessary, to prevent the mixture from sticking to the bed. Ensure that the releasing agent is not detrimental to the mixture. When applying the agent, drain the excess agent from the bed before loading. Remove from the project any transporting vehicles determined to contain unapproved releasing agents.
2. Protect the mixture with a waterproof cover large enough to extend over the sides and ends of the bed. Securely fasten the waterproof cover before the vehicle begins moving.
3. Insulate the front end and sides of each bed with an insulating material with the following specifications:
  - Consists of builders insulating board or equivalent
  - Has a minimum "R" value of 4.0

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- Can withstand approximately 400 °F (200 °C) temperatures

Install the insulating material so it is protected from loss and contamination. A “Heat Dump Body” may be used in lieu of insulation of the bed. “Heat Dump Body” refers to any approved transport vehicle that is capable of diverting engine exhaust and transmitting heat evenly throughout the dump body to keep asphalt at required temperature. Mark the “Heat Dump Body” clearly with “OPEN” and “CLOSE” position at the exhaust diverter. Install a padlock and lock it in the “OPEN” position when the “Heat Dump Body” is used to transport bituminous mixtures.

4. Mark each transporting vehicle with a clearly visible identification number.
5. Create a hole in each side of the bed so that the temperature of the loaded mixture can be checked. The placement of these holes shall be located to assure that the thermometer is being placed in the hot mix asphaltic concrete.

Ensure the mixture is delivered to the roadway at a temperature within  $\pm 20$  °F ( $\pm 11$  °C) of the temperature on the job mix formula.

If the Engineer determines that a truck may be hazardous to the Project or adversely affect the quality of the work, remove the truck from the project.

### B. Containers for Transporting, Conveying, and Storing Bituminous Material

To transport, convey, and store bituminous material, use containers free of foreign material and equipped with sample valves. Bituminous material will not be accepted from conveying vehicles if material has leaked or spilled from the containers.

## 400.3 Construction Requirements

### 400.3. 01 Personnel

General Provisions 101 through 150.

### 400.3.02 Equipment

Hot mix asphaltic concrete plants producing mix for Department use are governed by [Quality Assurance for Hot Mix Asphaltic Concrete Plants in Georgia, Laboratory Standard Operating Procedure No. 27](#).

The Engineer will approve the equipment used to transport and construct hot mix asphaltic concrete. Ensure the equipment is in satisfactory mechanical condition and can function properly during production and placement operations. Place the following equipment at the plant or project site:

#### A. Field Laboratory

Provide a field laboratory according to [Section 152](#).

#### B. Plant Equipment

##### 1. Scales

Provide scales as follows:

- a. Furnish (at the Contractor’s expense) scales to weigh bituminous plant mixtures, regardless of the measurement method for payment.
- b. Ensure the weight measuring devices that provide documentation comply with [Subsection 109.01, “Measurement and Quantities.”](#)
- c. Provide weight devices recording the mixture net weights delivered to the truck when not using platform scales. A net weight system will include, but is not limited to:
  - Hopper or batcher-type weight systems delivering asphaltic mixture directly to the truck
  - Fully automatic batching equipment with a digital recording device
- d. Use a net weight printing system only with automatic batching and mixing systems approved by the Engineer.
- e. Ensure the net weight scale mechanism or device manufacturer, installation, performance, and operation meets the requirements in [Subsection 109.01, “Measurement and Quantities”](#)
- f. Provide information on the Project tickets according to [Department of Transportation SOP-15](#).

##### 2. Time-Locking Devices

Furnish batch type asphalt plants with automatic time-locking devices controlling the mixing time automatically. Construct these devices to ensure the operator cannot shorten or eliminate any portion of the mixing cycle.

### 3. Surge- and Storage-Systems

Provide surge and storage bins as follows:

- a. Ensure bins for mixture storage are insulated and have a working seal, top and bottom, to prevent outside air infiltration and to maintain an inert atmosphere during storage. Bins not intended as storage bins may be used as surge bins to hold hot mixtures for part of the working day. However, empty these surge bins completely at the end of the working day.
- b. Ensure surge and storage bins can retain a predetermined minimum level of mixture in the bin when the trucks are loaded.
- c. Ensure surge and storage systems do not contribute to mix segregation, lumpiness, drain-down, or stiffness.
- d. Ensure the scale mechanism or device manufacture, installation, performance, and operation meets the requirements in [subsection 109.01 "Measurement and Quantities"](#).

### 4. Controls for Dust Collector Fines

Control dust collection as follows:

- a. When collecting airborne aggregate particles and returning them to the mixture, have the return system meter all or part of the collected dust uniformly into the aggregate mixture and waste the excess. The collected dust percentage returned to the mixture is subject to the Engineer's approval.
- b. When the collected dust is returned directly to the hot aggregate flow, interlock the dust feeder with the hot aggregate flow and meter the flow to maintain a flow that is constant, proportioned, and uniform.

### 5. Mineral Filler Supply System

When mineral filler is required as a mixture ingredient:

- a. Use a separate bin and feed system to store and proportion the required quantity into the mixture with uniform distribution.
- b. Control the feeder system with a proportioning device meeting these specifications:
  - Is accurate to within  $\pm 10$  percent of the filler required
  - Has a convenient and accurate means of calibration
  - Interlocks with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes
- c. Provide flow indicators or sensing devices for the mineral filler system and interlock them with the plant controls to interrupt the mixture production if mineral filler introduction fails to meet the required target value after no longer than 60 seconds.
- d. Add mineral filler to the mixture as follows, according to the plant type:
  - Batch Type Asphalt Plant. Add mineral filler to the mixture in the weigh hopper.
  - Continuous Plant Using Pugmill Mixers. Feed the mineral filler into the hot aggregate before it is introduced into the mixer to ensure dry mixing is accomplished before the bituminous material is added.
  - Continuous Plants Using the Drier-Drum Mixers. Add the mineral filler to ensure dry mixing is accomplished before the bituminous material is added and ensure the filler does not become entrained into the air stream of the drier.

### 6. Hydrated Lime Treatment System

When hydrated lime is required as a mixture ingredient:

- a. Use a separate bin and feed system to store and proportion the required quantity into the mixture.
- b. Ensure the aggregate is uniformly coated with hydrated lime aggregate before adding the bituminous material to the mixture. Ensure the addition of hydrated lime will not become entrained in the exhaust system of the drier or plant.
- c. Control the feeder system with a proportioning device meeting these specifications:
  - Is accurate to within  $\pm 10$  percent of the amount required
  - Has a convenient and accurate means of calibration
  - Interlocks with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes and to ensure that mixture produced is properly treated with lime



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- d. Provide flow indicators or sensing devices for the hydrated lime system and interlock them with the plant controls to interrupt mixture production if hydrated lime introduction fails to meet the required target value after no longer than 60 seconds.

### 7. Net Weight Weighing Mechanisms

Certify the accuracy of the net weight weighing mechanisms by an approved registered scale serviceperson at least once every 6 months. Check the accuracy of net weight weighing mechanisms at the beginning of Project production and thereafter as directed by the Engineer. Check mechanism accuracy as follows:

- a. Weigh a load on a set of certified commercial truck scales. Ensure that the difference between the printed total net weight and that obtained from the commercial scales is no greater than 4 lbs/1,000 lbs (4 kg/Mg) of load.

Check the accuracy of the bitumen scales as follows:

- Use standard test weights.
  - If the checks indicate printed weights are out of tolerance, have a registered scale serviceperson check the batch scales and certify the accuracy of the printer.
  - While the printer system is out of tolerance and before its adjustment, continue production only if using a set of certified truck scales to determine the truck weights.
- b. Ensure plants using batch scales maintain ten 50 lb (25 kg) standard test weights at the plant site to check batching scale accuracy.
  - c. Ensure plant scales that are used only to proportion mixture ingredients, and not to determine pay quantities, are within two percent throughout the range.

### 8. Fiber Supply System

When stabilizing fiber is required as a mixture ingredient:

- a. Use a separate feed system to store and proportion by weight the required quantity into the mixture with uniform distribution.
- b. Control the feeder system with a proportioning device that meets these Specifications:
  - Is accurate to within  $\pm 10$  percent of the amount required. Automatically adjusts the feed rate to maintain the material within this tolerance at all times
  - Has a convenient and accurate means of calibration
  - Provide in-process monitoring, consisting of either a digital display of output or a printout of feed rate, in pounds (kg) per minute, to verify feed rate
  - Interlocks with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes
- c. Provide flow indicators or sensing devices for the fiber system and interlock them with the plant controls to interrupt the mixture production if fiber introduction fails or if the output rate is not within the tolerances given above.
- d. Introduce the fiber as follows:
  - When a batch type plant is used, add the fiber to the aggregate in the weigh hopper. Increase the batch dry mixing time by 8 to 12 seconds from the time the aggregate is completely emptied into the mixer to ensure the fibers are uniformly distributed prior to the injection of asphalt cement into the mixer.
  - When a continuous or drier-drum type plant is used, add the fiber to the aggregate and uniformly disperse prior to the injection of asphalt cement. Ensure the fibers will not become entrained in the exhaust system of the drier or plant.

### 9. Crumb Rubber Modifier Supply System

When specified, crumb rubber modifier may be substituted at the Contractor's discretion to produce a PG 76-22 asphaltic cement at the production facility in accordance with [Section 820](#):

- a. Use a separate feed system to store and proportion by weight of the total asphaltic cement, the required percentage of crumb rubber into the mixture.
- b. Control the feeder system with a proportioning device meeting these Specifications:
  - Is accurate to within  $\pm 6$  percent of the amount required. Automatically adjusts the feed rate to maintain the material within this tolerance at all times.
  - Has a convenient and accurate means of calibration.

- Provide in-process monitoring, consisting of either a digital display of output or a printout of feed rate, in pounds per minute, to verify feed rate. The supply system shall report the feed in 1 lb (454 gr.) increments using load cells that will enable the user to monitor the depletion of the modifier. Monitoring the system volumetrically will not be allowed.
- Interlocks with the aggregate weigh system and asphaltic cement pump to maintain the correct proportions for all rates of production and batch sizes.
- c. Provide flow indicators or sensing devices for the system and interlock them with the plant controls to interrupt the mixture production if the crumb rubber introduction output rate is not within the  $\pm 6$  percent tolerance given above. This interlock will immediately notify the operator if the targeted rate exceeds introduction tolerances. All plant production will cease if the introduction rate is not brought back within tolerance after 30 seconds. When the interlock system interrupts production and the plant has to be restarted, upon restarting operations; the modifier system shall run until a uniform feed can be observed on the output display. All mix produced prior to obtaining a uniform feed shall be rejected.
- d. Introduce the crumb rubber modifier as follows:
  - When a batch type plant is used, add the rubber to the aggregate in the weigh hopper. Increase the batch dry mixing time by 15 to 20 seconds from the time the aggregate is completely emptied into the mixer to ensure the modifiers are uniformly distributed prior to the injection of asphalt cement into the mixer. Increase the batch wet mix time by 15 to 20 seconds to ensure the crumb rubber modifier is uniformly blended with the asphaltic cement.
  - When a continuous or drier-drum type plant is used, add the rubber to the aggregate and uniformly disperse prior to the injection of asphalt cement. The point of introduction in the drum mixer will be approved by the Engineer prior to production. Ensure the crumb rubber modifier will not become entrained in the exhaust system of the drier or plant and will not be exposed to the drier flame at any point after induction.
- e. No separate measurement and payment will be made if Contractor elects to utilize crumb rubber.

### C. Equipment at Project Site

#### 1. Cleaning Equipment

Provide sufficient hand tools and power equipment to clean the roadway surface before placing the bituminous tack coat. Use power equipment that complies with [Subsection 424.3.02.F, "Power Broom and Power Blower."](#)

#### 2. Pressure Distributor

To apply the bituminous tack coat, use a pressure distributor complying with [Subsection 424.3.02.B, "Pressure Distributor."](#)

#### 3. Bituminous Pavers

To place hot mix asphaltic concrete, use bituminous pavers that can spread and finish courses that are:

- As wide and deep as indicated on the Plans
- True to line, grade, and cross section
- Smooth
- Uniform in density and texture
- a. Continuous Line and Grade Reference Control. Furnish, place, and maintain the supports, wires, devices, and materials required to provide continuous line and grade reference control to the automatic paver control system.
- b. Automatic Screed Control System. Equip the bituminous pavers with an automatic screed control system actuated from sensor-directed mechanisms or devices that will maintain the paver screed at a pre-determined transverse slope and elevation to obtain the required surface.
- c. Transverse Slope Controller. Use a transverse slope controller capable of maintaining the screed at the desired slope within  $\pm 0.1$  percent. Do not use continuous paving set-ups resulting in unbalanced screed widths or off-center breaks in the main screed cross section unless approved by the Engineer.
- d. Screed Control. Equip the paver to permit the following four modes of screed control. The method used shall be approved by the Engineer.
  - Automatic grade sensing and slope control

- Automatic dual grade sensing
- Combination automatic and manual control
- Total manual control

Ensure the controls are referenced with a taut string or wire set to grade, or with a ski-type device or mobile reference at least 30 ft (9 m) long when using a conventional ski. Approved non-contacting laser or sonar-type skis listed on QPL 91 “Georgia’s List of Approved Non-contacting Laser and Sonar-type Electronic Grade and Slope Controls” may be used in lieu of conventional 30 ft (9m) skis. Under limited conditions, a short ski or shoe may be substituted for a long ski on the second paver operating in tandem, or when the reference plane is a newly placed adjacent lane.

Automatic screed control is required on all Projects; however, when the Engineer determines that Project conditions prohibit the use of such controls, the Engineer may waive the grade control, or slope control requirements, or both.

- e. **Paver Screed Extension.** When the laydown width requires a paver screed extension, use bolt-on screed extensions to extend the screeds, or use an approved mechanical screed extension device. When the screed is extended, add auger extensions to assure a length of no more than 18 inches (0.5 m) from the auger to the end gate of the paver. Auger extensions may be omitted when paving variable widths. Ensure the paver is equipped with tunnel extensions when the screed and augers are extended.

<p><b>NOTE: Do not use extendible strike-off devices instead of approved screed extensions. Only use a strike-off device in areas that would normally be luted in by hand labor.</b></p>
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#### 4. Compaction Equipment

Ensure that the compaction equipment is in good mechanical condition and can compact the mixture to the required density. The compaction equipment number, type, size, operation, and condition is subject to the Engineer’s approval

#### 5. Materials Transfer Vehicle (MTV)

- a. Use a Materials Transfer Vehicle (MTV) when placing asphaltic concrete mixtures on Projects on the state route system with the following conditions. If a project fails to meet any one of the following conditions, the MTV’s use is not required.

1) When to use:

- The ADT is equal to or greater than 6000,
- The project length is equal to or greater than 3000 linear feet (915 linear meters),
- The total tonnage (megagrams) of all asphaltic concrete mixtures is greater than 2000 tons (1815 Mg).

2) Where to use:

- Mainline of the traveled way
- Collector/distributor (C/D) lanes on Interstates and limited access roadways
- Leveling courses at the Engineer’s discretion

3) Do not use the MTV for the following conditions:

- A resurfacing project that only 9.5 mm mix is required.
- A project with lane width that is equal or less than 11 feet (3.4 m).
- A passing lane only project.
- When noted on the plans.

- b. Ensure the MTV and conventional paving equipment meet the following requirements:

1) MTV

- Has a truck unloading system which receives mixture from the hauling equipment and independently deliver mixtures from the hauling equipment to the paving equipment.
- Has mixture remixing capability approved by the Office of Materials and Research and is listed on [QPL 88 “Georgia’s List of Approved Materials Transfer Vehicles”](#).

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- Provides to the paver a homogeneous, non-segregated mixture of uniform temperature with no more than 20 °F(11 °C) difference between the highest and lowest temperatures when measured transversely across the width of the mat in a straight line at a distance of one foot to twenty-five feet (0.3 m to 7.6 m) from the screed while the paver is operating. Ensure that the MTV is capable of providing the paver a consistent material flow that is sufficient to prevent the paver from stopping between truck exchanges.
- 2) Conventional Paving Equipment
- Has a paver hopper insert with a minimum capacity of 14 tons (13 Mg) installed in the hopper of conventional paving equipment when an MTV is used.
- c. If the MTV malfunctions during spreading operations, discontinue placement of hot mix asphaltic concrete after there is sufficient hot mix placed to maintain traffic in a safe manner. However, placement of hot mix asphaltic concrete in a lift not exceeding 2 in. (50 mm) may continue until any additional hot mix in transit at the time of the malfunction has been placed. Cease spreading operations thereafter until the MTV is operational.
- d. Ensure the MTV is empty when crossing a bridge and is moved across without any other Contractor vehicles or equipment on the bridge. Move the MTV across a bridge in a travel lane and not on the shoulder. Ensure the speed of the MTV is no greater than 5 mph (8 kph) without any acceleration or deceleration while crossing a bridge.

### 400.3.03 Preparation

#### A. Prepare Existing Surface

Prepare the existing surface as follows:

1. Clean the Existing Surface. Before applying hot mix asphaltic concrete pavement, clean the existing surface to the Engineer's satisfaction.
2. Patch and Repair Minor Defects

Before placing leveling course:

- a. Correct potholes and broken areas requiring patching in the existing surface and base as directed by the Engineer.
  - b. Cut out, trim to vertical sides, and remove loose material from the areas to be patched.
  - c. Prime or tack coat the area after being cleaned. Compact patches to the Engineer's satisfaction. Material for patches does not require a job mix formula, but shall meet the gradation range shown in [Section 828](#). The Engineer must approve the asphalt content to be used.
3. Apply Bituminous Tack Coat

Apply the tack coat according to [Section 413](#). The Engineer will determine the application rate, which must be within the limitations Table 2.

**Table 2—Application Rates for Bituminous Tack, gal/yd<sup>2</sup> (L/m<sup>2</sup>)**

	Minimum	Maximum
Under OGFC and PEM Mixes	0.06 (0.270)	0.08 (0.360)
All Other Mixes	0.04 (0.180)	0.06(0.270)
*On thin leveling courses and freshly placed asphaltic concrete mixes, reduce the application rate to 0.02 to 0.04 gal/yd <sup>2</sup> (0.09 to 0.18 L/m <sup>2</sup> ).		

#### B. Place Patching and Leveling Course

1. When the existing surface is irregular, bring the surface area to the proper cross section and grade with a leveling course of hot mix asphaltic concrete materials.
2. Place leveling at the locations and in the amounts directed by the Engineer.
3. Use leveling course mixtures meeting the requirements of the job mix formulas defined in:
  - [Subsection 400.3.05.A, "Observe Composition of Mixtures"](#)

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- [Section 828](#)
  - Leveling acceptance schedules in [Subsection 400.3.06.A, “Acceptance Plans for Gradation and Asphalt Cement Content”](#)
4. If the leveling and patching mix type is undesignated, determine the mix type by the thickness or spread rate according to Table 3, but do not use 4.75 mm mix on interstate projects.

**Table 3—Leveling and Patching Mix Types**

Thickness	Rate of Spread	Type of Mix
Up to 0.75 in (19 mm)	Up to 85 lbs/yd <sup>2</sup> (45 kg/m <sup>2</sup> )	4.75 mm Mix or 9.5 mm Superpave Type 1
0.75 to 1.5 in (19 to 38 mm)	85 to 165 lbs/yd <sup>2</sup> (45 to 90 kg/m <sup>2</sup> )	9.5 mm Superpave Type 2
1.5 to 2 in (38 to 50 mm)	165 to 220 lbs/yd <sup>2</sup> (90 to 120 kg/m <sup>2</sup> )	12.5 mm Superpave *
2 to 2.5 in (50 to 64 mm)	220 to 275 lbs/yd <sup>2</sup> (120 to 150 kg/m <sup>2</sup> )	19 mm Superpave *
Over 2.5 in (64 mm)	Over 275 lbs/yd <sup>2</sup> (150 kg/m <sup>2</sup> )	25 mm Superpave

\* These mixtures may be used for isolated patches no more than 6 in. (150 mm) deep and no more than 4 ft. (1.2 m) in diameter or length.

### 400.3.04 Fabrication

General Provisions 101 through 150.

### 400.3.05 Construction

Provide the Engineer at least one day’s notice prior to beginning construction, or prior to resuming production if operations have been temporarily suspended.

#### A. Observe Composition of Mixtures

##### 1. Calibration of plant equipment

If the material changes, or if a component affecting the ingredient proportions has been repaired, replaced, or adjusted, check and recalibrate the proportions.

Calibrate as follows:

- a. Before producing mixture for the Project, calibrate by scale weight the electronic sensors or settings for proportioning mixture ingredients.
- b. Calibrate ingredient proportioning for all rates of production.

##### 2. Mixture control

Compose hot mix asphaltic concrete from a uniform mixture of aggregates, bituminous material, and if required, hydrated lime, mineral filler, or other approved additive.

Ensure the constituents proportional to produce mixtures meeting the requirements in [Section 828](#). The general composition limits prescribed are extreme ranges within which the job mix formula must be established. Base mixtures on a design analysis that meets the requirements of [Section 828](#).

Ensure the field performance of the in-place mixtures meet the requirements of [Subsection 828.2B](#) for Permeability, Moisture Susceptibility, Rutting Susceptibility and Fatigue. In-place mix may be evaluated for compliance with Subsection 828.2.B at the discretion of the State Bituminous Construction Engineer under the following conditions:

- Deviates greater than 10 percent on gradation for mixture control sieves from the approved Job Mix Formula based on Acceptance or Independent Samples.
- Deviates greater than 0.7 percent in asphalt cement content from the approved Job Mix Formula based on Acceptance or Independent Samples.
- The calculated mean pavement air voids result in an adjusted pay factor less than 0.80 or any single sub lot result in mean pavement air voids exceeding 10.5 percent.
- Mix produced not using an approved mix design and/or job mix formula.

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Remove and replace any material determined to not meet the requirements established in [Section 828.2.B](#) at the Contractor's expense.

If control test results show the characteristic tested does not conform to the job mix formula control tolerances given in [Section 828](#), take immediate action to ensure that the quality control methods are effective.

Control the materials to ensure extreme variations do not occur. Maintain the gradation within the composition limits in [Section 828](#).

### B. Prepare Bituminous Material

Uniformly heat the bituminous material to the temperature specified in the job mix formula with a tolerance of  $\pm 20^{\circ}\text{F}$  ( $\pm 11^{\circ}\text{C}$ ).

### C. Prepare the Aggregate

Prepare the aggregate as follows:

1. Heat the aggregate for the mixture, and ensure a mix temperature within the limits of the job mix formula.
2. Do not contaminate the aggregate with fuel during heating.
3. Reduce the absorbed moisture in the aggregate until the asphalt does not separate from the aggregate in the prepared mixture. If this problem occurs, the Engineer will establish a maximum limit for moisture content in the aggregates. When this limit is established, maintain the moisture content below this limit.

### D. Prepare the Mixture

Proportion the mixture ingredients as necessary to meet the required job mix formula. Mix until a homogenous mixture is produced.

#### 1. Add Mineral Filler

When mineral filler is used, introduce it in the proper proportions and as specified in [Subsection 400.3.02.B.5, "Mineral Filler Supply System."](#)

#### 2. Add Hydrated Lime

When hydrated lime is included in the mixture, add it at a rate specified in [Section 828](#) and the job mix formula. Use methods and equipment for adding hydrated lime according to [Subsection 400.3.02.B.6, "Hydrated Lime Treatment System."](#)

Add hydrated lime to the aggregate by using Method A or B as follows:

Method A—Dry Form—Add hydrated lime in its dry form to the mixture as follows, according to the type of plant:

- a. Batch Type Asphalt Plant: Add hydrated lime to the mixture in the weigh hopper or as approved and directed by the Engineer.
- b. Continuous Plant Using Pugmill Mixer: Feed hydrated lime into the hot aggregate before it is introduced into the mixer to ensure dry mixing is complete before the bituminous material is added.
- c. Continuous Plant Using Drier-Drum Mixer: Add hydrated lime so to ensure the lime will not become entrained into the air stream of the drier and to ensure thorough dry mixing will be complete before the bituminous material is added.

Method B—Lime/Water Slurry—Add the required quantity of hydrated lime (based on dry weight) in lime/water slurry form to the aggregate. This solution consists of lime and water in concentrations as directed by the Engineer.

Equip the plant to blend and maintain the hydrated lime in suspension and to mix the hydrated lime with the aggregates uniformly in the proportions specified.

#### 3. Add Stabilizing Fiber

When stabilizing fiber is included in the mixture, add stabilizing fiber at a rate specified in [Section 819](#) and the Job Mix Formula. Introduce it as specified in [Subsection 400.3.02.B.8, "Fiber Supply System."](#)

#### 4. Add Gilsonite Modifier

When approved by the Office of Materials and Research and required by the Contract, add the Gilsonite modifier to the mixture at a rate to ensure eight percent by weight of the asphalt cement is replaced by Gilsonite. Use either PG 64-22 or PG 67-22 asphalt cement as specified in [Subsection 820.2.01](#). Provide suitable means to calibrate and check the rate of Gilsonite being added. Introduce Gilsonite modifier by either of the following methods.

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- a. For batch type plants, incorporate Gilsonite into the pugmill at the beginning of the dry mixing cycle. Increase the dry mix cycle by a minimum of 10 seconds after the Gilsonite is added and prior to introduction of the asphalt cement. For this method, supply Gilsonite in plastic bags to protect the material during shipment and handling and store the modifier in a waterproof environment. The bags shall be capable of being completely melted and uniformly blended into the combined mixture.

Gilsonite may also be added through a mineral filler supply system as described in [Subsection 400.3.02.B.5, “Mineral Filler Supply System.”](#) The system shall be capable of injecting the modifier into the weigh hopper near the center of the aggregate batching cycle so the material can be accurately weighed.

- b. For drum drier plants, add Gilsonite through the recycle ring or through an acceptable means which will introduce the Gilsonite prior to the asphalt cement injection point. The modifier shall be proportionately fed into the drum mixer at the required rate by a proportioning device which shall be accurate within  $\pm 10$  percent of the amount required. The entry point shall be away from flames and ensure the Gilsonite will not be caught up in the air stream and exhaust system.

### 5. Materials from Different Sources

Do not use mixtures prepared from aggregates from different sources intermittently. This will cause the color of the finished pavement to vary.

## E. Observe Weather Limitations

Do not mix and place asphaltic concrete if the existing surface is wet or frozen. Do not lay asphaltic concrete OGFC mix or PEM at air temperatures below 60 °F (16 °C). When using a MTV, OGFC mix or PEM may be placed at 55 °F (13 °C) when approved by the Engineer. For other courses, follow the temperature guidelines in the following table:

**Table 4—Lift Thickness Table**

Lift Thickness	Minimum Temperature
1 in (25 mm) or less	55 °F (13 °C)
1.1 to 2 in (26 mm to 50 mm)	45 °F (8 °C)
2.1 to 3 in (51 mm to 75 mm)	40 °F (4 °C)
3.1 to 4 in (76 mm to 100 mm)	35 °F (2 °C)
4.1 to 8 in (101 mm to 200 mm)	32 °F (0 °C) and rising. Base Material must not be frozen.

## F. Perform Spreading and Finishing

Spread and finish the course as follows:

1. Determine the course’s maximum compacted layer thickness by the type mix being used according to Table 5.

**Table 5—Maximum Layer Thickness**

Mix Type	Minimum Layer Thickness	Maximum Layer Thickness	Maximum Total Thickness
25 mm Superpave	2 1/2 in (64 mm)	4 in (100 mm) *	—
19 mm Superpave	1 3/4 in (44 mm)	3 in (75 mm) *	—
12.5 mm Superpave	1 3/8 in (35 mm)	2 1/2 in (64 mm)**	8 in (200 mm)
9.5 mm Superpave Type 2	1 1/8 in (28 mm)	1 1/2 in (38 mm)**	4 in (100 mm)
9.5 mm Superpave Type 1	7/8 in (22 mm)	1 1/4 in (32 mm)	4 in (100 mm)
4.75 mm Mix	3/4 in (19 mm)	1 1/8 in (28 mm)	2 in (50 mm)
9.5 mm OGFC	55 lbs/yd <sup>2</sup> (30 kg/m <sup>2</sup> )	65 lbs/yd <sup>2</sup> (36 kg/m <sup>2</sup> )	—
12.5 mm OGFC	85 lbs/yd <sup>2</sup> (47 kg/m <sup>2</sup> )	95 lbs/yd <sup>2</sup> (53 kg/m <sup>2</sup> )	—
12.5 mm PEM	110 lbs/yd <sup>2</sup> (80 kg/m <sup>2</sup> )	165 lbs/yd <sup>2</sup> (90 kg/m <sup>2</sup> )	—



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Mix Type	Minimum Layer Thickness	Maximum Layer Thickness	Maximum Total Thickness
9.5 mm SMA	1 1/8 in (28 mm)	1 1/2 in (38 mm)	4 in (100 mm)
12.5 mm SMA	1 3/8 in (35 mm)	3 in (75 mm)	6 in (150 mm)
19 mm SMA	1 3/4 in (44 mm)	3 in (75 mm)	—
* Allow up to 6 in (150 mm) per lift on trench widening. **Place 9.5 mm Superpave and 12.5 mm Superpave up to 4 in (100 mm) thick for driveway and side road transition.			

2. Unload the mixture into the paver hopper or into a device designed to receive the mixture from delivery vehicles.
3. Except for leveling courses, spread the mixture to the loose depth for the compacted thickness or the spread rate. Use a mechanical spreader true to the line, grade, and cross section specified.
4. For leveling courses, use a motor grader equipped with a spreader box and smooth tires to spread the material or use a mechanical spreader meeting the requirements in [Subsection 400.3.02.C, “Equipment at Project Site.”](#)
5. Obtain the Engineer’s approval for the sequence of paving operations, including paving the adjoining lanes. Minimize tracking tack onto surrounding surfaces.
6. Ensure the outside edges of the pavement being laid are aligned and parallel to the roadway center line.
7. For New Construction or Resurfacing Contracts containing multiple lifts or courses, arrange the width of the individual lifts so the longitudinal joints of each successive lift are offset from the previous lift at least 1 ft (300 mm). This requirement does not apply to the lift immediately over thin lift leveling courses.  
Ensure the longitudinal joint(s) in the surface course and the mix immediately underneath asphaltic concrete OGFC or PEM are at the lane line(s).

**NOTE: Perform night work with artificial light provided by the Contractor and approved by the Engineer.**

8. Where mechanical equipment cannot be used, spread and rake the mixture by hand. Obtain the Engineer’s approval of the operation sequence, including compactive methods, in these areas.
9. Keep small hand raking tools clean and free from asphalt build up. Do not use fuel oil or other harmful solvents to clean tools during the work.
10. Do not use mixture with any of these characteristics:
  - Segregated
  - Nonconforming temperature
  - Deficient or excessive asphalt cement content
  - Otherwise unsuitable to place on the roadway in the work
11. Remove and replace mixture placed on the roadway that the Engineer determines has unacceptable blemish levels from segregation, raveling, streaking, pulling and tearing, or other deficient characteristics. Replace with acceptable mixture at the Contractor’s expense. Do not continually place mixtures with deficiencies.  
Do not place subsequent course lifts over another lift or course placed on the same day while the temperature of the previously placed mix is 140 °F (60 °C) or greater.
12. Obtain the Engineer’s approval of the material compaction equipment. Perform the rolling as follows:
  - a. Begin the rolling as close behind the spreader as possible without causing excessive distortion of the asphaltic concrete surface.
  - b. Continue rolling until roller marks are no longer visible.
  - c. Use pneumatic-tired rollers with breakdown rollers on all courses except asphaltic concrete OGFC, PEM and SMA or other mixes designated by the Engineer.
13. If applicable, taper or “feather” asphaltic concrete from full depth to a depth no greater than 0.5 in (13 mm) along curbs, gutters, raised pavement edges, and areas where drainage characteristics of the road must be retained. The Engineer will determine the location and extent of tapering.



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### G. Maintain Continuity of Operations

Coordinate plant production, transportation, and paving operations to maintain a continuous operation. If the spreading operations are interrupted, construct a transverse joint if the mixture immediately behind the paver screed cools to less than 250 °F (120 °C).

### H. Construct the Joints

#### 1. Construct Transverse Joints

- a. Construct transverse joints to facilitate full depth exposure of the course before resuming placement of the affected course.
- b. Properly clean and tack the vertical face of the transverse joint before placing additional material.

<b>NOTE: Never burn or heat the joint by applying fuel oil or other volatile materials.</b>
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- c. Straightedge transverse joints immediately after forming the joint.
- d. Immediately correct any irregularity that exceeds 3/16 in. in 10 ft (5 mm in 3 m).

#### 2. Construct Longitudinal Joints

Clean and tack the vertical face of the longitudinal joint before placing adjoining material. Construct longitudinal joints so that the joint is smooth, well sealed, and bonded.

#### 3. Construction Joint Detail for OGFC and PEM Mixtures

In addition to meeting joint requirements described above, construct joints and transition areas for 12.5 mm OGFC and 12.5 mm PEM mixtures as follows:

- a. For projects which do not have milling included as a pay item:
  - 1) Place OGFC mixture meeting gradation requirements of 9.5 mm OGFC as specified in [Section 828](#) on entrance and exit ramp gore areas and end of project construction joints.
    - Taper mixture from 3/8 in (10 mm) at end of project to full plan depth within maximum distance of spread for one load of mixture
    - Taper mixture placed on gore areas from thickness of the edge of the mainline to 3/8 in (10 mm) at the point of the ramp transverse joint.
  - 2) Construct the ramp transverse joint at the point specified in the plans or as directed by the Engineer.
  - 3) Mixture placed in the transition and gore areas will be paid for at the contract unit price for 12.5 mm OGFC or 12.5 mm PEM as applicable.
- b. For projects which have milling included as a pay item:
  - 1) Taper milling for a distance of no less than 50 ft (15 m) to a depth of 2 1/4 in (59 mm) at the point of the transverse joint
  - 2) Taper thickness, if needed, of the dense-graded surface mix within the 50 ft (15 m) distance to 1 1/2 in (40 mm) at the point of the transverse joint
  - 3) Taper thickness of the 12.5 mm OGFC or 12.5 mm PEM to 3/4 in (19 mm) to ensure the material ties in at grade level with the existing surface at the point of the transverse joint

### I. Protect the Pavement

Protect sections of the newly finished pavement from traffic until the traffic will not mar the surface or alter the surface texture. If directed by the Engineer, use artificial methods to cool the newly finished pavement to open the pavement to traffic more quickly.

### J. Modify the Job Mix Formula

If the Engineer determines that undesirable mixture or mat characteristics are being obtained, the job mix formula may require immediate adjustment.

### 400.3.06 Quality Acceptance

#### A. Acceptance Plans for Gradation and Asphalt Cement Content

The Contractor will randomly sample and test mixtures for acceptance on a lot basis. The Department will monitor the Contractor testing program and perform comparison and quality assurance testing. The Contractor's Quality Control Technicians shall participate in the Department's Independent Assurance Systems Basis Program.

##### 1. Determine Lot Amount

A lot consists of the tons (megagrams) of asphaltic concrete produced and placed each production day. If this production is less than 500 tons (500 Mg), or its square yard (meter) equivalent, production may be incorporated into the next working day. The Engineer may terminate a lot when a pay adjustment is imminent if a plant or materials adjustment resulting in a probable correction has been made. Terminate all open lots at the end of the month, except for materials produced and placed during the adjustment period. The lot will be terminated as described in [Subsection 400.5.01, "Adjustments"](#).

If the final day's production does not constitute a lot, the production may be included in the lot for the previous day's run; or, the Engineer may treat the production as a separate lot with a corresponding lower number of tests.

##### 2. Determine Lot Acceptance

Determine lot acceptance as found in [Subsection 400.5.01, "Adjustments."](#)

The Department will perform the following task:

Determine the pay factor by using the mean of the deviations from the job mix formula of the tests in each lot and apply it to Table 9—Mixture Acceptance Schedule for Surface Mixes or Table 10—Mixture Acceptance Schedule for Subsurface Mixes, whichever is appropriate. This mean will be determined by averaging the actual numeric value of the individual deviations from the job mix formula, disregarding whether the deviations are positive or negative amounts. Do not calculate lot acceptance using test results for materials not used in the Work. Determine the pay factor for each lot by multiplying the contract unit price by the appropriate pay factor from the Mixture Acceptance Schedule - Table 9 or Table 10. When two or more pay factors for a specific lot are less than 1.0, determine the adjusted payment by multiplying the contract unit price by the lowest pay factor.

If the mean of the deviations from the job mix formula of the lot acceptance tests for a control sieve or for asphalt cement content exceeds the tolerances established in the appropriate Mixture Acceptance Schedule, and if the Engineer determines that the material need not be removed and replaced, the lot may be accepted at an adjusted unit price as determined by the Engineer. If the Engineer determines that the material is not acceptable to leave in place, the materials shall be removed and replaced at the Contractor's expense.

##### 3. Provide Quality Control Program

Provide a Quality Control Program as established in [SOP 27](#) which includes:

- Assignment of quality control responsibilities to specifically named individuals who have been certified by the Office of Materials and Research
- Provisions for prompt implementation of control and corrective measures
- Provisions for communication with Project Manager, Bituminous Technical Services Engineer, and Testing Management Operations Supervisor at all times
- Provisions for reporting all test results daily through the Office of Materials and Research computerized Field Data Collection System; other checks, calibrations and records will be reported on a form developed by the Contractor and will be included as part of the project records
- Notification in writing of any change in quality control personnel

##### a. Certification Requirements:

- Use laboratory and testing equipment certified by the Department. (Laboratories which participate in and maintain AASHTO accreditation for testing asphaltic concrete mixtures will be acceptable in lieu of Departmental certification.)
- Provide certified quality control personnel to perform the sampling and testing. A Quality Control Technician (QCT) may be certified at three levels:
  - 1) Temporary Certification – must be a technician trainee who shall be given direct oversight by a certified Level 1 or Level 2 QCT while performing acceptance testing duties during the first 5 days of training. The trainee must complete qualification requirements within 30 Georgia Department of Transportation funded production days after being granted temporary certification.

A trainee who does not become qualified within 30 Georgia Department of Transportation funded production days will not be re-eligible for temporary certification. A certified Level 1 or Level 2 QCT shall be at the plant at all times during production and shipment of mixture to monitor work of the temporarily certified technician.

- 2) Level 1 – must demonstrate they are competent in performing the process control and acceptance tests and procedures related to hot mix asphalt production and successfully pass a written exam.
- 3) Level 2 – must meet Level 1 requirements and must be capable of and responsible for making process control adjustments, and successfully pass a written exam.
  - Technician certification is valid for 3 years from the date on the technician's certificate unless revoked or suspended. Eligible technicians may become certified through special training and testing approved by the Office of Materials and Research. Technicians who lose their certification due to falsification of test data will not be eligible for recertification in the future unless approved by the State Materials and Research Engineer.

b. Quality Control Management

- 1) Designate at least one Level 2 QCT as manager of the quality control operation. The Quality Control Manager shall meet the following requirements:

- Be accountable for actions of other QCT personnel
- Ensure all applicable sampling requirements and frequencies, test procedures, and Standard Operating Procedures are adhered to
- Ensure all reports, charts, and other documentation is completed as required

- 2) Provide QCT personnel at the plant as follows:

- If daily production for all mix types is to be greater than 250 tons (megagrams), have a QCT person at the plant at all times during production and shipment of mixture until all required acceptance tests have been completed
- If daily production for all mix types will not be greater than 250 tons (megagrams) a QCT may be responsible for conducting tests at up to two plants, subject to random number sample selection
- Have available at the plant or within immediate contact by phone or radio a Level 2 QCT responsible for making prompt process control adjustments as necessary to correct the mix

- 3) Sampling, Testing, and Inspection Requirements.

Provide all sample containers, extractants, forms, diaries, and other supplies subject to approval of the Engineer.

Perform daily sampling, testing, and inspection of mixture production that meets the following requirements:

- (a) Randomly sample mixtures according to [GSP 15](#), and [GDT 73 \(Method C\)](#) and test on a lot basis. In the event less than the specified number of samples are taken, obtain representative 6 in (150 mm) cores from the roadway at a location where the load not sampled was placed. Take enough cores to ensure minimum sample size requirements are met for each sample needed.
- (b) Maintain a printed copy of the computer generated random sampling data as a part of the project records.
- (c) Perform sampling, testing, and inspection duties of [GSP 21](#).
- (d) Perform extraction or ignition test ([GDT 83](#) or [GDT 125](#)) and extraction analysis ([GDT 38](#)). If the ignition oven is used, a printout of sample data including weights shall become a part of the project records. For asphalt cement content only, digital printouts of liquid asphalt cement weights may be substituted in lieu of an extraction test for plants with digital recorders. Calculate the asphalt content from the ticket representing the mixture tested for gradation.
- (e) Save extracted aggregate, opposite quarters, and remaining material (for possible referee testing) of each sample as follows:
  - Store in properly labeled, suitable containers
  - Secure in a protected environment

- Store for three working days. If not obtained by the Department, within three days they may be discarded in accordance with GSP 21.
- (f) Add the following information on load tickets from which a sample or temperature check is taken:
  - Mixture temperature
  - Signature of the QCT person performing the testing
- (g) Calibrate the lime system when hydrated lime is included in the mixture:
  - Perform a minimum of twice weekly during production
  - Post results at the plant for review
  - Provide records of materials invoices upon request (including asphalt cement, aggregate, hydrated lime, etc.)
- (h) Take action if acceptance test results are outside Mixture Control Tolerances of [Section 828](#).
  - One sample out of tolerance
    - (1) Contact Level 2 - QCT to determine if a plant adjustment is needed
    - (2) Immediately run a process control sample. Make immediate plant adjustments if this sample is also out of tolerance

<p><b>NOTE: Determine mixture temperature at least once per hour of production for OGFC and PEM mixes.</b></p>
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- (3) Test additional process control samples as needed to ensure corrective action taken appropriately controls the mixture
- Two consecutive acceptance samples of the same mix type out of tolerance regardless of Lot or mix design level, or three consecutive acceptance samples out of tolerance regardless of mix type
  - (1) Stop plant production immediately
  - (2) Reject any mixture in storage:
    - Deviating more than 10 percent in gradation from the job mix formula based on the acceptance sample
    - Deviating more than 0.7 percent in asphalt content from the job mix formula based on the acceptance sample
  - (3) Make a plant correction to any mix type out of tolerance prior to resuming production
    - Do not send any mixture to the project before test results of a process control sample meets Mixture Control Tolerances
    - Reject any mixture produced at initial restarting that does not meet Mixture Control Tolerances
- 4) Comparison Testing and Quality Assurance Program

Periodic comparison testing by the Department will be required of each QCT to monitor consistency of equipment and test procedures. The Department will take independent samples to monitor the Contractor's quality control program.

  - a) Comparison Sampling and Testing

Retain samples for comparison testing and referee testing if needed as described in [Subsection 400.3.06.A.3.b.3](#). Discard these samples only if the Contractor's acceptance test results meet a 1.00 pay factor and the Department does not procure the samples within three working days.

The Department will test comparison samples on a random basis. Results will be compared to the respective contractor acceptance tests and the maximum difference shall be as follows:

**Table 6—Allowable Percent Difference Between Department and Contractor Acceptance Tests**

<b><u>SIEVE SIZE</u></b>	<b><u>SURFACE</u></b>	<b><u>SUB-SURFACE</u></b>
1/2 in. (12.5 mm)		4.0%
3/8 in. (9.5 mm)	3.5%	4.0%
No. 4 (4.75 mm)	3.5%	3.5%
No. 8 (2.36 mm)	2.5%	3.0%
No. 200 (75 µm)	2.0%	2.0%
A.C.	0.4%	0.5%

**NOTE: Pavement courses to be overlaid with OGFC or PEM mixes are considered surface mixes.**

- (1) If test comparisons are within these tolerances:
  - Continue production
  - Use the Contractor's tests for acceptance of the lot
- (2) If test comparisons are not within these tolerances:
  - Another Departmental technician will test the corresponding referee sample
  - Results of the referee sample will be compared to the respective contractor and Departmental tests using the tolerance for comparison samples given above.
    - (a) If referee test results are within the above tolerances when compared to the Contractor acceptance test, use the Contractor's test for acceptance of the effected lot.
    - (b) If referee test results are not within the above tolerances when compared to the Contractor acceptance test, the Department will review the Contractor's quality control methods and determine if a thorough investigation is needed.
- b) Independent Verification Sampling and Testing
  - (1) Randomly take a minimum of two independent samples from the lesser of five days or five lots of production regardless of mix type or number of projects.
  - (2) Compare test deviation from job mix formula to Mixture Control Tolerances in [Section 828](#). If results are outside these tolerances, another sample from the respective mix may be taken.

**NOTE: For leveling courses less than 110 lb/yd<sup>2</sup> (60 kg/m<sup>2</sup>) having quality assurance test results outside the Mixture Control Tolerances of [Section 828](#), use the Department's test results only and applicable pay factors will apply.**

If test results of the additional sample are not within Mixture Control Tolerances, the Department will take the following action:

- Take random samples from throughout the subject lot(s) as established in [Subsection 400.3.06.A.3.b.3](#) and use these test results for acceptance and in calculations for the monthly plant rating. Applicable pay factors will apply and the contractor QCT test results will not be included in pay factor calculations nor in the monthly plant rating.
- Determine if the Contractor's quality control program is satisfactory and require prompt corrective action by the Contractor if specification requirements are not being met.

## Section 400—Hot Mix Asphaltic Concrete Construction

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- Determine if the QCT has not followed Departmental procedures or has provided erroneous information.
- Take samples of any in-place mixture represented by unacceptable QCT tests and use the additional sample results for acceptance and in calculations for the monthly plant rating and apply applicable pay factors. The Contractor QCT tests will not be included in the pay factor calculations nor in the monthly plant rating.

### B. Compaction

Determine the mixture compaction using either [GDT 39](#), [GDT 59](#) or AASHTO T 331. The method of GDT 39 for “Uncoated Specimens, Dense Graded Mixtures Only” shall not apply when the water absorption of a sample exceeds 2.0 percent, as measured according to AASHTO T 166. In this case, either AASHTO T 331 or the paraffin method of GDT 39 shall apply. The compaction is accepted in lots defined in [Subsection 400.3.06. A “Acceptance Plans for Gradation and Asphalt Cement Content”](#) and is within the same lot boundaries as the mixture acceptance.

#### 3. Calculate Pavement Mean Air Voids

The Department will calculate the pavement air voids placed within each lot as follows:

- e. One test per sub-lot.
  - Lots  $\geq$  500 ton (500 Mg) of mix shall be divided into 5 sub-lots of equal distance
  - Lots  $<$  500 tons (500 Mg) of mix shall be divided into a sub-lot or equal sub-lots consisting up to 100 tons (100 Mg) mix each. There may be less than 5 sub-lots.
- b. Average the results of all tests run on randomly selected sites in that lot.
- c. Select the random sites using [GDT 73](#).

Density tests are not required for asphaltic concrete placed at 90 lbs/yd<sup>2</sup> (50 kg/m<sup>2</sup>) or less, 4.75 mm mix, and asphaltic concrete OGFC, PEM and mixes placed as variable depth or width leveling. Compact these courses to the Engineer’s satisfaction. Density tests will not be performed on turn-outs and driveways.

The targeted maximum Pavement Mean Air Void content for all Superpave and Stone Matrix Asphalt mixtures is 5.0 percent. Ensure that the maximum Pavement Mean Air Voids for all Superpave and Stone Matrix Asphalt mixtures does not exceed 7.0 percent. The maximum Pavement Mean Air Voids for 2 foot shoulder widening is 9.0 percent. The adjustment period for density shall be four lots or four production days, whichever is less, in order for the contractor to ensure maximum compactive effort has been achieved which will yield no more than the specified maximum allowed Mean Air Voids. If the contractor needs to adjust the mixture to improve density results, a change in the job mix formula may be requested for approval during the adjustment period so long as the following values are not exceeded:

- Coarse pay sieve  $\pm$  4%
- No. 8 (2.36 mm) sieve  $\pm$  2%
- No. 200 (75  $\mu$ m) sieve  $\pm$  1%
- Asphalt Content  $\pm$  0.2%
- All value changes must still be within specification limits

If the Office of Materials and Research is satisfied that the contractor has exerted the maximum compactive effort and is not able to maintain Pavement Mean Air Voids at no more than 7.0%, the Engineer may establish a maximum target for Pavement Mean Air Voids.

Mixture placed during the adjustment period for density shall meet the requirements for a 0.90 pay factor in Table 12 of [Subsection 400.5.01.C, “Calculate Mean Pavement Air Voids.”](#) Mixture not meeting these density requirements shall be paid for using the applicable pay factor.

If the mean air voids of the pavement placed within a lot exceeds 100% of the maximum target air voids, if established and the Engineer determines that the material need not be removed and replaced, the lot may be accepted at an adjusted unit price as determined by the Engineer.

#### 1. Obtain Uniform Compaction

For a lot to receive a pay factor of 1.00 for compaction acceptance, the air void range cannot exceed 4 percent for new construction or 5 percent for resurfacing projects. The range is the difference between the highest and lowest acceptance test results within the affected lot. If the air void range exceeds these tolerances, apply a Pay Factor of 95%.

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The 5% reduced pay factor for the compaction range does not apply in these instances:

- The mixture is placed during the adjustment period as defined in [Subsection 400.5.01.A, “Materials Produced and Placed During the Adjustment Period.”](#)
- All air void results within a given lot are less than 7.0%.
- A lot containing two sublot or less.
- On two foot trench widening.

### C. Surface Tolerance

In this Specification, pavement courses to be overlaid with an Open-Graded Friction Course or PEM are considered surface courses. All Open-Graded Friction Courses or PEM are to be evaluated after the roadway has been opened to traffic for a minimum of 5 days and a maximum of 15 days. Asphalt paving is subject to straightedge and visual inspection and irregularity correction as shown below:

#### 1. Visual and Straightedge Inspection

Paving is subject to visual and straightedge inspection during and after construction operations until Final Acceptance. Locate surface irregularities as follows:

- a. Keep a 10 ft (3 m) straightedge near the paving operation to measure surface irregularities on courses. Provide the straightedge and the labor for its use.
- b. Inspect the base, intermediate, and surface course surfaces with the straightedge to detect irregularities.
- c. Correct irregularities that exceed 3/16 in. in 10 ft (5 mm in 3 m) for base and intermediate courses, and 1/8 in. in 10 ft (3 mm in 3 m) for surface courses.

Mixture or operating techniques will be stopped if irregularities such as rippling, tearing, or pulling occur and the Engineer suspects a continuing equipment problem. Stop the paving operation and correct the problem. Correct surface course evaluations on individual Laser Road Profiler test sections, normally 1 mile (1 km) long.

#### 2. Target Surface Smoothness

The Department will use the Laser Road Profiler method to conduct acceptance testing for surface course tolerance according to [GDT 126](#). This testing will be performed only on:

- Surface courses on Projects with mainline traveled way measuring a minimum distance of 1 mile (1600 m)
- Ramps more than 0.5 mile (800 m) long

**Combine partial sections measuring less than 0.5 mile (800 m) with the previous full mile for acceptance.**

Achieve the smoothest possible ride during construction. Do not exceed the target Laser Road Profiler smoothness index as shown below:

**Table 7— Pavement Smoothness Target Requirements**

Construction Description	Smoothness Index
All Asphaltic Concrete OGFC and PEM on interstate resurfacing and new construction. Asphaltic Concrete OGFC and PEM placed on state route new construction.	750
Asphaltic Concrete SMA and other resurfacing on interstates. Asphaltic Concrete OGFC and PEM placed on state route resurfacing. All new construction on state routes with exception of OGFC and PEM as stated above.	825
All other resurfacing on state routes (excluding LARP, PR, airports, etc.)	900
All Urban new construction and resurfacing on state routes within curb and gutter sections located in posted 35 miles per hour (MPH) or less speed zones.	1175



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If the target values are not achieved, immediately adjust the operations to meet the target values. Placement operations may be suspended until a remedial plan to comply with target smoothness requirements is submitted and approved by the Engineer if adjustments do not satisfy target smoothness values.

**Table 8— Pavement Smoothness Corrective Work Requirement**

Construction Description	Smoothness Index
All Asphaltic Concrete OGFC and PEM placed on interstate resurfacing and new construction. Asphaltic Concrete OGFC and PEM placed on state route new construction.	825
Asphaltic Concrete SMA and other resurfacing on interstates. Asphaltic Concrete OGFC and PEM placed on state route resurfacing. All new construction on state routes with exception of OGFC and PEM as stated above.	900
All other resurfacing on state routes (excluding LARP, PR, airports, etc.)	1025
All Urban new construction and resurfacing on state routes within curb and gutter sections located in posted 35 miles per hour (MPH) or less speed zones.	1250

If surface tolerance deficiencies need correction, obtain the Engineer's approval of the methods and type mix used.

### 3. Bridge Approach Ride Quality

The following are subject to a ride quality test by the Department for 100 ft. (30 m) of roadway approaching each end of a bridge using the Lightweight Profiler:

- A state road with 4 lanes or more
- A 2-lane state road with a current traffic count of 2,000 vpd or more
- Locations designated on the Plans

All other bridge approaches not meeting the above criteria shall meet the 1/8 in. in 10 ft (3 mm in 3 m) straightedge requirement. When the distance between the ends of two bridges is less than 200 ft (60 m), the bridge approaches will meet the straightedge requirements.

Test ride quality as follows:

- a. The Department will determine a profile index value according to test method [GDT 134](#).
- b. The Department will average the profile index value from the right and left wheelpath for each 100 ft (30 m) section for each lane
  - Resurfacing Projects – Keep the profile index value under 35 in/mile (555 mm/km), correct individual bumps or depression exceeding 0.2 in. (5 mm) from the blanking band on the profilograph trace.
  - All Other Projects – Keep the profile index value under 30 in/mile (475 mm/km), correct individual bumps or depressions exceeding 0.2 in. (5 mm) from blanking band on the profilograph trace.
- c. Meet the profile index value for the 100 ft (30 m) section of roadway up to the joint with the approach slab.
- d. Schedule the ride quality testing 5 days before needed by contacting the Office of Materials and Research. Clean and clear obstructions from the test area.

Correct the sections that do not meet the ride quality criteria of this Specification. After correction, these sections are subject to retesting with the Lightweight Profiler. The Engineer shall direct the type of correction method, which may include:

- Milling
- Grinding
- Removing and replacing the roadway

No additional compensation will be made.

The Department will perform ride quality testing up to two times on the bridge approaches at no cost to the Contractor. Additional profilograph testing will cost the Contractor \$500 per test.

### 4. Surface Smoothness Acceptance

When recommended by the Office of Materials and Research, a pay reduction may be accepted in lieu of correction for roadways and bridge approaches that fail to achieve specified smoothness indexes.



### D. Reevaluation of Lots

When lots are reevaluated as shown in [Subsection 106.03, “Samples, Tests, Cited Specifications.”](#) sampling and testing is according to [GDT 73](#). Request for reevaluation shall be made within 5 working days of notification of the lot results. The following procedures apply:

#### 1. Mixture Acceptance

The Department will take the same number of new tests on cores taken at the locations where the loads sampled were placed and will use only those cores results for acceptance. If the location of the sampled loads cannot be isolated and documented to the approval of the Engineer, the lot will not be re-evaluated and the original test results will be used for acceptance. The Department will use the absolute average deviations from the job mix formula for these tests to determine acceptance based on the appropriate column in the Asphalt Cement Content and Aggregate Gradation of Asphalt Concrete [Mixture Acceptance Schedule—Table 9 or 10](#).

#### 2. Compaction Acceptance

The Department will reevaluate the lot through additional testing by cutting the same number of cores originally obtained and averaging these results with the results from the original density tests. The Department will use the average to determine acceptance according to the Compaction Acceptance Schedule in [Subsection 400.5.01.C, “Calculate Pavement Mean Air Voids”](#).

**Table 9—Mixture Acceptance Schedule—Surface Mixes**

Mixture Characteristics	Pay Factor	Mean of the Deviations from the Job Mix Formula							
		1 Test	2 Tests	3 Tests	4 Tests	5 Tests	6 Tests	7 Tests	8 Tests
Asphalt Cement Content (Extraction, Ignition)	1.00	0.00 - 0.70	0.00 - 0.54	0.00 - 0.46	0.00 - 0.41	0.00 - 0.38	0.00 - 0.35	0.00 - 0.32	0.00 - 0.30
	0.95	0.71 - 0.80	0.55 - 0.61	0.47 - 0.52	0.42 - 0.46	0.39 - 0.43	0.36 - 0.39	0.33 - 0.36	0.31 - 0.34
	0.90	0.81 - 0.90	0.62 - 0.68	0.53 - 0.58	0.47 - 0.51	0.44 - 0.47	0.40 - 0.45	0.37 - 0.40	0.35 - 0.37
	0.80	0.91 - 1.00	0.69 - 0.75	0.59 - 0.64	0.52 - 0.56	0.48 - 0.52	0.44 - 0.47	0.41 - 0.44	0.38 - 0.41
	0.70	1.01 - 1.19	0.76 - 0.82	0.65 - 0.69	0.57 - 0.61	0.53 - 0.56	0.48 - 0.51	0.45 - 0.47	0.42 - 0.44
	0.50	1.20 - 1.40	0.83 - 0.85	0.70 - 0.72	0.62 - 0.64	0.57 - 0.59	0.52 - 0.55	0.48 - 0.51	0.45 - 0.48
3/8 in. (9.5 mm) Sieve (12.5 mm OGFC, 12.5 mm PEM, 12.5 mm Superpave)	1.00	0.00 - 9.0	0.00 - 6.6	0.00 - 5.6	0.00 - 5.0	0.00 - 4.6	0.00 - 4.2	0.00 - 3.9	0.00 - 3.6
	0.98	9.1 - 10.0	6.7 - 7.5	5.7 - 6.3	5.1 - 5.6	4.7 - 5.2	4.3 - 4.7	4.0 - 4.4	3.7 - 4.1
	0.95	10.1 - 11.9	7.6 - 8.4	6.4 - 7.0	5.7 - 6.3	5.3 - 5.8	4.8 - 5.3	4.5 - 5.0	4.2 - 4.6
	0.90	12.0 - 13.0	8.5 - 9.3	7.1 - 7.7	6.4 - 6.9	5.9 - 6.3	5.4 - 5.8	5.1 - 5.4	4.7 - 5.0
	0.85	13.1 - 14.0	9.4 - 10.2	7.8 - 8.6	7.0 - 7.6	6.4 - 6.9	5.9 - 6.3	5.5 - 5.9	5.1 - 5.5
	0.80	14.1 - 14.5	10.3 - 10.5	8.7 - 8.9	7.7 - 8.0	7.0 - 7.5	6.4 - 6.8	6.0 - 6.4	5.6 - 6.0
3/8 in. (9.5 mm) Sieve (12.5 mm SMA)	1.00	0.0 - 6.8	0.00 - 5.0	0.00 - 4.2	0.00 - 3.8	0.00 - 3.4	0.00 - 3.2	0.00 - 2.9	0.00 - 2.7
	0.98	6.9 - 7.5	5.1 - 5.6	4.3 - 4.7	3.9 - 4.2	3.5 - 3.9	3.3 - 3.5	3.0 - 3.3	2.8 - 3.1
	0.95	7.6 - 8.9	5.7 - 6.3	4.8 - 5.2	4.3 - 4.7	4.0 - 4.4	3.6 - 4.0	3.4 - 3.8	3.2 - 3.4
	0.90	9.0 - 9.8	6.4 - 7.0	5.3 - 5.8	4.8 - 5.2	4.5 - 4.8	4.1 - 4.4	3.9 - 4.1	3.5 - 3.8
	0.85	9.9 - 10.5	7.1 - 7.6	5.9 - 6.4	5.3 - 5.7	4.9 - 5.2	4.5 - 4.7	4.2 - 4.4	3.9 - 4.1
	0.80	10.6 - 10.9	7.7 - 7.9	6.5 - 6.7	5.8 - 6.0	5.3 - 5.6	4.8 - 5.1	4.5 - 4.8	4.2 - 4.5
No. 4 (4.75 mm) Sieve (9.5 mm OGFC, 9.5 mm Superpave)	1.00	0.00 - 9.0	0.00 - 6.7	0.00 - 5.7	0.00 - 5.2	0.00 - 4.8	0.00 - 4.4	0.00 - 4.1	0.00 - 3.8
	0.98	9.1 - 10.0	6.8 - 7.6	5.8 - 6.3	5.3 - 5.8	4.9 - 5.4	4.5 - 4.9	4.2 - 4.6	3.9 - 4.3
	0.95	10.1 - 11.9	7.7 - 8.5	6.4 - 6.9	5.9 - 6.4	5.5 - 5.9	5.0 - 5.4	4.7 - 5.0	4.4 - 4.7
	0.90	12.0 - 13.0	8.6 - 9.4	7.0 - 7.5	6.5 - 7.0	6.0 - 6.5	5.5 - 5.9	5.1 - 5.5	4.8 - 5.1
	0.85	13.1 - 14.0	9.5 - 10.2	7.6 - 8.0	7.1 - 7.6	6.6 - 7.0	6.0 - 6.4	5.6 - 5.9	5.2 - 5.5
	0.80	14.1 - 14.5	10.3 - 10.5	8.1 - 8.3	7.7 - 8.0	7.1 - 7.5	6.5 - 6.9	6.0 - 6.4	5.6 - 5.9
No. 4 (4.75 mm) Sieve	1.00	0.00 - 6.8	0.00 - 5.0	0.00 - 4.3	0.00 - 3.9	0.00 - 3.6	0.00 - 3.3	0.00 - 3.1	0.00 - 2.8

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Mixture Characteristics	Pay Factor	Mean of the Deviations from the Job Mix Formula							
		1 Test	2 Tests	3 Tests	4 Tests	5 Tests	6 Tests	7 Tests	8 Tests
(9.5 mm SMA)	0.98	6.9 - 7.5	5.1 - 5.7	4.4 - 4.7	4.0 - 4.4	3.7 - 4.0	3.4 - 3.7	3.2 - 3.4	2.9 - 3.2
	0.95	7.6 - 8.9	5.8 - 6.4	4.8 - 5.2	4.5 - 4.8	4.1 - 4.4	3.8 - 4.0	3.5 - 3.8	3.3 - 3.5
	0.90	9.0 - 9.8	6.5 - 7.0	5.3 - 5.6	4.9 - 5.2	4.5 - 4.9	4.1 - 4.4	3.9 - 4.1	3.6 - 3.8
	0.85	9.9 - 10.5	7.1 - 7.7	5.7 - 6.0	5.3 - 5.7	5.0 - 5.2	4.3 - 4.8	4.2 - 4.4	3.9 - 4.1
	0.80	10.6 - 10.9	7.8 - 7.9	6.1 - 6.2	5.8 - 6.0	5.3 - 5.6	4.9 - 5.2	4.5 - 4.8	4.2 - 4.4
No. 8 (2.36 mm) Sieve (OGFC, PEM, Superpave and 4.75 mm mixes)	1.00	0.00 - 7.0	0.00 - 5.6	0.00 - 4.8	0.00 - 4.3	0.00 - 4.0	0.00 - 3.6	0.00 - 3.4	0.00 - 3.2
	0.98	7.1 - 8.0	5.7 - 6.3	4.9 - 5.4	4.4 - 4.8	4.1 - 4.5	3.7 - 4.1	3.5 - 3.8	3.3 - 3.6
	0.95	8.1 - 9.0	6.4 - 7.0	5.5 - 6.0	4.9 - 5.3	4.6 - 4.9	4.2 - 4.5	3.9 - 4.2	3.7 - 3.9
	0.90	9.1 - 10.9	7.1 - 7.7	6.1 - 6.6	5.4 - 5.8	5.0 - 5.4	4.6 - 4.9	4.3 - 4.6	4.0 - 4.3
	0.85	11.0 - 12.0	7.8 - 8.5	6.7 - 7.2	5.9 - 6.4	5.5 - 5.8	5.0 - 5.3	4.7 - 5.0	4.4 - 4.6
	0.75	12.1 - 12.5	8.6 - 8.8	7.3 - 7.5	6.5 - 6.8	5.9 - 6.3	5.4 - 5.7	5.1 - 5.3	4.7 - 4.9
No. 8 (2.36 mm) Sieve (12.5 mm SMA, 9.5 mm SMA)	1.00	0.00 - 5.3	0.00 - 4.2	0.00 - 3.6	0.00 - 3.2	0.00 - 3.0	0.00 - 2.7	0.00 - 2.6	0.00 - 2.4
	0.98	5.4 - 6.0	4.3 - 4.7	3.7 - 4.0	3.3 - 3.6	3.1 - 3.4	2.8 - 3.1	2.7 - 2.9	2.5 - 2.7
	0.95	6.1 - 6.8	4.8 - 5.3	4.1 - 4.5	3.7 - 4.0	3.5 - 3.7	3.2 - 3.4	3.0 - 3.2	2.8 - 2.9
	0.90	6.9 - 8.2	5.4 - 5.8	5.6 - 5.0	4.1 - 4.5	3.8 - 4.0	3.5 - 3.7	3.3 - 3.5	3.0 - 3.2
	0.85	8.3 - 9.0	5.9 - 6.4	5.1 - 5.4	4.6 - 4.8	4.1 - 4.4	3.8 - 4.0	3.6 - 3.8	3.3 - 3.4
	0.75	9.1 - 9.4	6.5 - 6.6	5.5 - 5.0	4.9 - 5.1	4.5 - 4.7	4.1 - 4.3	3.9 - 4.0	3.5 - 3.7
No. 8 (2.36 mm) Sieve for OGFC and PEM mixes: When the mean of the deviations from the Job Mix Formula for a particular lot exceeds the tolerance for a 1.00 pay factor in the appropriate column, the lot will be paid for at 0.50 of the Contract Price.									

**Table 10—Mixture Acceptance Schedule—Subsurface Mixes**

Mixture Characteristics	Pay Factor	Mean of the Deviations from the Job Mix Formula							
		1 Test	2 Tests	3 Tests	4 Tests	5 Tests	6 Tests	7 Tests	8 Tests
Asphalt Cement Content (Extraction, Ignition)	1.00	0.00 - 0.80	0.00 - 0.61	0.00 - 0.52	0.00 - 0.46	0.00 - 0.43	0.00 - 0.39	0.00 - 0.36	0.00 - 0.34
	0.95	0.81 - 0.90	0.62 - 0.68	0.53 - 0.58	0.47 - 0.51	0.44 - 0.47	0.40 - 0.43	0.37 - 0.40	0.35 - 0.37
	0.90	0.91 - 1.00	0.69 - 0.75	0.59 - 0.64	0.52 - 0.56	0.48 - 0.52	0.44 - 0.47	0.41 - 0.44	0.38 - 0.41
	0.80	1.01 - 1.19	0.76 - 0.82	0.65 - 0.69	0.57 - 0.61	0.53 - 0.56	0.48 - 0.51	0.45 - 0.47	0.42 - 0.44
	0.70	1.20 - 1.40	0.83 - 0.85	0.70 - 0.72	0.62 - 0.64	0.57 - 0.59	0.52 - 0.55	0.48 - 0.51	0.45 - 0.48
	0.50	1.41 - 1.60	0.86 - 0.88	0.73 - 0.75	0.65 - 0.67	0.60 - 0.63	0.56 - 0.60	0.52 - 0.56	0.49 - 0.52
1/2 in. (12.5 mm) Sieve (25 mm Superpave)	1.00	0.00 - 12.9	0.00 - 8.1	0.00 - 6.9	0.00 - 6.1	0.00 - 5.5	0.00 - 5.0	0.00 - 4.7	0.00 - 4.4
	0.98	13.0 - 14.0	8.2 - 9.1	7.0 - 7.7	6.2 - 6.8	5.6 - 6.1	5.1 - 5.6	4.8 - 5.2	4.5 - 4.9
	0.95	14.1 - 15.0	9.2 - 10.1	7.8 - 8.5	6.9 - 7.5	6.2 - 6.7	5.7 - 6.1	5.3 - 5.7	5.0 - 5.4
	0.90	15.1 - 16.0	10.2 - 11.1	8.6 - 9.3	7.6 - 8.2	6.8 - 7.4	6.2 - 6.7	5.8 - 6.3	5.5 - 5.9
	0.85	16.1 - 17.0	11.2 - 11.5	9.4 - 9.6	8.3 - 8.6	7.5 - 7.8	6.8 - 7.0	6.4 - 6.5	6.0 - 6.1
	0.80	17.1 - 18.0	11.6 - 11.9	9.7 - 9.9	8.7 - 9.0	7.9 - 8.1	7.1 - 7.3	6.6 - 6.8	6.2 - 6.4
1/2 in. (12.5 mm) Sieve (19 mm SMA)	1.00	0.00 - 9.7	0.00 - 6.0	0.00 - 5.2	0.00 - 4.6	0.00 - 4.1	0.00 - 3.8	0.00 - 3.5	0.00 - 3.3
	0.98	9.8 - 10.5	6.2 - 6.8	5.3 - 5.8	4.7 - 5.1	4.2 - 4.6	3.9 - 4.2	3.6 - 3.9	3.4 - 3.7
	0.95	10.6 - 11.2	6.9 - 7.8	5.9 - 6.4	5.2 - 5.6	4.7 - 5.0	4.3 - 4.6	4.0 - 4.3	3.8 - 4.0
	0.90	11.3 - 12.0	7.9 - 8.3	6.5 - 7.0	5.7 - 6.1	5.1 - 5.6	4.7 - 5.0	4.4 - 4.7	4.1 - 4.4
	0.85	12.1 - 12.8	8.4 - 8.6	7.1 - 7.2	6.2 - 6.5	5.7 - 5.9	5.1 - 5.3	4.8 - 4.9	4.5 - 5.6
	0.80	12.9 - 13.5	8.7 - 8.9	7.3 - 7.4	6.6 - 6.8	6.0 - 6.1	5.4 - 5.5	5.0 - 5.1	4.7 - 4.8
3/8 in. (9.5 mm) Sieve (19 mm Superpave, 12.5 mm Superpave)	1.00	0.00 - 10.0	0.00 - 7.5	0.00 - 6.3	0.00 - 5.6	0.00 - 5.2	0.00 - 4.7	0.00 - 4.4	0.00 - 4.1
	0.98	10.1 - 11.9	7.6 - 8.4	6.4 - 7.0	5.7 - 6.3	5.3 - 5.8	4.8 - 5.3	4.5 - 5.0	4.2 - 4.6
	0.95	12.0 - 13.0	8.5 - 9.3	7.1 - 7.7	6.4 - 6.9	5.9 - 6.3	5.4 - 5.8	5.1 - 5.4	4.7 - 5.0
	0.90	13.1 - 14.0	9.4 - 10.2	7.8 - 8.6	7.0 - 7.6	6.4 - 6.9	5.9 - 6.3	5.5 - 5.9	5.1 - 5.5
	0.85	14.1 - 14.5	10.3 - 10.5	8.7 - 8.9	7.7 - 8.0	7.0 - 7.5	6.4 - 6.8	6.0 - 6.4	5.6 - 6.0
	0.80	14.6 - 15.0	10.6 - 10.8	9.0 - 9.2	8.1 - 8.4	7.6 - 7.8	6.9 - 7.3	6.5 - 6.8	6.1 - 6.5
No. 4 (4.75 mm) Sieve	1.00	0.00 - 10.0	0.00 - 7.6	0.00 - 6.3	0.00 - 5.8	0.00 - 5.4	0.00 - 4.9	0.00 - 4.6	0.00 - 4.3

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Mixture Characteristics	Pay Factor	Mean of the Deviations from the Job Mix Formula							
		1 Test	2 Tests	3 Tests	4 Tests	5 Tests	6 Tests	7 Tests	8 Tests
(9.5 mm Superpave)	0.98	10.1 - 11.9	7.7 - 8.5	6.4 - 6.9	5.9 - 6.4	5.5 - 5.9	5.0 - 5.4	4.7 - 5.0	4.4 - 4.7
	0.95	12.0 - 13.0	8.6 - 9.4	7.0 - 7.5	6.5 - 7.0	6.0 - 6.5	5.5 - 5.9	5.1 - 5.5	4.8 - 5.1
	0.90	13.1 - 14.0	9.5 - 10.2	7.6 - 8.0	7.1 - 7.6	6.6 - 7.0	6.0 - 6.4	5.6 - 5.9	5.2 - 5.5
	0.85	14.1 - 14.5	10.3 - 10.5	8.1 - 8.3	7.7 - 8.0	7.1 - 7.5	6.5 - 6.9	6.0 - 6.4	5.6 - 5.9
	0.80	14.6 - 15.0	10.6 - 10.8	8.4 - 8.6	8.1 - 8.4	7.6 - 8.0	7.0 - 7.4	6.5 - 6.8	6.0 - 6.3
No. 8 (2.36 mm) Sieve (All mixes except SMA)	1.00	0.00 - 8.0	0.00 - 6.3	0.00 - 5.4	0.00 - 4.8	0.00 - 4.5	0.00 - 4.1	0.00 - 3.8	0.00 - 3.6
	0.98	8.1 - 9.0	6.4 - 7.0	5.5 - 6.0	4.9 - 5.3	4.6 - 4.9	4.2 - 4.5	3.9 - 4.2	3.7 - 3.9
	0.95	9.1 - 10.0	7.1 - 7.7	6.1 - 6.6	5.4 - 5.8	5.0 - 5.4	4.6 - 4.9	4.3 - 4.6	4.0 - 4.3
	0.90	10.1 - 11.9	7.8 - 8.5	6.7 - 7.2	5.9 - 6.4	5.5 - 5.8	5.0 - 5.3	4.7 - 5.0	4.4 - 4.6
	0.85	12.0 - 13.0	8.6 - 8.8	7.3 - 7.5	6.5 - 6.8	5.9 - 6.3	5.4 - 5.7	5.1 - 5.3	4.7 - 4.9
	0.75	13.1 - 14.0	8.9 - 9.1	7.6 - 7.8	6.9 - 7.2	6.4 - 6.6	5.8 - 6.1	5.4 - 5.7	5.0 - 5.3
No. 8 (2.36 mm) Sieve (19 mm SMA)	1.00	0.00 - 6.0	0.00 - 4.7	0.00 - 4.1	0.00 - 3.6	0.00 - 3.4	0.00 - 3.1	0.00 - 2.9	0.00 - 2.4
	0.98	6.1 - 6.8	4.8 - 5.2	4.2 - 4.5	3.7 - 4.0	3.5 - 3.7	3.2 - 3.4	3.0 - 3.2	2.8 - 2.9
	0.95	6.9 - 7.5	5.3 - 5.8	4.6 - 5.0	4.1 - 4.4	3.8 - 4.0	3.5 - 3.7	3.3 - 3.5	3.0 - 3.2
	0.90	7.6 - 8.9	5.9 - 6.4	5.1 - 5.4	4.5 - 4.8	4.1 - 4.4	3.8 - 4.0	3.6 - 3.8	3.3 - 3.5
	0.85	9.0 - 9.8	6.5 - 6.6	5.5 - 5.6	4.9 - 5.1	4.5 - 4.7	4.1 - 4.3	3.9 - 4.0	3.6 - 3.7
	0.75	9.9 - 10.5	6.7 - 6.8	5.7 - 5.9	5.2 - 5.4	4.8 - 5.0	4.4 - 4.6	4.1 - 4.3	3.8 - 4.0

## E. Segregated Mixture

Prevent mixture placement yielding a segregated mat by following production, storage, loading, placing, and handling procedures. Ensure needed plant modifications and provide necessary auxiliary equipment. (See [Subsection 400.1.01, “Definitions.”](#))

If the mixture is segregated in the finished mat, the Department will take actions based on the degree of segregation. The actions are described below.

### 1. Unquestionably Unacceptable Segregation

When the Engineer determines the segregation in the finished mat is unquestionably unacceptable, follow these measures:

- a. Suspend Work and require the Contractor to take positive corrective action. The Department will evaluate the segregated areas to determine the extent of the corrective work to the in-place mat as follows:
  - Perform extraction and gradation analysis by taking 6 in (150 mm) cores from typical, visually unacceptable segregated areas.
  - Determine the corrective work according to [Subsection 400.3.06.E.3](#).
- b. Require the Contractor to submit a written plan of measures and actions to prevent further segregation. Work will not continue until the plan is submitted to and approved by the Department.
- c. When work resumes, place a test section not to exceed 500 tons (500 Mg) of the affected mixture for the Department to evaluate. If a few loads show that corrective actions were not adequate, follow the measures above beginning with step 1.a. above. If the problem is solved, Work may continue.

### 2. Unacceptable Segregation Suspected

When the Engineer observes segregation in the finished mat and the work may be unacceptable, follow these measures:

- a. Allow work to continue at Contractor's risk.
- b. Require Contractor to immediately and continually adjust operation until the visually apparent segregated areas are eliminated from the finished mat. The Department will immediately investigate to determine the severity of the apparent segregation as follows:
  - Take 6 in (150 mm) cores from typical areas of suspect segregation.
  - Test the cores for compliance with the mixture control tolerances in [Section 828](#).

When these tolerances are exceeded, suspend work for corrective action as outlined in [Subsection 400.3.06.E.3](#).

### 3. Corrective Work

- a. Remove and replace (at the Contractor's expense) any segregated area where the gradation on the control sieves is found to vary 10 percent or more from the approved job mix formula, the asphalt cement varies 1.0% or more from the approved job mix formula, or if in-place air voids exceed 13.5% based on [GDT 39](#). The control sieves for each mix type are shown in [Subsection 400.5.01.B “Determine Lot Acceptance.”](#)
- b. Subsurface mixes. For subsurface mixes, limit removal and replacement to the full lane width and no less than 10 ft. (3 m) long and as approved by the Engineer.
- c. Surface Mixes. For surface mixes, ensure that removal and replacement is not less than the full width of the affected lane and no less than the length of the affected areas as determined by the Engineer.

Surface tolerance requirements apply to the corrected areas for both subsurface and surface mixes.

## 400.3.07 Contractor Warranty and Maintenance

### A. Contractor's Record

Maintain a dated, written record of the most recent plant calibration. Keep this record available for the Engineer's inspection at all times. Maintain records in the form of:

- Graphs
- Tables
- Charts
- Mechanically prepared data

### 400.4 Measurement

Thickness and spread rate tolerances for the various mixtures are specified in [Subsection 400.4.A.2.b, Table 11, Thickness and Spread Rate Tolerance at Any Given Location](#). These tolerances are applied as outlined below:

#### A. Hot Mix Asphaltic Concrete Paid for by Weight

##### 1. Plans Designate a Spread Rate

- a. Thickness Determinations. Thickness determinations are not required when the Plans designate a spread rate per square yard (meter).

If the spread rate exceeds the upper limits outlined in the [Subsection 400.4.A.2.b, Table 11, “Thickness and Spread Rate Tolerance at Any Given Location”](#), the mix in excess will not be paid for.

If the rate of spread is less than the lower limit, correct the deficient course by overlaying the entire lot.

The mixture used for correcting deficient areas is paid for at the Contract Unit Price of the course being corrected and is subject to the [Mixture Acceptance Schedule—Table 9 or 10](#).

- b. Recalculate the Total Spread Rate. After the deficient hot mix course has been corrected, the total spread rate for that lot is recalculated, and mix in excess of the upper tolerance limit as outlined in the [Subsection 400.4.A.2.b, Table 11, “Thickness and Spread Rate Tolerance at Any Given Location”](#) is not paid for.

The quantity of material placed on irregular areas such as driveways, turnouts, intersections, feather edge section, etc., is deducted from the final spread determination for each lot.

##### 2. Plans Designate Thickness

If the average thickness exceeds the tolerances specified in the [Subsection 400.4.A.2.b, Table 11, “Thickness and Spread Rate Tolerance at Any Given Location”](#), the Engineer shall take cores to determine the area of excess thickness. Excess quantity will not be paid for.

If the average thickness is deficient by more than the tolerances specified in the Thickness and Spread Rate Tolerance at Any Given Location table below, the Engineer shall take additional cores to determine the area of deficient thickness. Correct areas with thickness deficiencies as follows:

- a. Overlay the deficient area with the same mixture type being corrected or with an approved surface mixture. The overlay shall extend for a minimum of 300 ft (90 m) for the full width of the course.
- b. Ensure that the corrected surface course complies with [Subsection 400.3.06.C.1, “Visual and Straightedge Inspection.”](#) The mixture required to correct a deficient area is paid for at the Contract Unit Price of the course being corrected.

The mixture is subject to the [Mixture Acceptance Schedule—Table 9 or 10](#). The quantity of the additional mixture shall not exceed the required calculated quantity used to increase the average thickness of the overlaid section to the maximum tolerance allowed under the following table.

**Table 11—Thickness and Spread Rate Tolerance at Any Given Location**

Course	Thickness Specified	Spread Rate Specified
Asphaltic concrete base course	± 0.5 in (±13 mm)	+40 lbs, -50 lbs (+20 kg, -30 kg)
Intermediate and/or wearing course	± 0.25 in (± 6 mm)	+20 lbs, -25 lbs (+10 kg, -15 kg)
Overall of any combination of 1 and 2	± 0.5 in (±13 mm)	+40 lbs, -50 lbs (+20 kg, -30 kg)

**Note 1:** For asphaltic concrete 9.5 mm OGFC and 12.5 mm OGFC, control the spread rate per lot within 5 lbs/yd<sup>2</sup> (3 kg/m<sup>2</sup>) of the designated spread rate. For asphaltic concrete 12.5 mm PEM, control the spread rate per lot within 10 lbs/yd<sup>2</sup> (6 kg/m<sup>2</sup>) of the designated spread rate.

**Note 2:** Thickness and spread rate tolerances are provided to allow normal variations within a given lot. Do not continuously operate at a thickness of spread rate not specified.

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When the Plans specify a thickness, the Engineer may take as many cores as necessary to determine the average thickness of the intermediate or surface course. The Engineer shall take a minimum of one core per 1,000 ft (300 m) per two lanes of roadway. Thickness will be determined by average measurements of each core according to [GDT 42](#).

If the average exceeds the tolerances specified in the [Subsection 400.4.A.2.b, Table 11, “Thickness and Spread Rate Tolerance at Any Given Location”](#), additional cores will be taken to determine the area of excess thickness and excess tonnage will not be paid for.

## B. Hot Mix Asphaltic Concrete Paid for by Square Yard (Meter)

1. The thickness of the base course or the intermediate or surface course will be determined by the Department by cutting cores and the thickness will be determined by averaging the measurements of each core.
2. If any measurement is deficient in thickness more than the tolerances given in the table above, additional cores will be taken by the Department to determine the area of thickness deficiency. Correct thickness deficiency areas as follows:
  - a. Overlay the deficient area with the same type mixtures being corrected or with surface mixture. Extend the overlay at least 300 ft (90 m) for the full width of the course.
  - b. Ensure the corrected surface course complies with [Subsection 400.3.06.C.1, Visual and Straightedge Inspection](#).
  - c. The mixture is subject to the [Mixture Acceptance Schedule—Table 9 or 10](#).
3. No extra payment is made for mixtures used for correction.
4. No extra payment is made for thickness in excess of that specified.

**NOTE: Thickness tolerances are provided to allow normal variations within a given lot. Do not continuously operate at a thickness not specified.**

## C. Asphaltic Concrete

Hot mix asphaltic concrete, complete in place and accepted, is measured in tons (megagrams) or square yards (meters) as indicated in the Proposal. If payment is by the ton (megagram), the actual weight is determined by weighing each loaded vehicle on the required motor truck scale as the material is hauled to the roadway, or by using recorded weights if a digital recording device is used.

The weight measured includes all materials. No deductions are made for the weight of the individual ingredients. The actual weight is the pay weight except when the aggregates used have a combined bulk specific gravity greater than 2.75. In this case the pay weight is determined according to the following formula:

$$T1 = T \times \left\{ \frac{\% AC + \left( \frac{\% \text{ Aggregate} \times 2.75}{\text{combined bulk Specific Gravity}} \right) + \% Y}{100} \right\}$$

Where:

T1	Pay weight, tonnage (Mg)
T=	Actual weight
% AC=	Percent asphalt cement by weight of total mixture
% Aggregate =	Percent aggregate by weight of total mixture
Combined Bulk Sp. Gr.=	Calculated combined bulk specific gravity of various mineral aggregates used in the mixture
% Y=	Percent hydrated lime by weight of mineral aggregate



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### D. Bituminous Material

Bituminous material is not measured for separate payment.

### E. Hydrated Lime

When hydrated lime is used as an anti-stripping additive, it is not measured for separate payment.

### F. Field Laboratory

The field laboratory required in this Specification is not measured for separate payment.

### G. Asphaltic Concrete Leveling

Payment of hot mix asphaltic concrete leveling, regardless of the type mix, is full compensation for furnishing materials, bituminous materials, and hydrated lime (when required) for patching and repair of minor defects, surface preparation, cleaning, hauling, mixing, spreading, and rolling.

Mixture for leveling courses is subject to the acceptance schedule as stated in [Subsection 400.3.06.A](#) and [Subsection 400.3.06.B](#).

### H. Asphaltic Concrete Patching

Hot mix asphaltic concrete patching, regardless of the type mix, is paid for at the Contract Unit Price per ton (Megagram), complete in place and accepted. Payment is full compensation for:

- Furnishing materials such as bituminous material and hydrated lime (when required)
- Preparing surface to be patched
- Cutting areas to be patched, trimmed, and cleaned
- Hauling, mixing, placing, and compacting the materials

#### 400.4.01 Limits

When the asphaltic concrete is paid for by the square yard (meter) and multiple lifts are used, the number and thickness of the lifts are subject to the Engineer's approval and are used to prorate the pay factor for the affected roadway section.

### 400.5 Payment

When materials or construction are not within the tolerances in this Specification, the Contract Price will be adjusted according to [Subsection 106.03, "Samples, Tests, Cited Specifications"](#) and [Subsection 400.3.06, "Quality Acceptance."](#)

Hot mix asphaltic concrete of the various types are paid for at the Contract Unit Price per ton (megagram) or per square yard (meter). Payment is full compensation for furnishing and placing materials including asphalt cement, hydrated lime when required, approved additives, and for cleaning and repairing, preparing surfaces, hauling, mixing, spreading, rolling, and performing other operations to complete the Contract Item.

Payment will be made under:

Item No. 400	Asphaltic concrete <u>type</u> Superpave, <u>group-blend</u> , Including polymer-modified bituminous materials and hydrated lime	Per ton (megagram)
Item No. 400	Asphaltic concrete <u>type</u> , Superpave, <u>group-blend</u> , including bituminous materials and hydrated lime	Per ton (megagram)
Item No. 400	Asphaltic concrete <u>type</u> Superpave, <u>group-blend</u> , Including bituminous materials, Gilsonite modifier, and hydrated lime	Per ton (megagram)

Item No. 400	_____ inches asphaltic concrete, <u>type</u> Superpave, <u>group-blend</u> including bituminous materials, Gilsonite modifier and hydrated lime	Per square yard (meter)
Item No. 400	Asphaltic concrete <u>type</u> Stone Matrix Asphalt, <u>group-blend</u> , including polymer-modified bituminous materials and hydrated lime	Per ton (megagram)
Item No. 400	Asphaltic concrete <u>type</u> OGFC, <u>group 2</u> only, including bituminous materials and hydrated lime	Per ton (megagram)

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Item No. 400	Asphaltic concrete <u>type</u> OGFC, <u>group 2</u> only, including polymer-modified bituminous materials and hydrated lime	Per ton (megagram)
Item No. 400	Asphaltic concrete <u>type</u> Porous European Mix, <u>group 2</u> only, including polymer-modified bituminous materials and hydrated lime	Per ton (megagram)

### 400.501 Adjustments

#### A. Materials Produced and Placed During the Adjustment Period

An adjustment period is allowed at the start of mixing operations for each type of mix placed on the Contract. Asphaltic Concrete OGFC or PEM shall be granted an adjustment period for the first 500 tons (500 Mg) produced for the Contract. A new adjustment period shall not be granted for a change of producer, mix design or asphalt plant location. The adjustment period is provided to adjust or correct the mix and to establish the construction procedures and sequence of operations.

The adjustment period consists of the tons (megagrams) of the affected mix produced and placed on the first day of operation. If this quantity is less than 500 tons (500 Mg), the Engineer may combine the tons (megagrams) produced and placed on the first day of operation with the tons (megagrams) produced and placed on the next production day of the affected mix for the adjustment period.

The material produced and placed during the mixture adjustment period is one lot. If the mix is adjusted during this period, a new lot may be necessary, but a new adjustment period will not be permitted.

This material shall be paid for at 100 percent of the Contract Unit Price provided it meets the minimum requirements for a 1.00 pay factor for asphalt cement content and a 0.90 pay factor for gradation in the [Mixture Acceptance Schedule—Table 9 or 10](#).

If the material placed during the adjustment period fails to meet the above requirements, it will be paid for using the applicable acceptance schedule. However, when mixture used for leveling at a spread rate of 90 lbs/yd<sup>2</sup> (50 kg/m<sup>2</sup>) or less is also used for the surface mix at a spread rate greater than 90 lbs/yd<sup>2</sup> (50 kg/m<sup>2</sup>), an additional adjustment period will be allowed for compaction only. This material will be paid for at a 1.00 pay factor provided it:

- Meets the minimum requirements for a 1.00 pay factor in the [Mixture Acceptance Schedule—Table 9 or 10](#) for both asphalt content and gradation.
- Meets the minimum requirements for a 0.90 pay factor in Table 12 of [Subsection 400.501C, “Calculate Mean Pavement Air Voids.”](#)

Mixture which does not meet these requirements shall be paid for using the applicable acceptance schedule.

#### B. Determine Lot Acceptance

Pay factor adjustments are based on control sieves and asphalt cement content. The control sieves used in the mixture acceptance schedule for the various types of mix are indicated below:

Control Sieves Used in the Mixture Acceptance Schedule	
Asphaltic concrete 25 mm Superpave	1/2 in., No. 8 (12.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 19 mm SMA	1/2 in., No. 8 (12.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 19 mm Superpave	3/8 in., No. 8 (9.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 12.5 mm Superpave	3/8 in., No. 8 (9.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 12.5 mm SMA	3/8 in., No. 8 (9.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 12.5 mm PEM	3/8 in., No. 8 (9.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 12.5 mm OGFC	3/8 in., No. 8 (9.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 9.5 mm Superpave	No. 4, No. 8 (4.75 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 9.5 mm SMA	No. 4, No. 8 (4.75 mm, 2.36 mm) sieves and asphalt cement

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Control Sieves Used in the Mixture Acceptance Schedule	
Asphaltic concrete 9.5 mm OGFC	No. 4, No. 8 (4.75 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 4.75 mm Mix	No. 8 (2.36 mm) sieve and asphalt cement

For projects which do not have milling quantities established as a Pay Item, the Department will pay for 12.5 mm OGFC and PEM placed on ramps and end of project transitions under the appropriate mixture pay item, but the mix shall be subject to the same gradation and control sieve requirements as asphaltic concrete 9.5 mm OGFC. Add polymer-modified bituminous material, hydrated lime, and stabilizing fiber to this mix.

The Department will perform the following tasks:

1. Using the [Mixture Acceptance Schedule—Table 9 or 10](#), determine the mean of the deviations from the job mix formula per test results per lot.
2. Determine this mean by averaging the actual numeric value of the individual deviations from the job mix formula; disregard whether the deviations are positive or negative amounts.
3. Use the Asphalt Cement Content and Aggregate Gradation of Asphalt Concrete [Mixture Acceptance Schedule—Table 9](#) to determine acceptance of surface mixes and the [Mixture Acceptance Schedule—Table 10](#) to determine acceptance of subsurface mixes.

On Contracts involving 1,000 tons (1000 Mg) or less of asphaltic concrete, the mixture is accepted for 100 percent payment of the asphaltic concrete Unit Price provided it meets the following:

1. Minimum requirements for a 1.00 pay factor for asphalt cement content and a 0.90 pay factor for gradation in the applicable [Mixture Acceptance Schedule—Table 9 or 10](#).
2. Minimum requirements for a 0.90 pay factor in Table 12 of [Subsection 400.5.01C, “Calculate Pavement Mean Air Voids.”](#)

If the material placed on Contracts involving 1,000 tons (1000 Mg) or less of asphaltic concrete does not meet the above requirements, the material will be paid for using the applicable acceptance schedule.

### C. Calculate Pavement Mean Air Voids

The Department will determine the percent of maximum air voids for each lot by dividing the pavement mean air voids by the maximum pavement mean air voids acceptable.

The Department will determine the payment for each lot by multiplying the Contract Unit Price by the adjusted pay factor shown in the following Air Voids Acceptance schedule:

**Table 12 - Air Voids Acceptance Schedule**

Pay Factor	Percent of Maximum Air Voids (Lot Average of Tests)	Percent of Maximum Air Voids (Lot Average all Tests) (for Reevaluations)
1.00	≤100	≤100
0.97	100.1 — 105	100.1 — 104
0.95	105.1 — 112	104.1 — 109
0.90	112.1 — 124	109.1 — 118
0.80	124.1 — 149	118.1 — 136
0.70	149.1 — 172	136.1 — 153
0.50	172.1 — 191	153.1 — 166

When recommended by the Office of Materials and Research, Lots receiving less than 0.5 pay factor shall be removed and replaced at the Contractor's expense.

When the range tolerance is exceeded, the Department will apply a pay factor of 0.95 as described in [Subsection 400.3.06.B.2.](#)

## Section 400—Hot Mix Asphaltic Concrete Construction

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### D. Asphaltic Concrete For Temporary Detours

Hot mix asphaltic concrete placed on temporary detours not to remain in place as part of the permanent pavement does not require hydrated lime. Hot mix used for this purpose is paid for at an adjusted Contract Price. The payment for this item shall cover all cost of construction, maintenance and removal of all temporary mix. Hot mix asphaltic concrete placed as temporary mix shall meet requirements established in Subsection [400.3.05.F](#).

Where the Contract Price of the asphaltic concrete for permanent pavement is let by the ton (megagram), the Contract Price for the asphaltic concrete placed on temporary detours is adjusted by subtracting \$0.75/ton (\$0.85/mg) of mix used.

Where the Contract price of the mix in the permanent pavement is based on the square yard (meter), obtain the adjusted price for the same mix used on the temporary detour by subtracting \$0.04/yd<sup>2</sup> (\$0.05/ m<sup>2</sup>) per 1-in (25-mm) plan depth.

Further price adjustments required in [Subsection 400.3.06, “Quality Acceptance,”](#) which are based on the appropriate adjusted Contract Price for mix used in the temporary detour work shall apply should temporary mix be left in place. Hot mix asphalt produced as temporary mix containing no hydrated lime shall be removed and replaced with permanent mix containing hydrated lime.

### E. Determine Lot Payment

Determine the lot payment as follows:

1. When one of the pay factors for a specific acceptance lot is less than 1.0, determine the payment for the lot by multiplying the Contract Unit Price by the adjusted pay factor.
2. When two or more pay factors for a specific acceptance lot are less than 1.0, determine the adjusted payment by multiplying the Contract Unit Price by the lowest pay factor.

If the mean of the deviations from the job mix formula of the tests for a sieve or asphalt cement content exceeds the tolerances established in the [Mixture Acceptance Schedule—Table 9 or 10](#) and if the Engineer determines that the material need not be removed and replaced, the lot may be accepted at an adjusted unit price as determined by the Engineer. If the pavement mean air voids exceed the tolerances established in the [Air Voids Acceptance Schedule – Table 12](#), remove and replace the materials at the Contractor’s expense.

If the Engineer determines the material is not acceptable to leave in place, remove and replace the materials at the Contractor’s expense.

GEORGIA DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

SUPPLEMENTAL SPECIFICATION

**Section 402—Hot Mix Recycled Asphaltic Concrete**

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*Delete Section 402 and substitute the following:*

**402.1 General Description**

This work includes producing and placing hot mix recycled asphaltic concrete that incorporates reclaimed asphalt pavement (RAP), reclaimed asphalt shingles (RAS), virgin aggregate, hydrated lime, and neat asphalt cement.

**402.1.01 Definitions**

General Provisions 101 through 150.

**402.1.02 Related References**

**A. Standard Specifications**

[Section 400—Hot Mix Asphaltic Concrete Construction](#)

[Section 800—Coarse Aggregate](#)

[Section 828—Hot Mix Asphaltic Concrete Mixtures](#)

**B. Referenced Documents**

SOP 41 “Guidelines for RAP Stockpile Approval”

**402.1.03 Submittals**

**A. Certified Weight Tickets**

Notify the Engineer before removing RAP from a stockpile that belongs to the Department. Submit to the Engineer the certified weight tickets of materials removed from the stockpile.

**B. Affidavit**

Submit to the laboratory an affidavit stating the sources of stockpiled materials to be used on a State project. Include the following information in the letter:

- State project number
- Location from which the material was removed
- Approximate removal dates
- Mix types removed and the estimated quantity of each type in the stockpiles
- Other available information about the stockpiled material such as percentage of local sand in the RAP

Obtain specific approval from the laboratory to use RAP or RAS stockpiles.

Adhere to Guidelines for RAP Stockpile Approval.

## 402.2 Materials

### A. RAP Material Composition

Use RAP materials from any of the following:

- Existing roadway
- Contractor's RAP stockpile that has been approved by the Department
- Department stockpile

<b>NOTE: The location of Department RAP material stockpiles will be given on the Plans.</b>
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Do not use RAP materials that contain alluvial gravel or local sand in any mixture placed on interstate projects except for mixtures used in shoulder construction. When used in shoulder construction, limit RAP containing local sand or alluvial gravel so that the sand or gravel contributes no more than 20% of the total aggregate portion of the mix.

#### 1. RAP Percentage

For non-interstate projects, limit the percentage of RAP allowed in recycled mixes so that the overall amount of alluvial gravel does not exceed 5 percent of the total mix. The percentage of alluvial gravel, local sand, and Group I material in the RAP will be determined through petrographic analysis or available records.

RAP furnished to the Contractor but not used in the work remains the Contractor's property.

RAP used in the recycled mixtures for mainline or ramps (if applicable) may make up from 0 to 40 percent of the mixture depending on the amount of RAP available, the production facilities, and whether the mixture meets the requirements in [Section 828](#).

The maximum ratio of RAP material to the recycled mixtures other than SMA is 40 percent for continuous mix type plants and 25 percent for batch type plants. The maximum ratio of RAP material to the recycled mixture is 15 percent for Stone Matrix Asphalt (SMA) mixes.

#### 2. Process RAP Material

Process RAP material to be used in the recycled mixture so that 100 percent will pass the 2 in (50 mm) sieve.

Additional crushing and sizing may be required if the RAP aggregate exceeds the maximum sieve size for the mix type as shown in [Section 828](#). Obtain representative materials from the RAP stockpile for the mix design.

### B. RAS Material

RAS materials are produced as a by-product of manufacturing roofing shingles and/or discarded shingle scrap from the reroofing of buildings.

1. Limit the amount of RAS material used in the recycled mixture to no greater than 5 percent of the total mixture weight.
2. Shred the RAS material before incorporating it into the mix to ensure that 100 percent of the shredded pieces are less than 1/2 in (12.5 mm) in any dimension.
3. Remove all foreign materials such as paper, roofing nails, wood, or metal flashing.
4. Provide test results for Bulk Sample Analysis, known as Polarized Light Microscopy, if post-consumer shingles are used to certify the RAS material is free of asbestos. Test stockpiles at the rate of one test per 1000 tons (megagrams) prior to processing.

Other than as specifically stated in this Subsection, ensure that RAS material is used according to the same requirements as described for RAP material.

### C. Asphaltic Concrete Removed from an Existing Roadway

Asphaltic concrete removed from an existing roadway becomes the Contractor's property unless specified otherwise on the Plans. RAP material retained by the Department is designated on the Plans, and the RAP shall be stockpiled at the location specified on the Plans.

#### **D. Local Sand and Group I Material in RAP**

Use of local sand in recycled mixes is restricted as stipulated in [Section 828](#) for the Project. However, RAP which contains local sand may be used in surface and intermediate layers of non-interstate projects so long as the RAP percentage used does not contribute more than 5% local sand to the total aggregate portion of the mix. The amount of local sand in the RAP material shall be considered when determining the percentage of local sand in the total mix.

Where Pay Items specify that Group II only aggregate is to be used, RAP which consists primarily of Group II aggregate, but contains some Group I aggregate, shall be limited such that the Group I aggregate makes up no more than 5% of the total aggregate portion of the mix. When a Blend I mix is specified, any Group I materials in the RAP will be considered when determining the Group I portion allowed in the total mix as specified in [Subsection 828.2.A.2](#).

#### **E. Asphalt Cement**

Using laboratory evaluations, the Department will determine the asphalt cement grade to be used in the recycled mixture. The asphalt cement shall meet the requirements of [Section 820](#).

When the asphalt cement is blended with asphalt cement recovered from the RAP material and after tests on residue from thin film oven tests, the asphalt cement shall have a viscosity of 6,000 to 16,000 poises (600 to 1600 Pa) or as approved by the Engineer. Recover asphalt cement from the recycled mixture to verify that the specified viscosity is being met.

If the Engineer determines during construction that the selected asphalt cement grade is not performing satisfactorily, the Department may change the asphalt cement grade in the mixture, with no change in the Contract Unit Price.

#### **F. Recycled Mixture**

The recycled mixture shall be a homogenous mixture of RAP or RAS material, virgin aggregate, hydrated lime, and neat asphalt cement. Ensure that the mixture conforms to an approved mixture design outlined in [Section 828](#).

#### **402.2.01 Delivery, Storage, and Handling**

Separate the stockpiles by Project sources and by Group I and Group II aggregate types. Erect a sign on each stockpile to identify the source(s).

If RAP material from different project sources becomes intermixed in a stockpile, only use those materials when approved by the laboratory.

The Department may reject by visual inspection stockpiles that are not clean and free of foreign materials.

### **402.3 Construction Requirements**

#### **402.3.01 Personnel**

General Provisions 101 through 150.

#### **402.3.02 Equipment**

##### **A. Hot Mix Plant**

Use a hot mix plant for the recycling process with necessary modifications approved by the Engineer to process recycled material. Design, equip, and operate the plant so that the proportioning, heating, and mixing yields a uniform final mixture within the job mix formula tolerances.

##### **B. Cold Feed Bin**

Proportion the RAP or RAS material using a separate cold feed bin. Ensure that the material meets the size requirements in [Subsection 402.2, "Materials."](#) The ratio of the RAP or RAS to virgin aggregate shall be controlled gravimetrically.

##### **C. Electronic Belt Weighing Devices**

Use electronic belt weighing devices to monitor the flow of RAP or RAS and the flow of virgin aggregate. For batch-type plants, the RAP or RAS portion of the mix may be weighed in a weigh hopper before incorporating it into the pugmill. The RAP shall be screened through a 2-inch maximum sized screen prior to crossing the cold feed weigh.



Ensure the amount of RAP material incorporated into the asphalt plant does not change after this final measurement is processed by the asphalt plant computer.

#### **D. Feeders and Conveyors**

Equip plants with an interlocking system of feeders and conveyors that synchronize the RAP or RAS material flow with the virgin aggregate flow. Ensure that the electronic controls track the flow rates indicated by the belt weighing devices and develop the signal to automatically maintain the desired ratio at varying production rates. Design the RAP or RAS feeder bins, conveyor system, and auxiliary bins (if used) to prevent RAP material from segregating and sticking.

##### **402.3.03 Preparation**

General Provisions 101 through 150.

##### **402.3.04 Fabrication**

General Provisions 101 through 150.

##### **402.3.05 Construction**

Follow the requirements in Section 400 for hot mix recycled asphaltic concrete production and placement, materials, equipment, and acceptance plans except as noted or modified in this Specification.

##### **402.3.06 Quality Acceptance**

The Department may require additional quality control tests to determine the RAP stockpile consistency and the RAP aggregate quality. In this case, conduct at least three extraction/gradation tests from each individual source. Ensure that aggregate meets the quality standards in [Section 800](#).

##### **402.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

#### **402.4 Measurement**

Recycled asphaltic concrete mixture, complete in place and accepted, is measured in tons (megagrams). The weight is determined by recorded weights if an approved recording device is used. Or, the weight is determined by weighing each loaded vehicle on an approved motor truck scale as the material is hauled to the roadway.

##### **402.4.01 Limits**

General Provisions 101 through 150.

#### **402.5 Payment**

The work performed and the materials furnished as described in this Specification will be paid for at the Contract Unit Price per ton (megagram). Payment is full compensation for providing materials, hauling and necessary crushing, processing, placing, rolling and finishing the recycled mixture, and providing labor, tools, equipment, and incidentals necessary to complete the work, including hauling and stockpiling RAP or RAS material.

Payment will be made under:

Item No. 402	Recycled asphaltic concrete ____ mm Superpave, group-blend, including bituminous materials	Per ton (megagram)
Item No. 402	Recycled asphaltic concrete ____ mm Superpave, group-blend, including bituminous materials and hydrated lime	Per ton (megagram)
Item No. 402	Recycled asphaltic concrete ____ mm Superpave, group-blend, including polymer-modified bituminous materials and hydrated lime	Per ton (megagram)
Item No. 402	Recycled asphaltic concrete ____ mm Superpave, Type__, group-blend, including bituminous materials and hydrated lime	Per ton (megagram)
Item No.	Recycled asphaltic concrete _____ mm mix, group-blend,	Per ton (megagram)



402	including bituminous materials and hydrated lime	
Item No. 402	_____ in (mm) recycled asphaltic concrete <u>type</u> Superpave, group-blend, including bituminous materials	Per square yard (meter)
Item No. 402	_____ in (mm) recycled asphaltic concrete <u>type</u> Superpave, group-blend, including bituminous materials and hydrated lime	Per square yard (meter)
Item No. 402	_____ in (mm) recycled asphaltic concrete <u>type</u> Superpave, group-blend, including polymer-modified bituminous materials and hydrated lime	Per square yard (meter)
Item No. 402	_____ in (mm) recycled asphaltic concrete _____ mm mix, group-blend, including bituminous materials and hydrated lime	Per square yard (meter)
Item No. 402	Recycled asphaltic concrete patching including bituminous materials	Per ton (megagram)
Item No. 402	Recycled asphaltic concrete patching including bituminous materials and hydrated lime	Per ton (megagram)
Item No. 402	Recycled asphaltic concrete leveling including bituminous materials	Per ton (megagram)
Item No. 402	Recycled asphaltic concrete leveling including bituminous materials and hydrated lime	Per ton (megagram)
Item No. 402	Recycled asphaltic concrete type Stone Matrix Asphalt, group-blend, including polymer-modified bituminous materials and hydrated lime	Per ton (megagram)

#### A. Materials Produced and Placed During the Adjustment Period

An adjustment period is allowed at the start of mixing operations for each type of mix placed on the Contract. A new adjustment period shall not be granted for a change of producer, mix design or asphalt plant location. The adjustment period is provided to adjust or correct the mix and to establish the construction procedures and sequence of operations.

The adjustment period consists of the tons (megagrams) of the affected mix produced and placed on the first day of operation. If this quantity is less than 500 tons (500 Mg), the Engineer may combine the tons (megagrams) produced and placed on the first day of operation with the tons (megagrams) produced and placed on the next production day of the affected mix for the adjustment period.

The material produced and placed during the mixture adjustment period is one lot. If the mix is adjusted during this period, a new lot may be necessary, but a new adjustment period will not be permitted.

This material shall be paid for at 100 percent of the Contract Unit Price provided it meets the minimum requirements for a 1.00 pay factor for asphalt cement content and a 0.90 pay factor for gradation in the [Mixture Acceptance Schedule—Table 9 or 10](#).

If the material placed during the adjustment period fails to meet the above requirements, it will be paid for using the applicable acceptance schedule. However, when mixture used for leveling at a spread rate of 90 lbs/yd<sup>2</sup> (50 kg/m<sup>2</sup>) or less is also used for the surface mix at a spread rate greater than 90 lbs/yd<sup>2</sup> (50 kg/m<sup>2</sup>), an additional adjustment period will be allowed for compaction only. This material will be paid for at a 1.00 pay factor provided it:

- Meets the minimum requirements for a 1.00 pay factor in the Mixture Acceptance Schedule—Table 9 or 10 for both asphalt content and gradation.
- Meets the minimum requirements for a 0.90 pay factor in Table 12 of [Subsection 400.5.01C, “Calculate Mean Pavement Air Voids.”](#)

Mixture which does not meet these requirements shall be paid for using the applicable acceptance schedule.

#### B. Determine Lot Acceptance

Pay factor adjustments are based on control sieves and asphalt cement content. The control sieves used in the mixture acceptance schedule for the various types of mix are indicated below:

<b>Control Sieves Used in the Mixture Acceptance Schedule</b>	
Asphaltic concrete 25 mm Superpave	1/2 in., No. 8 (12.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 19 mm Superpave	3/8 in., No. 8 (9.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 12.5 mm Superpave	3/8 in., No. 8 (9.5 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 9.5 mm Superpave	No. 4, No. 8 (4.75 mm, 2.36 mm) sieves and asphalt cement
Asphaltic concrete 4.75 mm Mix	No. 8 (2.36 mm) sieve and asphalt cement

The Department will perform the following tasks:

- Using the [Mixture Acceptance Schedule—Table 9 or 10](#), of [Subsection 400.3.06](#) to determine the mean of the deviations from the job mix formula per test results per lot.
- Determine this mean by averaging the actual numeric value of the individual deviations from the job mix formula; disregard whether the deviations are positive or negative amounts.
- Use the Asphalt Cement Content and Aggregate Gradation of Asphalt Concrete [Mixture Acceptance Schedule—Table 9](#) of [Subsection 400.3.06](#) to determine acceptance of surface mixes and the [Mixture Acceptance Schedule—Table 10](#) of [Subsection 400.3.06](#) to determine acceptance of subsurface mixes.

On Contracts involving 1,000 tons (1000 Mg) or less of asphaltic concrete, the mixture is accepted for 100 percent payment of the asphaltic concrete Unit Price provided it meets the following:

- Minimum requirements for a 1.00 pay factor for asphalt cement content and a 0.90 pay factor for gradation in the applicable [Mixture Acceptance Schedule—Table 9 or 10](#) of [Subsection 400.3.06](#).
- Minimum requirements for a 0.90 pay factor in [Table 12 of Subsection 402.5.01.C](#), “Calculate Pavement Mean Air Voids.”

If the material placed on Contracts involving 1,000 tons (1000 Mg) or less of asphaltic concrete does not meet the above requirements, the material will be paid for using the applicable acceptance schedule.

#### **C. Calculate Pavement Mean Air Voids**

The Department will determine the percent of maximum air voids for each lot by dividing the pavement mean air voids by the maximum pavement mean air voids acceptable.

The Department will determine the payment for each lot by multiplying the Contract Unit Price by the adjusted pay factor shown in the following Air Voids Acceptance schedule:

**Table 12 - Air Voids Acceptance Schedule**

<b>Pay Factor</b>	<b>Percent of Maximum Air Voids (Lot Average of Tests)</b>	<b>Percent of Maximum Air Voids (Lot Average all Tests) (for Reevaluations)</b>
1.00	≤100	≤100
0.97	100.1 — 105	100.1 — 104
0.95	105.1 — 112	104.1 — 109
0.90	112.1 — 124	109.1 — 118
0.80	124.1 — 149	118.1 — 136
0.70	149.1 — 172	136.1 — 153
0.50	172.1 — 191	153.1 — 166

When the range tolerance is exceeded, the Department will apply a pay factor of 0.95 as described in [Subsection 400.3.06.B.2](#).

#### **D. Asphaltic Concrete For Temporary Detours**

Hot mix asphaltic concrete placed on temporary detours that will not remain in place as part of the permanent pavement does not require hydrated lime. Hot mix used for this purpose is paid for at an adjusted Contract Price. The payment for this item shall cover all cost of construction, maintenance and removal of all temporary mix. Hot mix asphaltic concrete placed as temporary mix shall meet requirements established in Subsection 400.3.05.F.

Where the Contract Price of the asphaltic concrete for permanent pavement is let by the ton (megagram), the Contract Price for the asphaltic concrete placed on temporary detours is adjusted by subtracting \$0.75/ton (\$0.85/mg) of mix used.

Where the Contract price of the mix in the permanent pavement is based on the square yard (meter), obtain the adjusted price for the same mix used on the temporary detour by subtracting \$0.04/yd<sup>2</sup> (\$0.05/ m<sup>2</sup>) per 1-in (25-mm) plan depth.

Further price adjustments required in [Subsection 400.3.06, “Quality Acceptance.”](#) which are based on the appropriate adjusted Contract Price for mix used in the temporary detour work shall apply should temporary mix be left in place. Hot mix asphalt produced as temporary mix containing no hydrated lime shall be removed and replaced with permanent mix containing hydrated lime.

#### **E. Determine Lot Payment**

Determine the lot payment as follows:

8. When one of the pay factors for a specific acceptance lot is less than 1.0, determine the payment for the lot by multiplying the Contract Unit Price by the adjusted pay factor.
2. When two or more pay factors for a specific acceptance lot are less than 1.0, determine the adjusted payment by multiplying the Contract Unit Price by the lowest pay factor.

If the mean of the deviations from the job mix formula of the tests for a sieve or asphalt cement content exceeds the tolerances established in the [Mixture Acceptance Schedule—Table 9 or 10](#) and if the Engineer determines that the material need not be removed and replaced, the lot may be accepted at an adjusted unit price as determined by the Engineer. If the pavement mean air voids exceed the tolerances established in the [Air Voids Acceptance Schedule – Table 12](#), remove and replace the materials at the Contractor’s expense.

If the Engineer determines that the material is not acceptable to leave in place, remove and replace the materials at the Contractor’s expense.

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**SUPPLEMENTAL SPECIFICATION**  
**Section 412—Bituminous Prime**

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*Delete Section 412 and substitute the following:*

**412.1 General Description**

This work includes preparing and treating an existing surface with bituminous material and blotter material, if required. Treat the surface according to these Specifications and conform to the lines shown on the Plans or established by the Engineer.

**412.1.01 Definitions**

General Provisions 101 through 150.

**412.1.02 Related References**

**A. Standard Specifications**

[Section 424—Bituminous Surface Treatment](#)

[Section 821—Cutback Asphalt](#)

**B. Referenced Documents**

General Provisions 101 through 150.

**412.1.03 Submittals**

General Provisions 101 through 150.

**412.2 Materials**

Unless otherwise specified, select the types of bituminous materials. The Engineer will determine the grade of materials to be used. The Specifications for the bituminous materials include:

<b>Material</b>	<b>Section</b>
Cutback Asphalt, RC-30, RC-70, RC-250 or MC-250, MC-30, or MC-70	<a href="#">821.2.01</a>
Blotter Material (Sand)	<a href="#">412.3.05.G.3</a>

**412.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

**412.3 Construction Requirements**

**412.3.01 Personnel**

General Provisions 101 through 150.

**412.3.02 Equipment**

Provide equipment that is in good repair, including at least the following units that meet the requirements of [Subsection 424.3.02, “Equipment.”](#)

- Pressure distributor
- Power broom and blower
- Aggregate spreader (if required)
- Pneumatic-tired roller

### 412.3.03 Preparation

See [Subsection 412.3.05.B, “Condition of Surface.”](#)

### 412.3.04 Fabrication

General Provisions 101 through 150.

### 412.3.05 Construction

Prime the following bases and other areas:

- Cement or lime stabilized bases or sub-bases, regardless of pavement thickness
- Soil or aggregate bases or sub-bases on which bituminous surface treatment will be placed
- Soil or aggregate bases or sub-bases on which less than 5 in (125 mm) total thickness of hot mix asphaltic concrete will be placed

Prime is not required on driveway construction and paved shoulders.

#### A. Weather Limitations

Do not apply bituminous prime under any of these conditions:

- Surface is wet.
- Air temperature is below 40 °F (4 °C) in the shade.
- Rain is imminent.
- Weather conditions may prevent proper prime coat construction.

#### B. Condition of Surface

Ensure that the surface to which the prime is to be applied has been finished to the line, grade, and cross section specified.

Ensure that the surface is uniformly compacted and bonded. Correct surface irregularities according to the Specifications for the construction being primed.

#### C. Cleaning

Remove from the road loose material, dust, caked clay, and other material that may prevent bonding of the prime with the surface. Use power sweepers or blowers the full width of the prime and 2 ft (600 mm) more on each side. Where necessary, sweep by hand.

#### D. Moisture

Ensure that the surface is only slightly damp. If the surface is too wet, allow it to dry. If it is too dry, the Engineer may require that it be sprinkled lightly just before priming.

#### E. Temperature and Surface Texture

The surface texture and condition of the surface determine the bituminous material grades to be used.

The following table shows the bituminous material grades and application temperatures as they are applied to various surface textures.

Base Texture	Tight	Average	Open
Materials and grade	MC-30	RC-70 or MC-70	RC-250 or MC-250

	RC-30		
Application temperature °F (°C)	80–120 (27–49)	105–180 (41–82)	145–220 (63–104)

The Engineer will determine the temperature for applying bituminous prime within the limits shown above.

Heat and apply bituminous materials as specified in [Subsection 424.3.05.D, “Heating Bituminous Material”](#) and [Subsection 424.3.05.E, “Applying Bituminous Material.”](#)

#### **F. Amount and Extent of Prime**

The Engineer will determine the exact amount of bituminous material to be used within minimum and maximum rates of 0.15 to 0.30 gal/yd<sup>2</sup> (0.7 to 1.4 liters/m<sup>2</sup>). Apply the specified amount as follows:

1. Apply the determined amount uniformly and accurately. Ensure that the amount applied to any 0.5-mile (800 m) section is within 5 percent of the amount specified.
2. Apply the prime the full width of the proposed wearing surface that will be superimposed plus 6 in (150 mm) more on each side.

#### **G. Protection, Curing, and Maintenance**

Do the following after priming the surface:

1. Close to Traffic  
Do not allow traffic on the primed surface. Leave the surface undisturbed until the prime thoroughly cures and does not pick up under traffic.
2. Roll  
If the surface becomes soft after it is primed, roll the surface longitudinally with a pneumatic-tired roller at no more than 6 mph (10 kph) until the surface is firmly set.
3. Blot  
If necessary to prevent the prime from being picked up, spread clean, dry, sharp sand over the surface by hand or mechanically. Apply sand only to places that are tacky and use the least amount needed to prevent pick up. No extra payment for this work or material will be made.
4. Open to Traffic  
After rolling and sanding (if required), open the primed surface to ordinary traffic subject to the conditions in [Subsection 412.3.05.G.1, “Close to Traffic.”](#)
5. Curing and Maintenance  
The primed surface is properly cured when it has penetrated the base sufficiently to not be picked up or displaced by traffic. Temperature and weather conditions may increase curing time. Insure the primed surface has cured to the satisfaction of the Engineer prior to its being covered by other construction.  
Maintain the prime coat and the primed surface course until it is covered by other construction. Repair potholes, scabs, and soft spots prior to covering with other construction. Remove excess bituminous material.

#### **412.3.06 Quality Acceptance**

General Provisions 101 through 150.

#### **412.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

### **412.4 Measurement**

Bituminous material for prime is not measured for separate payment.

#### **412.4.01 Limits**

General Provisions 101 through 150.

## **412.5 Payment**

Bituminous material for prime is not paid for separately. The cost to clean the surface, furnish, haul and apply materials including water and sand, roll, and perform repairs and maintenance is included in the Unit Price bid for each individual Base Item.

### **412.5.01 Adjustments**

General Provisions 101 through 150.

Office of Materials and Research

Revised November 21, 2006  
Revised February 22, 2007  
Revised: December 4, 2007  
Revised April 25, 2009  
Revised: February 16, 2011

**Department of Transportation**  
**State of Georgia**  
**Special Provision**

**Section 413—Bituminous Tack Coat**

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*Delete Section 413 and substitute the following:*

**413.1 General Description**

This work includes furnishing and applying a bituminous tack coat on a prepared road surface including cleaning the road surface.

**413.1.01 Definitions**

General Provisions 101 through 150.

**413.1.02 Related References**

**A. Standard Specifications**

[Section 109—Measurement and Payment](#)

[Section 400—Hot Mix Asphaltic Concrete Construction](#)

[Section 424—Bituminous Surface Treatment](#)

[Section 427—Emulsified Asphalt Slurry Seal](#)

[Section 820—Asphalt Cement](#)

[Section 822 – Emulsified Asphalt](#)

[Section 824—Cationic Asphalt Emulsion](#)

**B. Referenced Documents**

General Provisions 101 through 150.

**413.1.03 Submittals**

General Provisions 101 through 150.

**413.2 Materials**

Ensure materials meet the following Specifications:

<b>Material</b>	<b>Section</b>
Asphalt cement, performance grade PG 58-22, PG 64-22, or PG 67-22	<a href="#">820.2.01</a>
Anionic emulsion asphalt NTSS-1HM	<a href="#">822.2.01</a>
Cationic emulsified asphalt CRS-2h or CRS-3	<a href="#">824.2.01</a>



Asphalt cement of performance grade PG 58-22, PG 64-22 or PG 67-22 is used for bituminous tack coat in work performed in [Section 400](#). Use anionic emulsified asphalt as an option with the approval of the Engineer. Use cationic emulsified asphalt as a special application material only if directed by the Engineer.

The Department may change the grade or type of bituminous materials without a change in the Contract Unit Price if the Engineer determines the grade or type selected is not performing satisfactorily.

#### **413.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

##### **Emulsified Asphalt**

Maintain all equipment used for the delivery, storage, and handling of anionic emulsified asphalt or cationic emulsified asphalt to prevent contamination of the emulsion. Transfer anionic emulsified asphalt or cationic emulsified asphalt directly to the pressure distributor from the transport tanker.

Provide and maintain temperature measuring devices to continuously monitor the temperature of anionic emulsified asphalt or cationic emulsified asphalt in storage and in the pressure distributor. Do not allow anionic emulsified asphalt or cationic emulsified asphalt to freeze.

**Note 1: Do not store anionic emulsified asphalt or cationic emulsified asphalt for a period longer than 30 days from the time of initial loading.**

**Note 2: Do not use anionic emulsified asphalt or cationic emulsified asphalt on GDOT funded Off System Projects after 30 days of initial loading.**

### **413.3 Construction Requirements**

#### **413.3.01 Personnel**

General Provisions 101 through 150.

#### **413.3.02 Equipment**

Provide equipment in good repair, including the following units that meet the requirements of [Subsection 424.3.02, Equipment.](#)

- Power broom and blower
- Pressure distributor

Provide a dedicated pressure distributor for anionic emulsified asphalt NTSS-1HM to avoid contamination with incompatible materials.

#### **413.3.03 Preparation**

General Provisions 101 through 150.

#### **413.3.04 Fabrication**

General Provisions 101 through 150.

#### **413.3.05 Construction**

##### **A. Seasonal and Weather Limitation**

Do not apply tack coat if the existing surface is wet or frozen. Do not place emulsified asphalt if the air temperature in the shade is less than 40 °F (4 °C).

##### **B. Application**

Coat the entire areas to be paved with the tack coat unless directed otherwise by the Engineer. Apply tack coat with distributor spray bars instead of hand hoses, except in small areas inaccessible to spray bars.

**Application Rates for Anionic Emulsified Asphalt or Cationic Emulsified Asphalt, gal/yd<sup>2</sup> (L/m<sup>2</sup>)**

Type Mix	Minimum	Maximum
All Mixes except OGFC and PEM	0.06 (0.270)	0.10 (0.450)
<ul style="list-style-type: none"><li>On thin leveling courses and freshly placed asphaltic concrete mixes, reduce the application rate to 0.04 to 0.06 gal/yd<sup>2</sup> (0.180 to 0.270 L/m<sup>2</sup>).</li><li>Allow anionic emulsified asphalt or cationic emulsified asphalt to break for a minimum of 30 minutes after initial application. Proceed with paving only after the anionic emulsified asphalt NTSS-1HM has cured to the satisfaction of the Engineer.</li><li>Do not use anionic emulsified asphalt or cationic emulsified asphalt under OGFC or PEM.</li></ul>		

**C. Temperature of Material**

Apply bituminous materials within the temperature ranges specified below.

Bituminous Materials	Temperature of Application °F (°C)
Asphalt cement	350 - 400 (175 - 205)
Anionic Emulsified Asphalt NTSS-1HM	140 - 180 (60 - 80)
Cationic Emulsified Asphalt CRS-2h, CRS-3	140 - 180 (60 - 80)

**D. Cleaning**

Immediately before applying the tack coat, clean the entire area free of loose dirt, clay, and other foreign materials.

**E. Application Rate**

The Engineer will determine the application rate of the bituminous tack coat.

**F. Limitations and Areas Coated**

Apply only enough tack coat to the prepared road surface that can be covered with the new pavement course the same working day the tack coat is applied.

**G. Maintenance and Protection**

After applying the tack coat material, allow it to break until it is tacky enough to receive the surface course. Do not allow traffic on the tack.

**413.3.06 Quality Acceptance**

General Provisions 101 through 150.

**413.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

**413.4 Measurement**

Bituminous materials for tack coat applied and accepted are measured as outlined in [Subsection 109.02, "Measurement of Bituminous Materials."](#)

Diluting emulsified tack coat is not ordinarily allowed except when used underneath slurry seal and approved by the Engineer. The composition of diluted emulsified tack coat defined in [Subsection 427.3.05, "Construction"](#) is measured by the gallon (liter) of diluted mix.

**413.4.01 Limits**

General Provisions 101 through 150.

### **413.5 Payment**

The accepted volume of bituminous material will be paid for at the Contract Unit Price per gallon (liter) for bituminous tack coat of the type and grade approved by the Engineer, complete in place. Payment is full compensation for preparing, cleaning, furnishing, hauling, applying material, and providing incidentals to complete the work.

Payment will be made under:

Item No. 413	Bituminous tack coat	Per gallon (liter)
Item No. 413	Diluted emulsified asphalt tack coat	Per gallon (liter)

**Office of Materials & Research**

## DEPARTMENT OF TRANSPORTATION

### STATE OF GEORGIA

#### SUPPLEMENTAL SPECIFICATION

#### Section 424—Bituminous Surface Treatment

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*Delete Section 424 and substitute the following:*

##### 424.1 General Description

This work includes placing one or more applications of bituminous material and aggregate on a previously prepared base or pavement.

##### 424.1.01 Definitions

- **Single Surface Treatment:** One application of bituminous material that is covered with aggregate.
- **Double Surface Treatment:** A bituminous material application that is covered with aggregate of the size specified in the proposal followed by a second bituminous material application that is covered with a second specified size aggregate.
- **Triple Surface Treatment:** A bituminous material application that is covered with a specified size aggregate followed by subsequent applications of bituminous material that are covered with successively smaller size nominal aggregates.

##### 424.1.02 Related References

###### A. Standard Specifications

[Section 105—Control of Work](#)

[Section 800—Coarse Aggregate](#)

[Section 802—Aggregates for Asphaltic Concrete](#)

[Section 820—Asphalt Cement](#)

[Section 824—Cationic Asphalt Emulsion](#)

###### B. Referenced Documents

[QPL 65](#)

##### 424.1.03 Submittals

General Provisions 101 through 150.

##### 424.2 Materials

###### A. Bituminous Material

Select the bituminous material from any type and grade listed in the materials table below. Notify the Engineer at least 10 days before ordering the bituminous material. The Engineer must approve the bituminous material choice.

For a list of latex sources, see [QPL 65](#).

Ensure that materials meet the requirements of the following Specifications:

Material	Section
Asphalt Cement, Performance Grade PG 58-22 or PG 64-22*	<a href="#">820.2.01</a>
Cationic Asphalt Emulsion, Grade CRS-2h or CRS-3*	<a href="#">824.2.01</a>
Latex-Modified Cationic Asphalt Emulsion, Grade CRS-2L	<a href="#">824.2.02</a>

\* Use PG 64-22 or CRS-3 only at the Engineer's direction. (See [Subsection 424.3.05.B.](#))

## **B. Aggregates**

The size and group of aggregates used in the surface treatment are specified in the Proposal under the appropriate Line Item.

Do not use unconsolidated limerock unless provided for in the Plans or Proposal.

Use Class B aggregates only where the surface treatment is used for shoulder construction or where it is to be overlaid with asphaltic concrete.

<b>Material</b>	<b>Section</b>
Coarse Aggregate, Class A Crushed Stone or Crushed Slag, Group I or II	<a href="#">800.2.01</a>
Fine Aggregate for Asphaltic Concrete*	<a href="#">802.2.01</a>
*For sand seal application, use WA 10 washed screenings made from Group II aggregates.	

## **424.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

## **424.3 Construction Requirements**

### **424.3.01 Personnel**

General Provisions 101 through 150.

### **424.3.02 Equipment**

Have the Engineer approve equipment types and quantities before using equipment on the Project.

Ensure that the equipment used to construct the surface treatment:

- Produces work that complies with the standards in this section
- Is on the Project and in proper working order before construction begins and during construction.

#### **A. Aggregate Spreader**

The Department will inspect annually the aggregate spreader before it is used in the work. If the spreader is approved, the Department will attach an equipment certification sticker to the spreader.

Use a self-propelled aggregate spreader that can apply aggregate at the desired rate uniformly and accurately without corrugation, overlaps, or excess deficient areas.

Ensure that the spreader can spread courses to the required widths. Provide spreaders to promptly cover the full width of the asphalt application.

#### **B. Pressure Distributor**

The Department will inspect annually the pressure distributor before it is used in the work. If the distributor is approved, the Department will attach an equipment certification sticker to the distributor. The pressure distributor should be equipped as follows:

1. Mount the pressure distributor on pneumatic tires wide enough to prevent damage to the road surface.
2. Design, equip, maintain, and operate the distributor so that the bituminous material will be heated and applied evenly throughout the length of the spray bars. Ensure that it maintains a constant, uniform pressure on the nozzles.
3. Install screens between the tank and the nozzles and clean them frequently to prevent clogging.
4. Use an adjustable distributor that can deliver controlled amounts of bituminous material from 0.04 to 1.0 gal/yd<sup>2</sup>, ± 0.02 gal/yd<sup>2</sup> (0.18 to 4.53 L/m<sup>2</sup>, ± 0.10 L/m<sup>2</sup>) up to 24 ft (7.2 m) wide without atomization, streaking, or pulsation in the flow.
5. Use a distributor equipped with the following:
  - A tachometer and thermometers to indicate the application rate and the temperature of the tank contents
  - Measuring devices to accurately indicate the amount of bituminous material, in gallons (liters), in the distributor before and after each application
  - Full circulating spray bars that can be adjusted laterally to conform to a stringline and capable of vertical and horizontal adjustment.

- A positive shut-off control to prevent dripping bituminous material on the roadway
- A distributor tank equipped with a sample valve in a safe and convenient location to obtain bituminous material samples

#### **C. Heating Equipment**

Ensure that heating equipment will heat and maintain the bituminous material uniformly at the temperature required. Provide an accurate thermometer.

#### **D. Steel-Wheeled Rollers**

Use self-propelled, tandem-type steel-wheeled rollers. The rollers shall weigh from 3 to 8 tons (3 to 7 Mg). Ensure that the roller weights within these limits can properly seat the aggregate without fracturing the aggregate particles. Equip the roller drums with scrapers to prevent pick up of material. Combination rollers with pneumatic-tired wheels that can be alternated with a steel drum are permitted as a substitute for steel-wheeled rollers.

#### **E. Pneumatic-Tired Rollers**

Use self-propelled, two axles, pneumatic-tired rollers with smooth-tread rubber tires aligned such that gaps between the tires on one axle are covered by the tires of the other axle. Equip the roller tires with scrapers and scrubbers to prevent pick up of material. Ensure that all tires are of the same size and ply rating and inflated to a minimum of 60 psi (415 kPa). Maintain tire pressure such that the difference in pressure between any two tires does not exceed 5 psi (35 kPa). Provide ballast as directed by the Engineer.

#### **F. Power Broom and Power Blower**

Provide at least one power broom and one power blower, or a combination power broom and blower, that can remove dust or loose materials from the road surface.

### **424.3.03 Preparation**

Firmly compact, finish, and prime new bases. Ensure that the bases conform to the lines, grades, and cross sections within the tolerances specified.

#### **A. Removing Foreign Material**

Use power brooms, power blowers, hand brooms, or other means to remove loose material, dust, dirt, clay, and other materials that prevent bituminous materials from adhering to the base.

Take special care to clean the outer edges thoroughly. Where necessary, use a motor grader blade to remove excess material off the paving edge.

#### **B. Condition of Prime**

Check the condition of prime as follows:

1. Ensure the prime is cured before placing the mat course.
2. Repair the prime if it is loose, soft, unbonded, removed, or damaged.
3. Remove concentrations of excess prime.
4. Perform additional rolling with a pneumatic-tired roller before surface treatment when directed by the Engineer.

### **424.3.04 Fabrication**

General Provisions 101 through 150.

### **424.3.05 Construction**

#### **A. Observing Seasonal and Weather Limitations**

Apply bituminous surface treatment only between April 15 and October 15 and only when:

- Ambient temperature has not been less than 45 °F (7 °C) for 48 hours immediately prior to application.
- No forecast of ambient temperature less than 45 °F (7 °C) for 48 hours immediately following application.
- Ambient temperature and road surface temperature is at least 60 °F (16 °C) and stable at the time of application.

No exceptions are permitted except as authorized by the Engineer.

Do not apply asphalt cement to a wet surface.

**NOTE 1: When the relative humidity exceeds 80%, the ambient temperature exceeds 95 °F (35 °C), the pavement temperature exceeds 125 °F (52 °C) or the weather is windy or overcast, application of bituminous surface treatment will be at the discretion of the Engineer.**

<b>NOTE 2: If hot mix asphaltic concrete will be applied over the surface treatment, the Engineer may waive the seasonal limitations providing that traffic is not permitted on the surface treatment until it is covered with hot mix asphaltic concrete.</b>
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**B. Using PG 64-22 or CRS-3**

Only use PG 64-22 or CRS-3 when directed by the Engineer due to a problem with excessive aggregate pickup during high ambient temperature.

**C. Observing Sequence of Operations and Quantities of Materials**

The sequence of operations and quantities of materials are shown in [Table 1](#), [Table 2](#) and [Table 3](#) ([Table 1a—metric](#), [Table 2a—metric](#) and [Table 3a—metric](#)).

The Engineer will determine the material quantities to be used during construction and may change the minimum or maximum application rate of any course during construction if the total quantities are within the amounts shown in the Tables. Any deviation, or minus from the table quantities, will require a negotiated adjustment of the Contract price, which will be authorized by an approved Supplemental Agreement.

When a single application of bituminous surface treatment is used as a Crack-Relief Interlayer, use the quantities of materials shown in [Table 2](#) ([Table 2a—Metric](#)).

When a sand seal application is Specified, use the quantities of materials shown in [Table 3](#) ([Table 3a—Metric](#)).

## Section 424—Bituminous Surface Treatment – Table 1

Application		Type Construction									
		Single				Double			Triple		
Stone Sizes	1st appl.		#89	#7	#6		#7	#6		#6	#5
	2nd appl.						#89	#7		#7	#7
	3rd appl.									# 89	# 89
		Control Tolerance				Control Tolerance			Control Tolerance		
1st Application Bituminous Materials (gal/yd²) PG58-22 or PG64-22		± .02	.17–.19	.18–.25	.22–.30	± .02	.20–.27	.26–.34	± .02	.20–.30	.24–.34
CRS-2h, CRS-3		± .02	.20–.22	.21–.29	.25–.35	± .02	.23–.32	.30–.40	± .02	.23–.35	.28–.40
1st Application Stone (ft³/yd²)		± .03	.14–.18	.18–.26	.30–.42	± .03	.18–.26	.30–.42	± .03	.30–.42	.41–.53
2nd Application Bituminous Materials (gal/yd²) PG58-22 or PG64-22						± .02	.18–.24	.24–.31	± .02	.20–.27	.20–.27
CRS-2h, CRS-3						± .02	.21–.28	.28–.36	± .02	.23–.32	.23–.32
2nd Application Stone (ft³/yd²)						± .03	.14–.18	.18–.26	± .03	.18–.26	.18–.26
3rd Application Bituminous Materials (gal/yd²) PG58-22 or PG64-22									± .02	.18–.24	.18–.24
CRS-2h, CRS-3									± .02	.21–.28	.21–.28
3rd Application Stone (ft³/yd²)									± .03	.14–.18	.14–.18
Total Bituminous Materials (gal/yd²) PG58-22 or PG64-22		± .02	.17–.19	.18–.25	.22–.30	± .03	.38–.51	.50–.65	± .04	.58–.81	.62–.85
CRS-2h, CRS-3		± .02	.20–.22	.21–.29	.25–.35	± .03	.44–.60	.58–.76	± .04	.67–.95	.72–1.0
Total Stone (ft³/yd²)		± .03	.14–.18	.18–.26	.30–.42	± .04	.32–.44	.48–.68	± .05	.62–.86	.73–.97
Notes:											
<ul style="list-style-type: none"><li>• The bituminous material and stone for each application may be varied by the Engineer, at no increase in cost, outside of the minimum or maximum shown in the table provided the total of the materials is within the limits of the total minimum and total maximum of all courses.</li><li>• Maintain the control tolerances shown above or stop the work until the necessary corrections are made.</li><li>• Apply at least one seal coat to the mat course on the same day when multiple applications are specified.</li></ul>											



## Section 424—Bituminous Surface Treatment, Crack-Relief Interlayer – Table 2

Bituminous Material Application (gal/yd <sup>2</sup> )	Application Rate	Control Tolerance
PG 58-22 or PG 64-22	.20 – .25	± .02
CRS-2h, CRS-2L or CRS 3	.25 – .29	± .02
Aggregate Application (ft <sup>3</sup> /yd <sup>2</sup> )	Application Rate	Control Tolerance
#7	.22 – .26	± .02
Notes: <ul style="list-style-type: none"> <li>Target application rates for bituminous material and cover aggregate will be established by the Engineer within the limits shown in Table 2.</li> <li>Maintain the control tolerances shown above or stop the work until the necessary corrections are made.</li> <li>Cover the single surface treatment Crack-Relief Interlayer with HMA Leveling on the same day.</li> </ul>		

## Section 424—Bituminous Surface Treatment, Sand Seal – Table 3

Bituminous Material Application (gal/yd <sup>2</sup> )	Application Rate	Control Tolerance
PG 58-22 or PG 64-22	.18 – .22	± .02
CRS-2h, CRS-2L or CRS 3	.20 – .26	± .02
Aggregate Application (ft <sup>3</sup> /yd <sup>2</sup> )	Application Rate	Control Tolerance
WA 10 Washed Screenings	.10 – .14	± .02
Notes: <ul style="list-style-type: none"> <li>Target application rates for bituminous material and seal sand will be established by the Engineer within the limits shown in Table 3.</li> <li>Maintain the control tolerances shown above or stop the work until the necessary corrections are made.</li> <li>Cover the coarse aggregate seal stone with seal sand on the same day.</li> </ul>		

## Section 424—Bituminous Surface Treatment – Table 1a (Metric)

Application		Type Construction								
		Single			Double			Triple		
Stone Sizes	1st appl.		#89	#7	#6		#7	#6		#6 #5
	2nd appl.						#89	#7		#7 #7
	3rd appl.									# 89 # 89
		Control Tolerance				Control Tolerance			Control Tolerance	
1st Application Bituminous Materials (L/m <sup>2</sup> ) PG58-22 or PG64-22		± .09	.77–.86	.82–1.13	1.00–1.36	± .09	.91–1.22	1.18–1.54	± .09	.91–1.36 1.09–1.54
CRS-2h, CRS-3		± .09	.91–1.00	.95–1.31	1.13–1.58	± .09	1.04–1.45	1.36–1.81	± .09	1.04–1.58 1.27–1.81
1st Application Stone (m <sup>3</sup> /m <sup>2</sup> )		± .001	.005–.006	.006–.009	.01–.014	± .001	.006–.009	.01–.015	± .001	.01–.014 .014–.018
2nd Application Bituminous Materials (L/m <sup>2</sup> ) PG58-22 or PG64-22						± .09	.82–1.09	1.09–1.40	± .09	.91–1.22 .91–1.22
CRS-2h, CRS-3						± .09	.95–1.26	1.27–1.63	± .09	1.04–1.45 1.04–1.45
2nd Application Stone (m <sup>3</sup> /m <sup>2</sup> )						± .001	.005–.006	.006–.009	± .001	.006–.009 .006–.009
3rd Application Bituminous Materials (L/m <sup>2</sup> ) PG58-22 or PG64-22									± .09	.82–1.09 .82–1.09
CRS-2h, CRS-3									± .09	.95–1.27 .95–1.27
3rd Application Stone (m <sup>3</sup> /m <sup>2</sup> )									± .001	.005–.006 .005–.006
Total Bituminous Materials (L/m <sup>2</sup> ) PG58-22 or PG64-22		± .09	.77–.86	.82–1.13	1.00–1.36	± .14	1.72–2.31	2.26–2.94	± .18	2.63–3.67 2.81–4.53
CRS-2h, CRS-3		± .09	.91–1.00	.95–1.31	1.13–1.58	± .14	1.99–2.72	2.63–3.44	± .18	3.04–4.30 3.26–4.53
Total Stone (m <sup>3</sup> /m <sup>2</sup> )		± .001	.005–.006	.006–.009	.01–.014	± .0013	.011–.015	.016–.024	± .0016	.021–.029 .025–.033
Notes: <ul style="list-style-type: none"> <li>The bituminous material and stone for each application may be varied by the Engineer, at no increase in cost, outside of the minimum or maximum shown in the table provided the total of the materials is within the limits of the total minimum and total maximum of all courses.</li> <li>Maintain the control tolerances shown above or stop the work until the necessary corrections are made.</li> <li>Apply at least one seal coat to the mat course on the same day when multiple applications are specified.</li> </ul>										

## Section 424—Bituminous Surface Treatment, Crack-Relief Interlayer – Table 2a (Metric)

Bituminous Material Application (L/m <sup>2</sup> )	Application Rate	Control Tolerance
PG 58-22 or PG 64-22	.91 – 1.13	± .09
CRS-2h, CRS-2L or CRS 3	1.13 – 1.31	± .09
Aggregate Application (m <sup>3</sup> /m <sup>2</sup> )	Application Rate	Control Tolerance
#7	.007 – .009	± .0007
Notes: <ul style="list-style-type: none"> <li>Target application rates for bituminous material and cover aggregate will be established by the Engineer within the limits shown in Table 2a (Metric).</li> <li>Maintain the control tolerances shown above or stop the work until the necessary corrections are made.</li> <li>Cover the single surface treatment Crack-Relief Interlayer with HMA Leveling on the same day.</li> </ul>		

## Section 424—Bituminous Surface Treatment, Sand Seal – Table 3a (Metric)

Bituminous Material Application (L/m <sup>2</sup> )	Application Rate	Control Tolerance
PG 58-22 or PG 64-22	.81 – 1.00	± .09
CRS-2h, CRS-2L or CRS 3	.90 – 1.18	± .09
Aggregate Application (m <sup>3</sup> /m <sup>2</sup> )	Application Rate	Control Tolerance
WA 10 Washed Screenings	.003 – .005	± .0007
Notes: <ul style="list-style-type: none"> <li>Target application rates for bituminous material and seal sand will be established by the Engineer within the limits shown in Table 3.</li> <li>Maintain the control tolerances shown above or stop the work until the necessary corrections are made.</li> <li>Cover the coarse aggregate seal stone with seal sand on the same day.</li> </ul>		

### D. Heating Bituminous Material

Evenly heat the entire mass of bituminous material for each application under positive control. While the material is being applied, maintain it within the specified temperature range.

### E. Applying Bituminous Material

The following are temperatures at which bituminous material shall be applied.

Bituminous Material	Asphalt Cement	CRS-2h	CRS-3	CRS-2L
Application temperature °F (°C)	275–350 (135–177)	140–180 (60–82)	140–180 (60–82)	140–180 (60–82)

**NOTE 1: Do not store emulsified asphalts at temperatures exceeding 150 °F (65 °C) for any extended time.**

**NOTE 2: Do not place bituminous surface treatment on fresh asphaltic concrete, except for paved shoulders, until the asphaltic concrete has been in place at least 30 days.**

The Engineer will designate the maximum area to which bituminous material may be applied at one time. Apply the material as follows:

- After applying the bituminous material to the section, immediately cover it with the correct application rate of aggregate before beginning the next section.

Do not apply the bituminous material to the full width of the pavement unless the aggregate spreader can immediately cover the full width of the applied material.

**NOTE: Never allow bituminous material to chill, set up, dry, or reach a condition that impairs the retention of cover aggregate before the aggregate is applied.**

- When a longitudinal joint is necessary:
  - Do not overlap the applications more than 4 in (100 mm).

- Do not leave any area uncovered.
  - Never allow excess quantities of bituminous materials to build up.
3. On curves that require widening:
    - a. Shoot the extra width on the outside first.
    - b. Shoot the normal width with the distributor and follow the inside paving edge.
  4. Ensure that the spray of bituminous material is uniform at all times. If the spray is not uniform:
    - a. Stop the work.
    - b. Change equipment, personnel, or methods to attain the required uniformity.
    - c. Apply bituminous material at one-half the width of the roadway, if necessary.
  5. If streaking develops:
    - a. Stop the distributor and correct the problem before proceeding.
    - b. Use a hand hose or a hand pouring pot to cover the streaked areas at approximately the same application rate of bituminous material.
  6. If a part of the work cannot be reached by the distributor, treat it by hand hoses with nozzles.
  7. Protect curbs, gutters, handrails, and other structures from discoloration by the bituminous material. Remove bituminous material that is sprayed or spilled on these structures.
  8. Ensure that the bituminous material joins neatly in place by beginning and ending the asphalt application from a heavy paper or tight trough that is longer than the width of the treatment being applied. Place it to catch and hold the surplus material.
  9. When cleaning and emptying the distributor, empty it where the bituminous material can be covered with dirt and completely disposed of without damaging the Rights-of-Way.

#### **F. Spreading Aggregates**

Spread the aggregates as follows:

1. Ensure that aggregates do not contain free moisture when spread.
2. Apply aggregate immediately after applying bituminous materials.
3. Uniformly spread the aggregate at the specified rate without corrugations, overlaps, excess, or deficient areas.
4. Move the spreader at a uniform speed, regardless of the grade.
5. Ensure that the distance that the aggregate free falls remains constant during spreading.
6. Remove corrugations. Operate the spreader to prevent overlap of aggregates. If overlap occurs, remove the excess aggregate before rolling.
7. Ensure a uniform aggregate spread by hand spotting and brooming as necessary.

#### **G. Rolling**

Observe the following guidelines for rolling bituminous surface treatment:

1. Synchronize the speed of the distributor and aggregate spreader with that of the rolling operation.
2. Use a minimum of two (2) individual rollers, one of which must be a pneumatic-tired roller meeting the requirements of Subsection 424.3.02.E.
3. If a steel-wheeled roller will fracture the aggregate, use pneumatic-tired rollers only.
4. Begin rolling within one minute after spreading the aggregate.
5. Operate rollers at speeds not exceeding 5 mph.
6. Proceed in a longitudinal direction, beginning at the outside edge of the aggregate application.
7. A roller pass is defined as one trip in a single direction.
8. Overlap each roller pass by approximately 1/2 the roller width.
9. Provide a minimum of three (3) roller passes per roller for each layer of aggregate to properly embed the aggregate particles.

**Note:** Unless a sufficient number of rollers are in operation to complete the above requirements, do not make subsequent applications of bituminous material until rolling of the previous application is completed.

#### **H. Brooming**

Use a revolving broom as necessary, supplemented by hand brooming, to remove or redistribute excess stone. Sweep the completed surface treatment within the first three hours of the next available workday following placement. Take care not to unseat bonded stone when sweeping.

## I. Controlling Traffic

Do not allow traffic on the surface treatment until the bituminous material has cured sufficiently to ensure that the aggregate will not be loosened, dislodged, or whipped off by slow moving traffic.

Control traffic to speeds not exceeding 25 mph for a minimum of two hours after application of the seal stone and until the Engineer permits the road to be opened to normal traffic speeds.

Use pilot vehicles to control traffic speeds.

### 424.3.06 Quality Acceptance

General Provisions 101 through 150.

### 424.3.07 Contractor Warranty and Maintenance

Maintain and protect the surface course as specified in [Section 105](#) until the Project has been accepted. Make repairs as the Engineer directs. The cost of maintenance, protection, and repair is included in the Unit Prices Bid for the Item for which they apply.

## 424.4 Measurement

The area to be measured is the number of square yards (meters) of each type surface treatment completed and accepted.

### 424.4.01 Limits

The length is measured along the surface. The width is specified on the Plans, plus or minus any authorized changes. Irregular areas are measured by the surface square yard (meter) within the lines shown on the Plans or authorized changes.

## 424.5 Payment

The accepted area of surface treatment will be paid for at the Contract Unit Price per square yard (meter) complete for each type and stone size specified.

Payment will be made under:

Item No. 424	Single surface treatment stone size __ group__	Per square yard (meter)
Item No. 424	Double surface treatment stone size __ and __ group __	Per square yard (meter)
Item No. 424	Double surface treatment stone size __ and __ group __ with Seal Sand __ and Latex-Modified Emulsion	Per square yard (meter)
Item No. 424	Double surface treatment stone size __ and __ group __ with Seal Sand____	Per square yard (meter)
Item No. 424	Triple surface treatment stone sizes __, __ and __, group __	Per square yard (meter)

Office of Materials and Research

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

SUPPLEMENTAL SPECIFICATION

**Section 445—Waterproofing Pavement Joints and Cracks**

---

*Delete Section 445 and substitute the following:*

**445.1 General Description**

This work includes waterproofing joints and cracks in the pavement by cleaning the existing surface and placing a membrane over joints and random cracks as shown on the Plans.

**445.1.01 Definitions**

General Provisions 101 through 150.

**445.1.02 Related References**

**A. Standard Specifications**

[Section 150—Traffic Control](#)

[Section 400—Hot Mix Asphaltic Concrete Construction](#)

[Section 888—Waterproofing Membrane Material](#)

**B. Referenced Documents**

General Provisions 101 through 150.

**445.1.03 Submittals**

General Provisions 101 through 150.

**445.2 Materials**

Use membranes that meet the requirements of [Subsection 888.2.02](#). For a list of sources, see [QPL 22](#).

**445.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

**445.3 Construction Requirements**

**445.3.01 Personnel**

General Provisions 101 through 150.

**445.3.02 Equipment**

General Provisions 101 through 150.

**445.3.03 Preparation**

**A. Primer**

Place primer on:

- Portland cement concrete

- Old asphaltic concrete surfaces

The Engineer will determine when to place primer on new asphaltic concrete surfaces.

Before placing the membrane:

1. Prime the surface according to the manufacturer's recommendations.
2. Correct spalls greater than 3 in. (75 mm) in diameter that will prevent the material from bonding to the pavement or that will leave a cavity under the material.  
Repair spalls using asphaltic concrete that meets the requirements of [Section 400](#) or other materials such as cold mixes approved by the Engineer.
3. Place the primer on the surface at the rate specified by the primer manufacturer. Extend it 1 in (25 mm) wider than the membrane. Before applying the membrane, allow the primer to dry until it is tack-free.
4. Cover the sections that are primed with membrane within the same day or repriming will be required.

### 445.3.04 Fabrication

General Provisions 101 through 150.

### 445.3.05 Construction

#### A. Placing the Membrane

Place the membrane on joints and cracks over concrete pavements on interstate mainline and ramps and designated state routes that will be surfaced with asphaltic concrete, unless otherwise noted on the Plans.

1. Place the membrane only when the temperature is above 40 °F (4 °C) and the pavement surfaces are dry and free of dirt or debris.
2. Install the membrane in widths of at least 11-3/8 in (290 mm) and center them over the joint or crack within a 2 in (50 mm) tolerance.
3. Seal joints as follows:
  - a. Seal transverse joints and cracks first, starting at the outside edge of the pavement and extending the full length of the joints.
  - b. Seal the longitudinal joint(s) after the transverse joints, placing the membrane in the direction that the Project will be paved.

If laps are needed, place them in the transverse and longitudinal membranes with an overlap of at least 2.5 in (65 mm).

4. Install the membrane straight and wrinkle-free with no curled or uplifted edges. Slit and fold down wrinkles over 3/8 in (10 mm) wide.
5. Press the membrane against the concrete or asphalt surface using a hand roller or other equipment to ensure proper bonding.
6. Bond the edges and corners of the strips securely to the surface. Before placing the overlay, rebond or replace strips that have loose edges or corners at no expense to the Department.
7. Place the asphaltic concrete overlay when the membrane surface is dry.
8. Traffic will be allowed to enter the section between the time of placing the membrane and placing the paving, for a maximum of 7 calendar days. Before paving, replace damaged or disbonded membrane at no additional cost to the Department.
9. Fill joints or cracks flush with the pavement if they are wider than 0.5 in (13 mm) or deeper than 3/8 in (10 mm) and not adequately filled to provide support for the membrane over the joint. Use PG 64-22 asphalt cement, hot pour, or other approved sealant material before placing the membrane as directed by the Engineer.

**Section 445—Waterproofing Pavement Joints and Cracks**

---

10. Clean the joint to remove dirt and debris before filling the joint. Comply with the short-term pavement marking requirements of [Section 150](#).

**445.3.06 Quality Acceptance**

General Provisions 101 through 150.

**445.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

**445.4 Measurement**

The membrane quantity, complete in place and accepted, is measured in linear feet (meters). The length for transverse joints waterproofed is based on the typical cross section in the Plans, except that, where widening occurs for extra lanes, field measurements are made to determine the exact length waterproofed.

The length for longitudinal joints and random cracks waterproofed are measured in place along the center line of the joint on the surface of the pavement. No allowance is made for laps.

**445.4.01 Limits**

General Provisions 101 through 150.

**445.5 Payment**

Payment will be made at the Contract Unit Price per linear foot (meter) of joint and crack waterproofed, which will include cleaning the surface and furnishing and placing the primer and membrane.

Payment will be made under:

Item No. 445	Waterproofing pavement joints and cracks ( <u>width</u> )	Per linear foot (meter)
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**445.5.01 Adjustments**

General Provisions 101 through 150.

Office of Materials and Research



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 446—Placement of Pavement Reinforcement Fabric**

---

*Delete Section 446 and substitute the following:*

**446.1 General Description**

This work includes installing Type II pavement reinforcement fabric and high strength pavement reinforcement fabric over cracks, joints, and patches in existing asphaltic concrete pavement. Install the fabric in strips or full width before placing an overlay where shown on the Plans or as directed by the Engineer. Install high strength pavement reinforcement fabric on asphaltic concrete interstate projects.

**446.1.01 Definitions**

General Provisions 101 through 150.

**446.1.02 Related References**

**A. Standard Specifications**

[Section 150—Traffic Control](#)

[Section 400—Hot Mix Asphaltic Concrete Construction](#)

[Section 413—Bituminous Tack Coat](#)

[Section 881—Fabrics](#)

**B. Referenced Documents**

General Provisions 101 through 150.

**446.1.03 Submittals**

General Provisions 101 through 150.

**446.2 Materials**

Use the reinforcement fabric that meets the requirements of [Subsection 881.2.06](#).

Bituminous binder materials, when required, shall meet the requirements of [Section 413, “Bituminous Tack Coat”](#).

**446.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

**446.3 Construction Requirements**

**446.3.01 Personnel**

General Provisions 101 through 150.

**446.3.02 Equipment**

**A. Template**

When using fabric strips, use a template or other method satisfactory to the Engineer to apply the bituminous tack coat uniformly.

## **B. Mechanical Device**

Use a mechanical device approved by the Engineer when placing the fabric full width on the pavement to ensure the fabric is placed smooth, free of wrinkles, and with no uplifted edges.

## **C. Roller**

Place the fabric in total contact with the underlying pavement. Roll the fabric with a static drum or pneumatic roller to ensure adequate adhesion to the pavement surface.

### **446.3.03 Preparation**

Before an existing pavement surface is milled, mark the location of joints and cracks with an offset reference so that they can be located after milling has been completed.

#### **A. Cleaning the Pavement**

Immediately before applying the bituminous tack coat, clean the pavement surface to remove rocks, dirt, debris, and other materials that may prevent a clean bonding surface.

#### **B. Repairing Potholes, Spalls, or Cracks**

Before placing the fabric, repair potholes, spalls, or cracks greater than 3/16 in (5 mm) wide. Repair spalls and potholes using asphaltic concrete that meets the requirements of [Section 400](#) or other materials such as cold mixes approved by the Engineer.

Fill cracks with PG 64-22 asphalt cement or other materials approved by the Engineer.

### **446.3.04 Fabrication**

General Provisions 101 through 150.

### **446.3.05 Construction**

Do not install reinforcement fabric when ambient temperatures are less than 45 °F (7 °C).

Use a bituminous tack coat when temperatures are between 45°F (7 °C) and 70°F (21°C) for all reinforcement fabric types.

When ambient temperatures are a minimum of 70 °F (21 °C) and rising, reinforcement fabric with a self-adhesive backing may be installed at the Contractor's option without applying a bituminous tack coat except when the fabric is placed on a milled surface.

Use a bituminous tack coat when fabric is placed on a milled surface regardless of the temperature.

#### **A. Applying Bituminous Binder**

Use a bituminous tack coat to bond self-adhesive fabric to the pavement and apply the bituminous tack coat at a rate of 0.10 gal/yd<sup>2</sup> (0.45 L/m<sup>2</sup>) over non-milled surfaces and 0.20 gal/yd<sup>2</sup> (0.90 L/m<sup>2</sup>) over milled surfaces. Heat the bituminous tack coat and apply within a temperature range of 350 °F to 375 °F (175 °C to 190 °C).

Use bituminous tack coat to bond non-self-adhesive fabric to the pavement and apply at a rate of 0.10 gal/yd<sup>2</sup> (0.45 L/m<sup>2</sup>) over non-milled surfaces and 0.25 gal/yd<sup>2</sup> (1.13 L/m<sup>2</sup>) over milled surfaces. Heat the bituminous tack coat and apply within a temperature range of 350 °F to 375 °F (175 °C to 190 °C).

Where using fabric strips, use a template or other method satisfactory to the Engineer to apply bituminous tack coat uniformly.

Do not allow the width of the bituminous tack coat applied to exceed the width of the fabric by more than 1 in (25 mm) on each side.

#### **B. Placing the Fabric**

For self-adhesive reinforcement fabric, remove the release liner of the fabric and place the adhesive side to the pavement. Place self-adhesive reinforcement fabric no more than 24 hours in advance of the paving operation to ensure proper adhesion of the fabric to the pavement.

Place non-self-adhesive reinforcement fabric at least 1 hour but no more than 24 hours in advance of the paving operation to ensure proper adhesion of the fabric to the pavement. Place fabric on the pavement immediately after the bituminous tack coat has been applied to the pavement. Place the non-woven polyester side of the fabric on the pavement.

Install the fabric so that it is smooth, free of wrinkles with no uplifted edges. Provide a minimum of 5 in (125 mm) overlap on all sides of the repair area. Center the material over the repair area within a 2 in (50 mm) tolerance. When placed full width, use a mechanical device approved by the engineer to place the fabric on the pavement.

Immediately after the fabric is placed on the pavement, ensure that the fabric is in total contact with the underlying pavement. Roll the material with a static drum or pneumatic roller to ensure adequate adhesion to the pavement surface.

Any fabric with loose edges, corners or other improperly bonded areas shall be replaced at the expense of the Contractor prior to placement of the overlay or opening the fabric section to traffic.

#### **C. Overlapping Fabric.**

If more than one strip of fabric is required to cover the repair area, the seams that are created shall be butt or lapped seams. When waterproofing is required, use lap seams with a minimum 2 in (50 mm) overlap. Make all lapped seams in the direction of the paving operation to prevent pickup by the paving train. The width of the fabric strips shall be shown on the plans.

Make joint overlaps to prevent pickup by the paving train that places the asphaltic concrete.

#### **D. Protecting Fabric**

When full width fabric is used, schedule work so that the fabric will be covered with asphaltic concrete prior to reopening the section to traffic. Do not allow traffic, other than necessary construction equipment or emergency vehicles, on unprotected fabric. If approved by the Engineer, traffic will be allowed to use a section with applied fabric strips for a maximum of 7 days. Coordinate all activities to conform to this restriction. Replace any damaged fabric prior to paving at the Contractor's expense. When short-term pavement markings are required, the markings shall meet the requirements of [Section 150](#).

When in-place fabric is exposed to moisture prior to application of the overlay, make sure the fabric is completely dry before the overlay is placed.

If the fabric sticks to tires of trucks or paving equipment during the construction overlays, hot mix asphalt may be broadcast over the fabric for protection.

#### **E. Placing Overlay**

Use an asphaltic concrete overlay that meets the requirements of [Section 400](#).

Prior to placement of the overlay, apply a bituminous tack coat over the fabric at a rate determined by the Engineer as described in [Subsection 400.3.03.A.3](#).

The minimum thickness of asphaltic concrete over the strip shall be 2 in (50 mm). Milling may be required to provide the minimum thickness.

When using a vibratory roller for compaction, avoid the use of excessive amplitude. The use of excessive amplitude during the compaction process may result in an undesirable riding surface.

### **446.3.06 Quality Acceptance**

General Provisions 101 through 150.

### **446.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

## **446.4 Measurement**

The reinforcement fabric complete, in place, and accepted is measured by the square yard (meter) for full-width fabric, or by the linear foot (meter) for fabric strips. No allowance will be made for laps.

### **446.4.01 Limits**

General Provisions 101 through 150.

## **446.5 Payment**

Payment will be made at the Contract Unit Price per square yard (meter) or per linear foot (meter) of reinforcement fabric as shown in [Subsection 446.4, "Measurement."](#)

Payment is full compensation for the work specified in this section, including cleaning the surface and furnishing and placing the pavement reinforcement fabric.

Payment for Pavement Reinforcing Fabric Strips also includes all milling required to place the fabric according to the plans.

Payment will be made under:

Item No. 446	Pavement Reinforcement Fabric Strips, Type II, 18 inch (450 mm) Width	Per linear foot (meter)
Item No. 446	Pavement Reinforcement Fabric Full Width, Type II	Per square yard (meter)
Item No. 446	High Strength Pavement Reinforcement Fabric, 18 inch (450 mm) Width	Per linear foot (meter)

#### **446.5.01 Adjustments**

General Provisions 101 through 150.

Office of Materials and Research

# DEPARTMENT OF TRANSPORTATION

## STATE OF GEORGIA

### SUPPLEMENTAL SPECIFICATION

#### Section 456—Indentation Rumble Strips

---

*Delete Section 456 and substitute the following:*

##### **456.1 General Description**

This work includes constructing rumble strips on paved shoulders or centerlines by milling or grinding 1/2 in (13 mm) deep depressions into the finished surface as shown in the Plans.

##### **456.1.01 Definitions**

**Skip ground in place rumble strips**—Rumble strips placed with 28 ft (8.5 m) of strips and 12 ft (3.7 m) of clear space between.

**Continuous ground in place rumble strips**—Rumble strips placed continuously.

**Edge line rumble strips** – Rumble strips placed continuously on the edge line traffic stripe.

**Centerline rumble strips** – Rumble strips placed continuously on the centerline traffic striping.

##### **456.1.02 Related References**

###### **A. Standard Specifications**

General Provisions 101 through 150.

###### **B. Referenced Documents**

General Provisions 101 through 150.

##### **456.1.03 Submittals**

General Provisions 101 through 150.

##### **456.2 Materials**

General Provisions 101 through 150.

##### **456.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

##### **456.3 Construction Requirements**

###### **456.3.01 Personnel**

General Provisions 101 through 150.

###### **456.3.02 Equipment**

###### **A. Cutting Tool**

Use a cutting tool that meets these requirements:

- Has independent suspension from the power unit to allow the tool to self-align with the slope of the shoulder
- Is equipped with guides to provide consistent alignment of each line of indentations in relation to the roadway
- Houses a single rotary-type milling/grinding head in line in the direction of travel
- The cutting tips on the milling/grinding head are arranged to provide a smooth cut with no more than 0.05 in (1 mm) between the peaks and valleys

###### **456.3.03 Preparation**

**Section 456—Indentation Rumble Strips**

---

General Provisions 101 through 150.

**456.3.04 Fabrication**

General Provisions 101 through 150.

**456.3.05 Construction**

**A. Indentations**

Form the rumble strip indentations as follows:

1. For traveled ways opened to traffic, install the indentations within ten calendar days.
2. Ensure the finished indentations conform to the following:
  - a. Indentations have a concave circular shape and are spaced 12 in (300 mm) center to center.
  - b. Skip, continuous, and centerline rumble strips indentation dimensions:
    - 7 in (175 mm) wide with a 5 in (125 mm) gap in the direction of travel  
16 in (400 mm) long when measured perpendicular to the direction of travel.
    - Minimum 1/2 in (13 mm) maximum 5/8 in (16 mm) deep at center.
  - c. Edge line rumble strip indentation dimension:
    - 7 in (175 mm) wide with a 5 in (125 mm) gap in the direction of travel
    - 6 in (150 mm) long when measured perpendicular to the direction of travel.
    - Minimum 1/2 in (13 mm) maximum 5/8 in (16 mm) deep at center.

Excess waste material resulting from the operation may be swept to the grassed shoulder and spread where applicable. If an adjacent grassed shoulder is not available, or if directed by the Engineer, remove and dispose of the waste material in a manner approved by the Engineer.

**456.3.06 Quality Acceptance**

General Provisions 101 through 150.

**456.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

**456.4 Measurement**

Indentation rumble strips are measured by the gross linear mile (kilometer). The Plan quantity is the pay quantity unless the Engineer makes authorized changes. No deductions will be made for intersections, ramps, bridges, or skips.

**456.4.01 Limits**

General Provisions 101 through 150.

**456.5 Payment**

Payment will be made at the Contract Unit Price bid per gross linear mile (kilometer). Payment is full compensation for furnishing equipment and labor and for satisfactorily performing the work.

Payment will be made under:

Item No. 456	Indentation rumble strips—ground in place (continuous)	Per gross linear mile (kilometer)
Item No. 456	Indentation rumble strips—ground in place (skip)	Per gross linear mile (kilometer)
Item No. 456	Indentation edge linerumble strips—ground in place (continuous)	Per gross linear mile (kilometer)
Item No. 456	Indentation centerline rumble strips—ground in place (continuous)	Per gross linear mile (kilometer)

**456.5.01 Adjustments**

General Provisions 101 through 150.

Office of Traffic Operations

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 500—Concrete Structures**

---

*Add the following to Section 500.1:*

See the Contract Plans for the specified color and locations for placing integrally colored concrete.

*Add the following to Subsection 500.1.02.B:*

ASTM C 979

*Add the following to Subsection 500.1.03:*

**H. Color Additives**

Submit to the Engineer the following:

- a. Product Data: Manufacturer's specifications and instructions for color additives.
- b. Samples for Concrete Color Selection: Submit sample chip of specified color indicating color additive number and required dosage rate. Submittals are for general verification of color.

*Add the following to Section 500.2:*

Use colored concrete additive made with pure, concentrated mineral pigments especially processed for mixing into concrete and complying with ASTM C 979.

If adding color additives to the mix at the jobsite, furnish color additives in pre-measured Mix-Ready disintegrating bags to minimize jobsite waste.

Do not use accelerator admixtures containing calcium chloride in colored concrete mix.

*Add the following to Subsection 500.2.01:*

**H. Color Additives**

Comply with manufacturer's instructions. Deliver to site or batch plant in original, unopened packaging. Store color additives in dry conditions.

*Add the following to Subsection 500.3.04.E:*

4. Colored-Mixed Concrete
  - a. Proportion, batch and mix color additives in accordance with manufacturer's instructions. Mix until color additives are uniformly dispersed throughout mixture and disintegrating bags, if used, have disintegrated.
  - b. If mixed at batch plant, schedule delivery of concrete to provide consistent mix times from batching until discharge.

## **Section 500—Concrete Structures**

---

*Add the following to Subsection 500.3.05.A:*

4. Schedule placement to minimize exposure of freshly poured concrete to potentially harmful drying elements such as wind and sun before curing materials are applied and protect freshly poured concrete from exposure to excess moisture and freezing for a minimum of 24 hours when such weather conditions exist.

*Delete Subsection 500.3.05.T.9.c and substitute the following:*

- c. After belting, dragging, or brooming and when shown on the Plans, groove the bridge deck and approach slabs perpendicular to the center line as follows:
  - 1) Do not begin grooving until the bridge deck is cured according to Subsection 500.3.05.Z, “Cure Concrete”.
  - 2) If necessary, groove in conjunction with planing required to make the surface corrections specified in Subsection 500.3.06.D, “Bridge Deck Surface Check”. Wait until the concrete is hard enough to support the equipment without distorting.
  - 3) Cut Grooves into the hardened concrete using a mechanical saw device capable of producing grooves 0.125 in (3 mm) wide, 0.125 in (3 mm) deep, and 0.5 in (13 mm) apart, center-to-center.
  - 4) Extend the grooves across the slab to within 1 ft (300 mm) of the gutter lines.

*Add the following to Subsection 500.3.05.Z:*

Cure colored concrete in accordance with manufacturer’s instructions.

Materials and Research



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 520—Piling**

---

*Delete Subsection 520.3.05.D.2 and substitute the following:*

2. Perform Loading Test

Unless otherwise specified on the Plans, use a test method that conforms to ASTM D 1143, modified for quick load tests.

Use loading apparatus capable of the lesser value of the following:

- For concrete piles, 400 percent of the design load or 500 tons (4450 kilonewtons)
- For steel piles, 400 percent of the design load or 90 percent of the yield strength

The Engineer may increase or decrease the number of loading tests.

Furnish and read the instrumentation necessary to determine the pile settlement under load.

A loaded pile is unsatisfactory when the total settlement under 200 percent of the design load exceeds 1 in (25 mm) or the permanent settlement exceeds 1/4 in (6 mm) using the standard loading procedure in ASTM D 1143 Section 5.

The laboratory will determine the maximum safe design load or the failure load of original loading materials based on the results of the loading test.

The Engineer may require the following piles to be driven further:

- Unsatisfactory piles as defined in the paragraphs above
- Piles without enough maximum safety design or failure loads as determined by the Office of Materials and Research

Perform the loading test as follows:

- a. Test load piling as required on the Plans, or as directed by the Engineer.
- b. Furnish and drive the piling to be test loaded.
- c. Furnish and drive necessary anchor piling.  
When the Engineer permits, use piling that will remain in the completed structure after load testing as anchor piles when desired.
- d. Apply the test loads in equal increments of 10 to 15 percent of the design load.
- e. Apply the loads at constant 2-1/2-minute time intervals throughout the test.
- f. After the test is complete, remove the temporary materials. These temporary materials remain the Contractor's property.
- g. Remove or cut off the piling that will not remain in the completed structure.  
Cut off the piling at least 1 ft (300 mm) below the bottom of the footing or the ground line, whichever applies.
- h. In deep water, have the Engineer direct how much pile to remove.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 550—Storm Drain Pipe, Pipe-Arch Culverts, and Side Drain Pipe**

---

*Delete Section 550 and Substitute the following:*

**550.1 General Description**

This work includes furnishing and installing the following:

- Storm drain pipe
- Pipe-arch and elliptical culverts
- Side drain pipe flared end sections
- Tapered pipe inlets

Install structures according to the Specifications and the details shown on the Plans, or as directed by the Engineer.

**550.1.01 Definitions**

Side Drain – All driveway pipe (commercial, non-commercial, residential, utility, farm, logging, and mining).

General Provisions 101 through 150.

**550.1.02 Related References**

**A. Standard Specifications**

[Section 205—Roadway Excavation](#)

[Section 207—Excavation and Backfill for Minor Structures](#)

[Section 208—Embankments](#)

[Section 645—Repair of Galvanized Coatings](#)

[Section 815—Graded Aggregate](#)

[Section 834—Masonry Materials](#)

[Section 840—Corrugated Aluminum Alloy Pipe](#)

[Section 841—Iron Pipe](#)

[Section 843—Concrete Pipe](#)

[Section 844—Steel Pipe](#)

[Section 845—Smooth Lined Corrugated High Density Polyethylene \(HDPE\) Culvert Pipe](#)

[Section 846—Polyvinyl chloride \(PVC\) Drain Pipe](#)

[Section 847—Miscellaneous Pipe](#)

[Section 848—Pipe Appurtenances](#)

## B. Referenced Documents

General Provisions 101 through 150.

GDOT Manual on Drainage Design for Highways

Ga. Std. 1030D

Ga. Std. 1030P

GDT 136

### 550.1.03 Submittals

General Provisions 101 through 150.

## 550.2 Materials

Ensure materials meet the requirements of the following Specifications:

Material	Section
Backfill Materials	<a href="#">207</a>
Graded Aggregate	<a href="#">815</a>
Reinforced Concrete Pipe	<a href="#">843.2.01</a>
Nonreinforced Concrete Pipe	<a href="#">843.2.02</a>
Mortar And Grout	<a href="#">834.2.03</a>
Bituminous Plastic Cement	<a href="#">848.2.05</a>
Rubber Type Gasket Joints (Concrete Pipe)	<a href="#">848.2.01</a>
Preformed Plastic Gaskets	<a href="#">848.2.06</a>
Corrugated Steel Pipe	<a href="#">844.2.01</a>
Bituminous Coated Corrugated Steel Pipe	<a href="#">844.2.02</a>
Corrugated Aluminum Alloy Pipe	<a href="#">840.2.01</a>
Bituminous Coated Corrugated Aluminum Pipe	<a href="#">840.2.03</a>
Aluminized Type 2 Corrugated Steel Pipe	<a href="#">844.2.06</a>
Ductile Iron Pipe, Fittings and Joints	<a href="#">841</a>
Precoated, Galvanized Steel Culverts	<a href="#">844.2.05</a>
Smooth Lined Corrugated High Density (HDPE) Polyethylene Culvert Pipe	<a href="#">845.2.01</a>
Polyvinyl Chloride (PVC) Profile Wall Drain Pipe	<a href="#">846.2.01</a>
Polyvinyl Chloride (PVC) Corrugated Smooth Interior Drain Pipe	<a href="#">846.2.02</a>
Miscellaneous Pipe	<a href="#">847</a>

Use any of the following types of pipe:

- Reinforced concrete
- Nonreinforced concrete
- Corrugated steel or Aluminum
- Smooth-lined corrugated high density polyethylene (HDPE)
- Ductile iron
- Polyvinyl Chloride (PVC) Profile Wall Drain Pipe
- Polyvinyl Chloride (PVC) Corrugated Smooth Interior Drain Pipe

Use the type of pipe designated on the Plans, or acceptable alternate types when applicable. For a display of acceptable alternate pipe types see Selection Guideline for Culvert, Slope and Underdrain Pipe in Chapter 10 – Material Selection of the Department’s Manual on Drainage Design for Highways. This document summarizes general applications for pipe.

For concrete, corrugated steel and aluminum pipes see Ga. Std. 1030D for minimum thicknesses, minimum cover, maximum fill, allowable pipe diameters and trench construction detail.

For HDPE and PVC pipes see Ga. Std. 1030P for minimum cover, maximum fill, allowable pipe diameters and trench construction details.

#### **550.2.01 Delivery, Storage, and Handling**

General Provisions 101 through 150.

### **550.3 Construction Requirements**

#### **550.3.01 Personnel**

General Provisions 101 through 150.

#### **550.3.02 Equipment**

General Provisions 101 through 150.

#### **550.3.03 Preparation and Backfill**

Before installing pipe, shape the foundation material as shown on the Plans.

Prepare structure excavations and foundation according to [Section 207](#). Except, use the following backfill material requirements for HDPE and PVC pipe.

1. For cross drain applications use graded aggregate material meeting Subsection 815.2.01.
2. For Longitudinal and side drain applications use Class II B2 soil or better per Subsection 810.2.01, if Class II B2 or better is not available use material conforming to Subsection 550.3.03.1.

#### **550.3.04 Fabrication**

General Provisions 101 through 150.

#### **550.3.05 Construction**

##### **A. Drainage**

Provide necessary temporary drainage. Periodically remove any debris or silt constricting the pipe flow to maintain drainage throughout the life of the Contract.

##### **B. Damage**

Protect the structure by providing sufficient depth and width of compacted backfill before allowing construction over a culvert. Repair damage or displacement from traffic or erosion occurring after installing and backfilling at no additional cost to the Department.

##### **C. Installation**

Check vertical and horizontal alignment of the pipe culvert or storm drain pipe barrel by sighting along the crown, invert and sides of the pipe, and by checking for sagging, faulting and invert heaving. Repair any issues involving incorrect horizontal and/or vertical alignment before backfilling pipe.

##### **1. Concrete Pipe**

Lay sections in a prepared trench with the socket ends pointing upstream. Join section using either rubber gasket or preformed flexible sealant, installed according to the manufacturer’s recommendations.

##### **2. Ductile Iron Pipe**

Lay pipe sections in a prepared trench, with bells pointing upstream. Construct joints according to [Subsection 841.2.02.A](#).

##### **3. Corrugated Aluminum or Steel Pipe and Pipe-Arches**

Lay pipe sections in a prepared trench, with outside laps of circumferential joints pointing upstream and longitudinal joints at the sides. Join the sections with coupling bands, fastened by two or more bolts. Before backfilling the structure:

- a. Repair exposed base metal in metal coating according to [Section 645](#).
  - b. Recoat exposed base metal in bituminous coating with asphalt.
4. Smooth-Lined Corrugated HDPE Pipe
- Install smooth-lined corrugated HDPE pipe according to ASTM D 2321. Use fitting and couplings that comply with the joint performance criteria of AASHTO Standard Specifications for Highway Bridges, Division II. Ensure all joints are “silt tight” as stated in the AASHTO bridge specifications.
5. Specials (Wyes, Tees, and Bends)
- Install wyes, tees, and bends as shown on the Plans or as directed.
6. Tapered Pipe Inlets
- Locate and install tapered pipe inlet end sections as shown on the Plans or as directed.
7. Elongation
- Elongate metal pipe as shown on the Plans. Order the elongation of the vertical axis of the pipe to be done in the shop.
- Ensure the manufacturer ship metal pipe with wire ties in the pipe ends. Remove wire-ties immediately after completing the fill.
8. Flared End Sections
- Use flared end sections on the inlet, outlet, or on both ends of storm drain pipe, according to Plan details.
9. PVC Drain Pipe
- Install polyvinyl chloride (PVC) drain pipe according to ASTM D 2321. Use fittings and couplings complying with the joint performance criteria of AASHTO Standard Specifications for Highway Bridges, Division II. Ensure all joints are “silt tight” as stated in the AASHTO bridge specifications.

### **550.3.06 Quality Acceptance**

#### **A. Post Installation Inspection**

For projects located on the State Route system, including interstates, inspect 100% of pipe under the roadbed, 100% of pipe in a closed drainage system and a minimum of 10.0 % of all other locations except in side drain application which are short enough to inspect from each end of the pipe. Conduct post installation inspections in accordance with the requirements of this Specification and GDT 136.

Before post installation inspection, dewater installed pipe (if necessary) and provide the Engineer with a post installation inspection schedule. Notify the Engineer at least seven days in advance of beginning inspection. Perform post installation inspections once compacted backfill has reached a depth of 8 feet or after completion of the pipe installation and final cover, which includes the embankment and all non-asphalt bases and/or subgrades. Notify the Engineer of problems found during the inspection. The Engineer will determine if corrective action is necessary.

Perform post installation inspection with the use of low barrel distortion video equipment with laser profile technology, non-contact video micrometer and associated software.

Video and laser profiling and measurement technology must be certified by the company performing the work to meet the requirements of GDT 136. Inspection contractor personnel completing remote inspections shall be NASSCO – PACP Certified Technicians.

For video recorded, laser profiled pipe indicating deflection is in excess of Specification requirements, the Contractor may elect to further test the pipe with the use of a mandrel. Ensure mandrel meets requirements of GDT 136 and the Engineer has approved before use. Pull the mandrel by hand.

Manual post installation inspection allowed for pipe diameters greater than 48 inches per Subsection 550.3.06.B.

Re-inspect 100% of pipe remediation locations or where replacement was required.

#### **B. Manual Post Installation Inspections**

Perform a manual inspection by entering the pipe structure to record video and to make measurements. For all pipe structures considered a confined space, provide entry for all project inspection personnel according to OSHA requirements. Furnish a video recording of each inspection. On the recording, identify the date and time of the

inspection, a description of the pipe structure, location, and viewing direction. Record the entire run of pipe. Provide a light source which allows observation of all areas of concern on the video recording. Furnish the video recording in a digital, reproducible format on one of the following media types: DVD or CD.

Measure the deflection of the pipe using either a metal or fabric tape and read to the nearest 0.5 inch (10 mm). Measure crack width using either a crack comparator or a feeler gage capable of measuring 0.01 inch (0.25 mm). Measure joint gaps using a tape or ruler and read to the nearest 0.5 inch (10 mm). Other measuring devices may be used if approved by the Engineer.

Record the measurements and include them in the inspection report. Measure and record the following:

1. The location, length and greatest width of each crack.
2. Smallest inside diameter three times for each pipe section in the run. Take the first measurement vertically from the crown to invert (12 o'clock to 6 o'clock positions). Take the second measurement by rotating 60 degrees from vertical (2 o'clock to 8 o'clock positions). Take the third measurement by rotating 120 degrees from vertical (4 o'clock to 10 o'clock positions). For all measurements, stretch tape to full extent across inside of pipe.
3. Widest gap at each joint in the run.

Record the location and describe other defects not listed above. For each measurement location in a pipe, record the length from the nearest drainage structure.

C. Inspection Report

Submit inspection report to the Engineer after completion of the required post installation inspection. Ensure inspection report meets the requirements of this Specification and GDT 136.

D. Requirements for Concrete Pipe:

1. Joints: Note differential movement, cracks, spalling, improper gasket placement, movement or settlement of pipe sections, and leakage in the inspection report. Repair or replace pipe sections to the satisfaction of the Engineer where joint separation is greater than one inch. Repair or replace pipe sections where soil migration through the joint is occurring.
2. Longitudinal and Transverse Cracks: Cracks with a width less than 0.01 inch (0.25 mm) are considered hairline and minor and only need to be noted in the inspection report, no corrective action is necessary. When cracks are wider than 0.01 inch (0.25 mm) and extend for a length of 12 inch (300 mm) or more, regardless of position in the wall of the pipe, measure the width, length, and locations of the cracks and diameter of the pipe, both horizontally and vertically, use remediation methods in accordance with recommendations of the pipe manufacturer and submit to the Engineer for review and approval an evaluation utilizing a Professional Engineer that takes into consideration structural integrity, environmental conditions, and the design service life of the pipe.

Seal by a method approved by the Engineer cracks having widths equal to or greater than 0.01 inch (0.25mm) that extend for a length of 12 inch (300 mm) or more and determined to be detrimental. Remediate or replace pipe with cracks widths greater than 0.1 inch (2.5 mm) and determined by the Engineer to be beyond satisfactory structural repair. Repair or replace pipes having displacement across the crack.

E. Requirements for Smooth-Lined Corrugated HDPE & PVC Drain Pipe

1. Joints: Remediate pipe showing evidence of crushing at the joints. Note differential movement, improper joint sealing, movement or settlement of pipe sections, and leakage in the inspection report. Remediate joint separation of greater than 1 inch. Repair or replace pipe sections where soil migration through the joint is occurring.
2. Cracks: Remediate cracks or splits in the interior wall of the pipe. Use remediation methods in accordance with recommendations of the pipe manufacturer and accepted and authorized by the Engineer.
3. Buckling, bulging, and racking: Note in the inspection report flat spots or dents at the crown, sides or flowline of the pipe due to racking. Note areas of wall buckling and bulging in the inspection report. The Engineer will determine if corrective action is necessary.
4. Deflection: Where pipe deflection exceeds 5% of the nominal diameter, submit to the Engineer for review and approval an evaluation utilizing a Professional Engineer taking into consideration the severity of the deflection, structural integrity, environmental conditions, and the design service life of the pipe. Remediate or replace pipe where the evaluation finds the deflection could be problematic or where pipe deflection exceeds 7.5% of the nominal diameter.

#### **F. Requirements for Corrugated Aluminum or Coated Steel Pipe**

1. Joints: Remediate pipe showing evidence of crushing at the joints. Note differential movement, improper joint sealing, movement or settlement of pipe sections, and leakage in the inspection report. Remediate joint separation of greater than 1 inch. Repair or replace pipe sections where soil migration through the joint is occurring.
2. Cracks: Remediate cracks or splits in the interior wall of the pipe. Use remediation methods in accordance with recommendations of the pipe manufacturer and accepted and authorized by the Engineer.
3. Buckling, bulging, and racking: Note flat spots or dents at the crown, sides or flowline of the pipe due to racking in the inspection report. Note areas of wall buckling and bulging in the inspection report. The Engineer will determine if an additional evaluation by a Professional Engineer is required. Remediate or replace pipe where the evaluation finds the damaged section could be problematic.
4. Deflection: Where pipe deflection exceeds 5% of the nominal diameter, submit to the Engineer for review and approval an evaluation utilizing a Professional Engineer that takes into consideration the severity of the deflection, structural integrity, environmental conditions, and the design service life of the pipe. Remediate or replace pipe where the evaluation finds the deflection could be problematic or where pipe deflection exceeds 7.5% of the nominal diameter.
5. Coating: Note areas of the pipe where the original coating has been scratched, scoured or peeled in the inspection report. The Engineer will determine if repair is necessary. Use remediation methods in accordance with recommendations of the pipe manufacturer and accepted and authorized by the Engineer.

#### **550.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

### **550.4 Measurement**

#### **A. Excavation and Backfill**

Backfill materials types II and III are measured according to [Subsection 207.4, “Measurement.”](#)

#### **B. Flat Bottom and Circular Pipe (All Types)**

The overall length of pipe installed, excluding tapered inlets, is measured in linear feet (meters), along the central axis of the diameter of the pipe. Wyes, tees, and bends are included in this measurement.

#### **C. Pipe-Arches**

The overall length of pipe-arch installed is measured in linear feet (meters), along the bottom center line of the pipe.

#### **D. Multiple Installations**

In multiple installations, each single line of culvert structure is measured separately.

#### **E. Tapered Pipe Inlets**

Tapered pipe inlet sections are measured as a unit; do not include them in the overall length of the pipe.

#### **F. Flared-End Sections**

Flared-end sections are measured separately by the unit and not included in the overall pipe length.

#### **G. Smooth-Flow Pipe**

Smooth-flow pipe is measured by the linear foot (meter) along the pipe invert.

#### **H. Elliptical Pipe**

Elliptical pipe is measured in linear feet (meters) along the bottom center line of the pipe.

#### **I. Post Installation Inspection**

No measurement will be made for post installation inspection.

#### **550.4.01 Limits**

Excavation and normal backfill are not measured for payment.

## 550.5 Payment

### A. Backfill

Backfill will be paid for according to [Section 207](#).

### B. Pipe Installations

Pipe installations complete in place and accepted will be paid for at the Contract Price for each item.

This payment is full compensation for excavating, furnishing, and hauling materials; installing, cutting pipe where necessary; repairing or replacing damaged sections; post installation inspection, making necessary connections; strutting, elongating, providing temporary drainage; joining an extension to an existing structure where required; and removing, disposing of, or using excavated material as directed by the Engineer.

#### 1. Smooth Flow Pipe

The quantity of each diameter and steel thickness of smooth flow pipe as measured will be paid for at the Contract Unit Price per linear foot (meter) bid for the various sizes. Payment is full compensation for furnishing labor, materials, tools, O-ring mechanical joints, equipment, and incidentals to complete this Item, including removing and disposing excavation material.

#### 2. Flared-End Sections

Flared-end sections, measured as specified above, will be paid for at the Contract Unit Price for each section of the specified size.

Payment will also include sawing, removing, and replacing existing pavement removed to install a new drainage structure.

### C. Post Installation Inspection

No separate payment will be made for this work. Include the cost in the bid submitted for this pay item.

Payment for this item is made as follows:

One hundred percent of the Contract Price bid per linear foot (meter) is paid when the pipe is installed per the specifications including the required material documentation. The Contract Price is paid before post installation inspection.

Payment will be made under:

Item No. 550	Storm drain pipe ___ in (mm), H= ___	Per linear foot (meter)
Item No. 550	Side drain pipe ___ in (mm), H= ___	Per linear foot (meter)
Item No. 550	Pipe arch (span) ___ in (mm) x (rise) ___ in (mm)	Per linear foot (meter)
Item No. 550	Tapered pipe inlet ___ in (mm),	Per each
Item No. 550	Flared-end section ___ in (mm),	Per each
Item No. 550	Elliptical pipe ___ in (mm) wide x ___ in (mm) high	Per linear foot (meter)

#### 550.5.01 Adjustments

Excavation will not be paid for separately, but the other provisions of [Section 205](#) and [Section 208](#) shall govern.

Office of Materials and Research



# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## SUPPLEMENTAL SPECIFICATION

*Add the following:*

### Section 572—Slope Underdrains

#### 572.1 General Description

This Work consists of the construction of slope underdrains, including placement of Geogrid reinforcement, Geocomposite wall drains, plastic filter fabric and other materials in slope excavations or fills where encountering high groundwater. Perform this Work in accordance with the Specifications and details, lines and grades shown on the Plans, or as directed by the Engineer.

##### 572.1.01 Definitions

General Provisions 101 through 150.

##### 572.1.02 Related References

###### A. Standard Specifications

**General Provisions 101 through 150.**

[Section 500—Concrete Structures](#)

[Section 603—Sand-cement Bag Rip Rap](#)

[Section 806—Aggregate for Drainage](#)

[Section 809—Geogrid Materials](#)

[Section 839—Corrugated Polyethylene Underdrain Pipe](#)

[Section 853—Reinforcement and Tensioning Steel](#)

[Section 881—Fabrics](#)

###### B. Referenced Documents

[QPL 28](#)

[QPL 47](#)

#### 572.2 Materials

Ensure that materials meet the requirements of the following Specifications:

Material	Section
Concrete	<a href="#"><u>500</u></a>
Sand-cement Bag Rip Rap	<a href="#"><u>603</u></a>
Coarse Aggregate for Underdrains	<a href="#"><u>806.2.01</u></a>
Geogrid	<a href="#"><u>809</u></a>

Material	Section
Corrugated Polyethylene Underdrain Pipe	<a href="#">839</a>
Reinforcing Steel	<a href="#">853</a>
Woven Plastic Filter Fabric	<a href="#">881.2.05</a>

Use approved geocomposite wall drain listed on QPL 47.

See QPL 28 for acceptable woven fabrics that meet the requirements of this Specification.

### **572.3 Construction Requirements**

#### **572.3.01 Personnel**

General Provisions 101 through 150.

#### **572.3.02 Equipment**

General Provisions 101 through 150.

#### **572.3.03 Preparation**

General Provisions 101 through 150.

#### **572.3.04 Fabrication**

General Provisions 101 through 150.

#### **572.3.05 Construction**

Arrange the work schedule so that the slope underdrain installations will coincide with other operations on the Project in a manner that will prevent damage to completed work or may cause and/or allow soil contamination of materials.

##### **A. Excavation**

Excavate in accordance with the details and elevations shown on the Plans or to an additional depth as directed by the Engineer to intercept the water-bearing strata encountered during construction. Begin the excavations with the topmost bench and proceed to the bottom of the slope. Excavate as necessary to provide continuous slope underdrain coverage from the top of the water-bearing strata to the bottom of the slope. When encountering unstable conditions in the bottom of the excavation, remove unstable material as directed by the Engineer and replace with approved granular material and compact so as to provide a stable foundation for the excavation and placement of pipes.

##### **B. Placement of Geocomposite Wall Drains**

Place the Geocomposite wall drains the full height and width of the vertical bench cuts and secure the drains with metal staples or wooden stakes. Do not allow any horizontal joints or splices to remain in the drains. Abut adjoining drain strips to make vertical joints between drain strips.

##### **C. Placement of Plastic Filter Fabric**

Place plastic filter fabric of sufficient length to cover the drainage aggregate at the bottom of the bench excavation adjacent to the geocomposite wall drain. Overlap the fabric with a minimum of 3 feet (914 mm) of material. Sewing of the fabric will not be required. The fabric may be cut at the locations of the solid underdrain pipe to allow for wrapping around the drainage aggregate.

##### **D. Placement of Pipe and Aggregate**

Place perforated pipe continuous with the bench excavation adjacent to the Geocomposite wall drain in accordance with the details shown on the Plans. Place solid pipe at 200-foot (61-meter) intervals with a minimum of 2 solid pipes at each bench excavation, joined to perforated pipe with "T" connections. Connect all joints securely. Place drainage aggregate to a level of 6 inches (152 mm) above the pipes without disturbing the pipe alignment. Wrap the plastic filter fabric over the drainage aggregate prior to backfilling with soil.

##### **E. Backfilling and Placement of Geogrid Reinforcement**

Place soil to be used as backfill material with the same lift and compaction requirements as normal embankment construction. Do not disturb the pipe alignment. Place layers of Type B geogrid reinforcement 4 feet (1.22 m) long beginning at a level 2 feet (600 mm) above the bottom of each bench, and at 1-foot (300 mm) intervals thereafter as each bench excavation is backfilled.

**F. Markers**

Mark each outlet end of the drainage pipe in accordance with Plan details.

**G. Protection from Contamination**

Protect all materials from contamination by foreign matter. In the event that the drainage aggregates, plastic filter fabric or Geocomposite wall drains become contaminated, remove the contaminated portion and replace with clean material at no additional cost to the Department. Placement of soil backfill over the fabric is incidental to the Work and is not considered to be contamination.

**H. Type B Concrete Flume**

After the slope is backfilled, construct a Type B concrete flume at each solid drain location as indicated on the Plans. Extend each flume from the topmost solid drain pipe to the bottom of the slope.

## **572.4 Measurement**

Slope underdrains will be measured for payment by the linear foot (meter) of accepted perforated underdrain in place at each bench excavation. No separate measurement will be made for bench excavation, drainage aggregate, Geocomposite wall drain, solid drain pipe, connections, geogrid, plastic filter fabric, or backfill required by the Plan Details.

Additional depth bench excavation required beyond the limits of the Plan details and directed by the Engineer will be measured according to Subsection 205.4 of the Specifications.

No separate measurement will be made for disposing of any unsuitable material encountered. Replacement material will not be measured separately.

When the contract includes Item 210-Grading Complete, additional depth bench excavation required beyond the limits of the Plan details, and as directed by the Engineer, will be measured according to Subsection 210.4.C. of the Specifications. No separate measurement will be made for backfilling the additional depth bench excavation.

## **572.5 Payment**

Slope underdrains will be paid for at the Contract Price per linear foot (meter), complete and in place. Payment is full compensation for excavation, furnishing all materials, including drainage aggregate, Geocomposite wall drain, solid drain pipe, perforated drain pipe, connections, geogrid and plastic filter fabric, backfill, placing all materials and for all labor, equipment, tools and incidentals necessary to perform the Work.

Payment for concrete flumes will be according to the Plans.

Additional depth bench excavation required beyond the limits of the Plan details, and as directed by the Engineer, will be paid for at the Contract Price per cubic yard for Unclassified Excavation.

When the contract includes Item 210-Grading Complete, additional depth bench excavation will be paid for according to Subsection 210.5.C, "Undercut Excavation".

Payment will be made under:

Item No. 572	Slope Underdrains	Per linear foot (meter)
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### **572.5.01 Adjustments**

General Provisions 101 through 150.

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### SUPPLEMENTAL SPECIFICATION

*Add the following:*

#### Section 620—Temporary Barrier

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##### **620.1 General Description**

This work provides for Method 1 and Method 2 temporary barrier systems.

##### **620.1.01 Definitions**

Method 1- Method of furnishing, placing, maintaining, moving, and reusing where required, and removing temporary barrier of the length and at the locations shown on the Plans. Method 1 barrier is not suitable on bridges where the distance from the centerline of the barrier to the free edge of the bridge deck is less than 6' - 0" (1.8 m) measured normal to the barrier.

Method 2- Method of furnishing, placing, maintaining, moving, and reusing where required, and removing manufactured barrier of the length, and at the locations shown on the Plans. Method 2 barrier is to be used on bridges and bridge approaches where the distance from the centerline of the barrier to the free edge of the bridge deck is less than 6' - 0" (1.8 m) measured normal to the barrier.

##### **620.1.02 Related References**

##### **A. Standard Specifications**

[Section 500—Concrete Structures](#)

[Section 501—Steel Structures](#)

[Section 511—Reinforcement Steel](#)

##### **B. Referenced Documents**

General Provisions 101 through 150

National Cooperative Highway Research Program (NCHRP) Report 350.

Manual of Assessing Safety Hardware (MASH).

##### **620.1.03 Submittals**

Method 1 - Submit certification from the manufacturer that the proposed barrier and its interconnecting hardware replicates an NCHRP-350 "Test Level 3" approved barrier, documented in an acceptance letter from FHWA or certification that the barrier meets the requirements of Ga. Std. 4961. Submit all certification documents to the engineer prior to delivery of the barrier to the project.

Method 2 - Submit certification from the manufacturer that the proposed barrier and its interconnecting hardware replicates an NCHRP-350 “Test Level 3” approved barrier, documented in an acceptance letter from FHWA and that the barrier does not deflect more than 1’ - 0” (300mm) under NCHRP test conditions. Attach the acceptance letter stating that the proposed barrier is in compliance with NCHRP-350 “Test Level 3” and that the barrier meets the deflection criteria to the certification. Submit all certification documents to the engineer prior to delivery of the barrier to the project.

## **620.2 Materials**

### **A. Method 1**

Supply a temporary barrier.

Ensure that materials are in accordance with the manufacturer’s recommendations, specifications, and details or that the materials meet the requirements of the Standard Specifications and Ga. Std. 4961.

### **B. Method 2**

Supply a temporary barrier.

Ensure that materials used in the barrier are in accordance with the manufacture’s recommendations, Specifications, and details.

## **620.2.01 Delivery, Storage, and Handling**

### **A. General**

Deliver, store, and handle barrier in accordance with the manufacturer’s recommendations.

Repair damage to the barrier and its connections in accordance with the manufacturer’s recommendations at no additional cost to the Department prior to acceptance for use by the Department.

## **620.3 Construction Requirements**

### **620.3.01 Personnel**

General Provisions 101 through 150.

### **620.3.02 Equipment**

General Provisions 101 through 150.

### **620.3.03 Preparation**

General Provisions 101 through 150

### **620.3.04 Fabrication**

#### **A. Method 1**

Perform barrier fabrication as detailed on Ga. Std. 4961 or in accordance with the manufacturer’s recommendations.

#### **B. Method 2**

Perform barrier fabrication in accordance with the manufacturer’s recommendations.

### **620.3.05 Construction**

#### **A. General**

Handle and transport units to prevent damage and/or as recommended by the manufacturer. When required, use units at one or more sites on the same project.

Ensure that the units are complete and in acceptable condition and located where designated on the Plans or directed by the Engineer before acceptance by the Department.

Use the Plan quantity of barrier effectively to complete The Work within the Contract time. If scheduling The Work requires additional barrier, furnish it at no additional expense to the Department.

Use only one section shape, length, and connection type in a single run of interconnected barrier.

Interconnect all barrier sections within each single run of barrier.

**B. Method 2**

Rigidly attach the barrier to the bridge deck and extend it off the bridge a transition distance indicated in the Standard Plans.

Use non-shrink grout to fill all holes remaining in permanent bridge decks after barrier is removed.

**620.3.06 Quality Assurance**

General Provisions 101 through 150.

**620.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

**620.4 Measurement**

This work will be measured per unit {per linear foot (meter)} of accepted barrier delivered and used. The quantity shall be computed by multiplying the number of units by the length of each unit as per Standard 4961 or approved alternate, subject to the maximum amount specified in Subsection 620.3.05.

**620.4.01 Limits**

General Provisions 101 through 150.

**620.5 Payment**

This work is paid for at the Contract Price per linear foot (meter) of temporary barrier Method 1 or barrier Method 2 as designated complete in place. Payment includes fabrication, use, moving, reuse, and removal of the units.

No separate payment will be made for moving and/or reusing units during the work or for using additional units beyond the Plan quantity to facilitate the construction schedule.

No separate payment will be made for filling holes used to bolt Method 2 barrier to bridge decks.

The first 75 percent of the Contract Unit Price bid will be paid on the first monthly estimate following initial delivery, installation, and acceptance.

The remaining 25 percent will be paid when the Project is complete or when the material is no longer needed and removed from the Project, whichever applies.

Payment will be made under:

Item No. 620	Temporary Barrier, Method No. 1	Per linear foot (meter)
Item No. 620	Temporary Barrier, Method No. 2	Per linear foot (meter)

**620.5.01 Adjustments**

General Provisions 101 through 150.

Office of Construction

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 624—Sound Barriers**

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*Delete Sub-section 624.2.B and substitute the following:*

**B. Type C**

Use precast concrete panels that meet these requirements:

Class AA Concrete	<a href="#">Section 500</a>
Reinforcing	AASHTO M 31/M 31M and M 32/M 32M
Piling-Galvanized Steel	<a href="#">Section 520</a> and AASHTO M 111/M 111M
Elastomeric Bearing Pads	<a href="#">Section 885</a>

Use piling, bolts, and fittings that are hot-dip galvanized when the barrier rests on another concrete structure.

*Delete Sub-section 624.3.F.2.e and substitute the following:*

- e. Give the panels a Type III—Rubbed Finish on the upper surface (as cast) according to [Subsection 500.3.05.AB, “Finish Concrete.”](#) When an architectural finish is specified for one side of the barrier, provide a similar finish to the opposite side unless noted otherwise in the plans.

*Delete Sub-section 624.3.F.5.c and substitute the following:*

- c. Cast the panels on a steel surface with steel side forms. When an architectural finish is specified for one side of the barrier, provide a similar finish to the opposite side unless noted otherwise in the plans.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
  
SPECIAL PROVISION**

**Section 627—Mechanically Stabilized Embankment Retaining Wall-  
Contractor Design**

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*Delete Subsection 627.2 and substitute the following:*

**627.2 Materials**

Meet the requirements of [Section 626.2, “Materials”](#) of the Specifications.

*Delete Subsection 627.3.03.B and substitute the following:*

**B. Wall Design**

Use the following design criteria for a Contractor designed wall:

1. Provide one of the following wall systems:  
ARES (Tensar Earth Technologies)  
Reinforced Earth Wall (The Reinforced Earth Company)  
Tricon Retained Soil Wall (Tricon Precast)  
Stabilized Earth Wall (T&B Structural Systems)
2. Design the MSE Wall according to the current AASHTO Standard Specifications for Highway Bridges including interims. (Mechanically Stabilized Earth Wall Design – Section 5.8)
3. Design the MSE wall to account for all live load, dead load and wind load from all traffic barrier, lights, overhead signs, sound barriers and other appurtenances located on top and adjacent to the wall. Design MSE walls to account for all external forces. Also, design abutment walls for all horizontal and vertical loads applied by the bridge.
4. Assume responsibility for all temporary shoring that may be necessary for wall construction. Design the shoring using sound engineering principles.
5. Use permanent concrete wall facing panels that are at least 7 in (175 mm) thick.
6. Provide a minimum length of soil reinforcement of 10 feet (3 m) or seven-tenths (0.7) of the wall height, whichever is greater.
7. Ensure that the special wall backfill extends a minimum of 12 in (300 mm) past the end of the soil reinforcement.
8. Use the Architectural treatment of facing panels as indicated on the Department’s drawings.
9. Provide internal walls to allow for future widening if shown on the wall envelope. Ensure the internal walls have galvanized wire or concrete facing. Ensure as a minimum that the facing of the internal walls extend to the back limit of the MSE Wall Backfill for the permanent wall.



## **Section 627 – Mechanically Stabilized Embankment Retaining Wall-Contractor Design**

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10. Ensure the maximum panel area does not exceed 35 square feet (3.25 square meters).
11. Design the barrier for a 500 lbs. per linear foot (744 kilograms per linear meter) loading applied horizontally along the top of the barrier. The barrier shall be continuous or have a counterweight slab continuous over not less than four panels.
12. A Foundation Investigation Report may be available from the Geotechnical Engineering Bureau of the Department. The information contained in this report may be used by the Contractor to assist in evaluating existing conditions for design as well as construction. However, the accuracy of the information is not guaranteed and no requests for additional monies or time extensions will be considered as a result of the Contractor relying on the information in this report.
13. Ensure the following requirements are met:
  - The gutterline grade on the proposed top of wall submitted matches the gutter elevations required by the plans.
  - The top of coping is at or above the top of coping shown on the envelope.
  - The leveling pad is at or below the elevation shown on the wall envelope.
  - Any changes in wall pay quantities due to changes in the wall envelope are noted in the contractor's plans
  - All changes in quantities due to the proposed walls being outside the wall envelope (step locations, ending wall at full panel, etc.) are shown as separate quantities.
14. Ensure the minimum embedment of the wall (top of leveling pad) is at least 2 feet (600 mm). If the soil slopes away from the bottom of the wall, lower the bottom of the wall to provide a minimum horizontal distance of 10 ft (3 m) to the slope. [i.e. a 2:1 slope in front of the wall requires 5 ft (1.5 m) of embedment; a 4:1 slope in front of the wall requires 2.5 ft (750 mm) of embedment]
15. If the Department's review of the submitted plans and calculations results in more than two submittals to the Department by the Contractor, the Contractor will be assessed for all reviews in excess of two submittals. The assessment for these additional reviews will be at the rate of \$60.00 per hour of engineering time expended.

*Delete Subsection 627.3.04 and substitute the following:*

### **627.3.04 Fabrication**

Meet the requirements of [Section 626.3.04](#) of the Specifications.

*Delete Subsection 627.3.05 and substitute the following:*

### **627.3.05 Construction**

Meet the requirements of [Section 626.3.05](#) of the Specifications.

Office of Bridge Design

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 632—Portable Changeable Message Signs**

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*Delete Subsection 632.3 and substitute the following:*

**632.3 Construction Requirements**

**632.3.01 Personnel**

General Provisions 101 through 150.

**632.3.02 Equipment**

Use Portable Changeable Message Sign (PCMS) meeting the requirements of MUTCD, Section 6F.55 Portable Changeable Message Signs and the following:

- A. Completed a full evaluation cycle (1-year) by National Transportation Product Evaluation Program (NTPEP).
- B. Passed NTPEP durability test.
- C. Has a control system with a keyboard to allow programming of user defined messages.
- D. Have primary and backup power sources.
- E. Capable of adjusting its brightness from daylight to night time conditions.
- F. Capable of displaying 3 lines of legend.
- G. Has a minimum reliability from its primary power supply for a minimum of 14 days for solar units (5 days for diesel units). Gasoline powered units not allowed.
- H. Message displayed on the sign is visible for 3000 feet (915 m) and legible for not less than 650 ft (198 m) during both daytime and nighttime operation.
- I. Is a self-contained unit including a control system with keyboard, primary and backup power source, mounting and transporting equipment (trailer mounted with all applicable lights and hardware).
- J. Bottom of message sign panel is capable of being raised a minimum of 7 feet above the roadway.
- K. Listed on [OPL 82](#) as maintained by the Office of Materials and Research or have a letter of approval from the Office of Materials and Research before the sign is used on any portion of the worksite.
- L. PCMS that remain the property of the Contractor may be either new or used provided the PCMS meets the requirements of this Subsection.
- M. In addition to the alphanumeric combinations, the signs should include the capability to display directional arrow messages. A PCMS may be used as an arrow board display panel provided the PCMS meets the size and display requirement of a Type C panel as defined by the MUTCD, Section 6F.55 Portable Changeable Message Signs.
- N. The PCMS has the following programmed as permanent messages:
  - 1) /KEEP/RIGHT/ /
  - 2) /KEEP/LEFT/ /
  - 3) /TWO WAY/ TRAFFIC/AHEAD/
  - 4) /ONE LANE/BRIDGE/AHEAD/
  - 5) /MERGING/TRAFFIC/AHEAD/
  - 6) /HEAVY/TRAFFIC/AHEAD/
  - 7) /BUMP/AHEAD/ /
  - 8) /PAINT/CREW/AHEAD/
  - 9) /LOOSE/GRAVEL/AHEAD/

- 10) /SURVEY/PARTY/AHEAD/
- 11) /ICY/BRIDGE/AHEAD/
- 12) /ROUGH/ROAD/AHEAD/
- 13) /DO/NOT/PASS/
- 14) /LOW/SOFT/SHOULDER/    /
- 15) /SHOULDER/DROPOFF/    /
- 16) VEHICLES/CROSSING/ROADWAY/
- 17) /DETOUR/AHEAD/    /
- 18) /MERGE/RIGHT/AHEAD/
- 19) /MERGE/LEFT/AHEAD/
- 20) /TRAFFIC/ACCIDENT/AHEAD/
- 21) /TRAFFIC/SLOWS/AHEAD/
- 22) /ROAD/NARROWS/AHEAD/
- 23) /LEFT/LANE/NARROWS/
- 24) /RIGHT/LANE/NARROWS/
- 25) /LANE/NARROWS/AHEAD/
- 26) /LEFT/LANE/    /
- 27) /RIGHT/LANE/    /
- 28) /LEFT/SHOULDER/    /
- 29) /RIGHT/SHOULDER/    /
- 30) /CLOSED/AHEAD/    /

- O. The PCMS is entirely mounted on a trailer that meets all of the requirements of the Georgia Vehicle Code. Additional trailer requirements:
- 1. The trailer and the components of the sign is designed to allow one person to perform all transporting and operating functions without assistance.
  - 2. The trailer is designed for unlimited on-highway travel at 70 mph (110 kph).
  - 3. The trailer has a minimum of four outrigger type leveling jacks, one at each corner of the trailer deck.
  - 4. The jacks are mounted to allow them to swivel into a locked position for secure storage during travel.
  - 5. The trailer and all mounted equipment are structurally adequate for unlimited normal operation in wind velocities up to 80 mph (130 kph).

**632.3.03 Preparation**

General Provisions 101 through 150.

**632.3.04 Fabrication**

General Provisions 101 through 150.

**632.3.05 Construction****A. Utilization Requirements**

- 1. When set up as a Pay Item in the Contract, utilize PCMS whenever any condition(s) exists that would require extra emphasis in warning motorists of a situation or at any location as directed by the Engineer. Furnish PCMS and have them available on a continuous basis.
- 2. Use PCMS on Interstate, limited access and multi-lane divided highways when any of these conditions exist:
  - a. Workers or equipment operating within 2 ft. (600 mm) of a travel lane without appropriate traffic control devices for positive barrier protection.
  - b. Excavation or other construction creates drop-offs adjacent to the edge of a travel lane and channelization devices are placed within the travel lane that is adjacent to the drop-off.
  - c. Material hauling in or out of a travel lane by hauling vehicles requires traffic to slow in the temporary traffic control zone.

## Section 632—Portable Changeable Message Signs

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- d. Traffic is delayed by pacing all lanes for short periods of time for placing bridge beams, overhead sign structures, blasting, etc.
  - e. Any time that divided highway traffic is required to operate as two-way traffic condition and traffic is not separated by a positive barrier system.
  - f. One mile in advance of lane closure, place PCMS on outside shoulder denoting appropriate lane closure one mile ahead.
3. Use PCMS on all other types of roadways according to the the traffic control plan or as directed by the Engineer.
  4. Locate the PCMS near the construction activity and display a message that is both concise and meaningful. Obtain the Engineer's approval for messages used on the PCMS.
  5. Include the location of the PCMS and any message to be displayed on the PCMS in the approved traffic control plan required in [Section 150-Traffic Control](#).
  6. For emergency situations, PCMS that are smaller in size and do not have all of the capabilities outlined in this Specification, may be used until a PCMS that meets these requirements can be located and placed in operation at the site.

The Engineer will determine when conditions and situations are to be considered emergencies and will regulate the length of time that non-specification PCMS may be used.

Provide the Engineer written notification when non-specification PCMS signs are in use on the work.

### **B. PCMS Phase Messages**

1. Messages are displayed in preferably one phase but no more than two phases.
2. The first phase directs the motorist to take a specific action, such as MERGE/RIGHT, KEEP/RIGHT, OR REDUCE / SPEED.
3. The second phase, if necessary, is used to inform the motorist of road conditions such as LEFT/LANE/CLOSED; LANE/NARROWS/AHEAD; WATER/IN/ROAD; SHOULDER/DROP OFF; TRUCKS/IN AND/OUT.
4. Do not use messages such as USE/CAUTION; HAZARD/AHEAD; or DANGER which are confusing and give no guidance to the motorist. Also, do not use messages such as BUCKLE/UP or DRIVE/SAFELY which diminish the impact of important and relevant messages.

### **632.3.06 Quality Acceptance**

General Provisions 101 through 150.

### **632.3.07 Contractor Warranty and Maintenance**

Keep the units in good repair and neat and clean in appearance. If the unit fails, malfunctions, or is damaged, immediately repair the unit and furnish flaggers or other approved means to safely control the traffic until the units are back in service. Make repairs or replace the unit within 24 hours. Maintenance also includes periodically cleaning the units.

Office of Materials & Research

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### SUPPLEMENTAL SPECIFICATION

#### Section 636—Highway Signs

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*Delete Section 636 and substitute the following:*

##### **636.1 General Description**

This work includes fabricating and installing highway signs according to the details on the Plans and the Manual on Uniform Traffic Control Devices.

##### **636.1.01 Definitions**

General Provisions 101 through 150.

##### **636.1.02 Related References**

###### **A. Standard Specifications**

[Section 500—Concrete Structures](#)

[Section 830—Portland Cement](#)

[Section 855—Steel Pile](#)

[Section 870—Paint](#)

[Section 910—Sign Fabrication](#)

[Section 911—Sign Posts](#)

[Section 912—Sign Blanks and Panels](#)

[Section 913—Reflectorizing Materials](#)

[Section 914—Sign Paint](#)

[Section 915—Mast Arm Assemblies](#)

[Section 916—Delineators](#)

[Section 917—Reflective and Nonreflective Characters](#)

###### **B. Referenced Documents**

Manual on Uniform Traffic Control Devices

##### **636.1.03 Submittals**

Before fabricating overhead panel type signs, submit to the Engineer the Shop Drawings to approve the sign bracing and method of attaching to sign supports.

Before driving piles, furnish a list of proposed pile lengths to the Engineer.

##### **636.2 Materials**

Ensure that materials meet the requirements of the following Specifications:

## Section 636—Highway Signs

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Material	Section
Sign Fabrication and Accessories	<a href="#">910</a>
Steel Sign Posts and Bolts (Drive Type)	<a href="#">911.2.01</a>
Galvanized Steel Structural Shape Posts	<a href="#">911.2.02</a>
Delineator Posts	
Galvanized Steel	<a href="#">911.2.04.A.4</a>
Aluminum “U” Flange	<a href="#">911.2.04.A.5</a>
Wood	<a href="#">911.2.04.A.6</a>
Flexible	<a href="#">911.2.04.A.7</a>
Aluminum Sign Blanks	<a href="#">912.2.01</a>
Extruded Aluminum Sign Panels	<a href="#">912.2.02</a>
Reflective Sheeting	<a href="#">913.2.01</a>
Silk Screen Lettering Paint	<a href="#">914.2.01</a>
Steel Posts and Arms for Mast Arm Assembly	<a href="#">915.2.01</a>
Guy Wires for Mast Arm Assembly	<a href="#">915.2.02</a>
Center Mount Reflector	<a href="#">916.2.01</a>
Demountable Characters with Reflective Sheeting	<a href="#">917.2.01</a>
Fittings, bolts, nuts, washers, clips, molding, etc., for panel signs shall conform to the requirements shown on the Plans.	
Class A Concrete Footings for Signs	<a href="#">500</a>
Piling	<a href="#">855.2.03</a>
Portland Cement	<a href="#">830.2.01</a>
Sign Paint, Enamel	<a href="#">870.2.03</a>

### 636.2.01 Delivery, Storage, and Handling

General Provisions 101 through 150.

## 636.3 Construction Requirements

### 636.3.01 Personnel

General Provisions 101 through 150.

### 636.3.02 Equipment

General Provisions 101 through 150.

### 636.3.03 Preparation

General Provisions 101 through 150.

### 636.3.04 Fabrication

General Provisions 101 through 150.

### 636.3.05 Construction

#### A. Finished Signs

Ensure that the finished signs are clear cut and that the lines of letters and details are true, regular, and free of waviness, unevenness, furry edges or lines, scaling, cracking, blistering, pitting, dents, or blemishes.

Only one type of demountable characters (letters, numerals, symbols, and borders) is permitted on special roadside signs on each Project.

#### B. Erecting the Signs

##### 1. Drive Type Posts

Drive type posts may be driven in place or placed in prepared holes.

- a. Use driven posts only in firm and stable soil. If the soil is sandy or unstable, place each drive type post in a prepared dry hole of at least a 4 in (100 mm) diameter.
- b. When placing posts in prepared holes:
  - 1) Backfill the holes with a mixture of damp, clean friable soil and 8 percent by volume Portland cement.
  - 2) Thoroughly tamp the mixture in place around the posts.
- c. Erect posts vertically as deep and at an angle to the roadway as shown on the Plans or as directed.
- d. Do not penetrate posts in the coastal plain region less than 4 ft (1.2 m) or 3 ft (1 m) for posts in the Piedmont and the Valley and Ridge Regions when no guard rail is present.

When erecting signs behind a guard rail, penetrate at least 3 ft (1 m) for posts 14 ft (4.2 m) or less long, or 4 ft (1.2 m) for posts over 14 ft (4.2 m) long.

##### 2. Single-Plate Signs

Erect single-plate signs 9 ft<sup>2</sup> (0.84 m<sup>2</sup>) or less on one drive-type post unless otherwise specified on the Plans.

Erect single-plate signs greater than 9 ft<sup>2</sup> (0.84 m<sup>2</sup>) on two drive-type posts.

Leave enough distance between the two posts to fit the mounting holes in the sign plate.

##### 3. Steel Posts for Mast Arm Assemblies

- a. Erect steel posts for mast arm assemblies in a concrete foundation according to the Plans. Erect at the place, height, and angle to the roadway specified.
- b. After curing the concrete foundation for at least 24 hours, securely fasten the specified signs into place on the mast arm.

##### 4. Ground-Mounted Panel-Type Signs

- a. Erect the supporting members of ground-mounted panel-type signs where shown on the Plans or as directed by the Engineer at the specified angle to the roadway.
- b. Securely fasten the panels into place.

##### 5. Milepost Signs

Erect milepost signs including posts as specified on the Plans.

##### 6. Delineator Posts

Use delineator posts made of galvanized steel, aluminum, or an alloy that conforms to the requirements of [Subsection 911.2.04.A.4](#) or [911.2.04.A.5](#).

- a. Erect the posts where shown on the Plans.
- b. Mount reflectors for galvanized steel or aluminum posts on the flange side of the post.
- c. When signs are attached to supports, torque the bolts to at least 20 ft-lbs (27 N•m).

##### 7. Overhead Panel-Type Signs

Erect overhead panel type signs on sign supports where shown on the Plans or as directed by the Engineer.

- a. Ensure that the bottom of the sign is 18 in (450 mm) above the top of the lighting fixture.
- b. Ensure that the sign has ample bracing for mounting the sign support so that each sign can withstand 1 in (25 mm) of ice accumulated on the entire sign and wind pressures shown on the Plans.

## Section 636—Highway Signs

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- c. Ensure that the top of each sign is three degrees off perpendicular from the bottom of the sign. Use the three-degree slant to lean the sign toward the approaching traffic.

### C. Foundations (for Special Roadside Signs)

Do not disturb the natural ground adjacent to a foundation more than necessary to construct the footing.

1. Excavate for the footings to the lines and elevations shown on the Plans or established by the Engineer. Do not disturb or loosen the foundation below these elevations.
2. Use forms of the necessary shape and dimensions to construct the footings to the lines and elevations shown on the Plans.
3. Cure the concrete foundations, constructed in conformance with [Section 500](#) and the Plan details, at least 7 days before erecting the sign.
4. Ensure that the minimum lengths of steel H piling used in the foundations of ground-mounting signs are accepted and meet the Plan penetration requirements.

The Plan quantity of steel H piling is shown for estimating purposes only; determine and provide the necessary lengths of piles.

5. Before driving the piles, furnish a list of proposed pile lengths to the Engineer.
  - a. Use full-length piles or built-up piles with a maximum of two splices that are made in the presence of the Engineer.
  - b. Furnish satisfactory identification for all piles or portions thereof.
6. When rock prevents the penetration required on the Plans, construct according to the notes and details shown on the Plans.
7. The minimum energy ratings required by [Section 520](#) for pile hammers will be waived for constructing ground-mounted sign supports. Jetting is not permitted.
8. Place required backfilling in layers no greater than 6 in (150 mm) thick and thoroughly compact it to the approximate density of the undisturbed soil in the area.

### D. Sign Panels

Use extruded, panel-type aluminum. Ensure that the sign type used meets the requirements of [Subsection 912.2.02](#).

### E. Legends and Borders

Place legends and borders according to [Subsection 917.2.01, “Demountable Characters”](#), with Type IX reflective sheeting.

## 636.3.06 Quality Acceptance

General Provisions 101 through 150.

## 636.3.07 Contractor Warranty and Maintenance

General Provisions 101 through 150.

## 636.4 Measurement

### A. Type-1 or Type-2 Highway Signs

Type 1 or Type 2 highway signs with reflective sheeting of Type III, IV, or IX as specified on the Plans to be paid for are measured for payment by the actual number of square feet (meters) and fraction thereof of sign type and sheeting specified. The measurement includes providing the message and furnishing and placing signs complete and accepted. The Plan quantity will be the pay quantity.

### B. Extruded Aluminum Panels

Extruded aluminum panels to be paid for are the number of square feet (meters) or portion of square feet (meters) furnished, including legend components, border material, fittings, nuts, washers, clamps, molding, etc., furnished, erected, completed, and accepted.



## Section 636—Highway Signs

### C. Galvanized Steel Posts

Galvanized steel posts, types 1, 2, 3, 4, 5, 6, 7, or 8 to be paid for are the actual number of linear feet (meters) and fraction thereof of the type specified, furnished, erected, completed, and accepted.

Galvanized steel to be paid for is the number of pounds (kilograms) furnished, erected, and accepted. Weights are computed from theoretical weights listed in the Plans for each post size. Base plates, connections, anchors, stub post, etc., are not measured for payment but are considered incidental to the Item.

### D. Delineators

Delineators (reflectorized guide markers) to be paid for are the number of the type specified, including posts, rivets, and spacers, that are furnished, placed, and completed and accepted.

### E. Mast Arm Assemblies

Mast arm assemblies to be paid for are the actual number furnished and erected, including concrete footing, sign, and post, completed and accepted.

### F. Special Roadside Signs

Class A concrete for special roadside signs to be paid for are measured by the cubic yard (meter), neat measurement according to [Section 500.5 “Payment.”](#) No deductions are made for the volume of concrete displaced by steel piling, anchor bolts, or posts.

### G. Portland Cement

Portland cement stabilized material used for backfilling holes is not measured for payment.

### H. Steel H—Piling

Steel H—piling is measured for payment by the linear foot (meter) of accepted piling in place (signs), remaining in the completed work.

#### 636.4.01 Limits

General Provisions 101 through 150.

### 636.5 Payment

Highway signs, galvanized steel posts, I-beam posts, delineators, mast arm assemblies, Class A concrete, and piling for signs are paid for at the Contract Unit Price for the various items. Payment is full compensation for furnishing and erecting the Item complete in place according to this Specification.

Separate payment will not be made for piling splices, the cost of cutting, or the cutoff portions. Pile cutoffs remain the Contractor's property.

Piles eliminated due to authorized revisions will be paid for according to [Subsection 109.06, “Eliminated Items.”](#) These piles become Departmental property. Except for the above provision, no payment will be made for piles delivered to the Project that are not used in the work.

Payment will be made under:

Item No. 636	Highway signs, type 1 material, reflective sheeting type____,	Per square foot (meter)
Item No. 636	Highway signs, type 2 material, reflective sheeting type____,	Per square foot (meter)
Item No. 636	Galvanized steel posts, type ____	Per linear foot (meter)
Item No. 636	Galvanized steel structural shape posts	Per pound (kilogram)
Item No. 636	Highway signs, aluminum extruded panels, reflective sheeting type ____	Per square foot (meter)
Item No. 636	Plastic Flexible Delineator, type____	Per each
Item No. 636	Delineator, Type____	Per each
Item No. 636	Piling in place, signs, steel H, HP 12x53 (HP 310x79)	Per linear foot (meter)

## **Section 636—Highway Signs**

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### **636.5.01 Adjustments**

General Provisions 101 through 150.

Office of Materials & Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**SECTION 639 – STRAIN POLES FOR OVERHEAD SIGN AND SIGNAL  
ASSEMBLIES**

*Retain Sub-Section 639.2 as written and add the following sub-section:*

**Section 639 - Strain Poles for Overhead Sign and Signal Assemblies**

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**D. Strain Poles for ATMS Applications**

Provide poles for supporting CCTV, VDS, and microwave radar detection devices that meet the following design specifications:

- Designed to 80 mph AASHTO wind load requirements
- Limited to a live horizontal deflection at the top equal to or less than 1% of pole height in a 50 mph wind, with a design load of four static cameras and one movable camera.
- Torsional deflection limited to a 1 degree, maximum.

Install mounting brackets, as illustrated on the plans, that are galvanized steel and are compatible with the mounting design of the specified cameras and pan/tilt devices, and are affixed to the pole to prohibit rotation.

Install all wiring internal up to the camera mounting bracket with no external conduit on the pole.

Provide a weatherproof wiring access point or handhole on the pole.

OFFICE OF TRAFFIC OPERATIONS

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 647—Traffic Signal Installation**

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*Delete Section 647 and substitute the following:*

**647.1 General Description**

This work consists of furnishing materials and erecting a traffic signal installation including all traffic signal equipment, poles, bases, wires and miscellaneous materials required for completion of the installation. Ramp Meters are defined as a form of traffic signalization and all general provisions for traffic signalization are applicable unless otherwise noted in the Plans and Specifications.

It also includes all test periods, warranties and guarantees as designated in subsequent sections, and response to maintenance and operational issues as described in subsequent sections.

Apply for, obtain and pay for all utility services, communications services to, and pole attachment permits required by all utility owners that are necessary for the signal installation and operation required in the Plans. The Contractor will be responsible for establishing utility services and ongoing monthly costs related to utility services until final acceptance of the signal project.

Upon completion of a successful “burn in” or operational testing period for the signal installation, the Contractor will be responsible for an orderly and uninterrupted transfer of these services and permits to the local government or other jurisdiction that will be responsible for subsequent maintenance and operation.

**647.1.01 Definitions**

General Provisions 101 through 150.

**647.1.02 Related References**

**A. Standard Specifications**

[Section 106—Control of Materials](#)

[Section 107—Legal Regulations and Responsibility to the Public](#)

[Section 108 —Prosecution and Progress](#)

[Section 150 —Traffic Control](#)

[Section 500—Concrete Structures](#)[Section 501—Steel Structures](#)

[Section 535—Painting Structures](#)

[Section 615—Jacking or Boring Pipe](#)

[Section 631—Changeable Message Signs](#)

[Section 636 – Highway Signs](#)

[Section 639—Strain Poles for Overhead Sign and Signal Assemblies](#)

[Section 645—Repair of Galvanized Coatings](#)

[Section 680—Highway Lighting](#)

[Section 681—Lighting Standards and Luminaires](#)

[Section 682—Electrical Wire, Cable, and Conduit](#)

[Section 700—Grassing](#)

[Section 755—Electrical Work](#)

[Section 800—Coarse Aggregate](#)

[Section 801—Fine Aggregate](#)

[Section 832—Curing Agents](#)

[Section 833—Joint Fillers and Sealers](#)  
[Section 850—Aluminum Alloy Materials](#)  
[Section 852—Miscellaneous Steel Materials](#)  
[Section 853—Reinforcement and Tensioning Steel](#)  
[Section 854—Castings and Forgings](#)  
[Section 861—Piling and Round Timber](#)  
[Section 870—Paint](#)  
[Section 886—Epoxy Resin Adhesives](#)  
[Section 910—Sign Fabrication](#)  
[Section 911—Steel Sign Posts](#)  
[Section 912—Sign Blanks and Panels](#)  
[Section 913—Reflectorizing Materials](#)  
[Section 915—Mast Arm Assemblies](#)  
[Section 922—Electrical Wire and Cable](#)  
[Section 923—Electrical Conduit](#)  
[Section 924—Miscellaneous Electrical Materials](#)  
[Section 925—Traffic Signal Equipment](#)  
[Section 926 – Wireless Communication Equipment](#)  
[Section 927 – Wireless Communication Installation](#)  
[Section 935—Fiber Optic System](#)  
[Section 936—CCTV System](#)  
[Section 937—Video Detection System](#)  
[Section 939—Communications & Electronic Equipment](#)  
[Section 940—Navigator Integration](#)

### **B. Referenced Documents**

National Electrical Manufacturers Association (NEMA) Traffic Control Systems Standards No. TS 1  
NEMA Traffic Control Systems Standards No. TS 2  
AASHTO Roadside Design Guide  
The Manual on Uniform Traffic Control Devices (MUTCD), current edition  
National Electrical Code  
National Electrical Safety Code (NESC)  
[GDT 7 Determining Maximum Density of Soils](#)  
[GDT 24a Determining the Theoretical Minimum Dry Density of Soils or Soil Aggregates containing > 45% Retained on the No. 10 Sieve](#)  
[GDT 24b](#) Determining the Theoretical Minimum Dry Density of Soils or Soil Aggregates containing > 5% Retained on 2-Inch Sieve using a 5.5 Pound Rammer and a 12 Inch Drop  
[GDT 67 Family of Curves Method for Determining Maximum Density of Soils](#)

### **647.1.03 Submittals**

The Contractor will submit to the Engineer, signal material specifications and technical data information on all materials proposed for use on the project.

Products appearing on the Qualified Products List (QPL) are exempt from normal submittal requirements. These products have been evaluated by the Office of Traffic Operations and have proven their capability of meeting the appropriate Georgia Department of Transportation Specification. Any of these products may be used without submitting catalogue cuts, sampling or pre-testing. The Contractor shall submit a letter to the Field Engineer, stating which QPL items they will use. The Field Engineer and/or department designee must ascertain that the construction item is the same material identified on the appropriate QPL and will acknowledge receipt of these items in the project diary or as required by the Construction manual.

Written approval is required from the State Traffic Engineer or District Engineer prior to beginning any work on the traffic signal installation and /or installing the proposed on the work site.

### A. Review

For all traffic signal, and Intersection Video Detection System (IVDS) material submittals, the Engineer's review of the material should be completed within forty five (45) days from the date of receipt of the submission unless otherwise specified. The State Traffic Engineer or District Engineer will advise in writing, as to the acceptability of the material submitted.

The State Traffic Engineer or District Engineer may determine that submitted equipment is approved, in which no further action is required. Or the item(s) may be partially or totally rejected due to specification compliance. In the event materials submitted for use are rejected the Contractor is required to re-submit materials, within fifteen (15) days of notification of material failure or rejection. Resubmittal of subsequent materials for review will be considered the start point of a new approval cycle as described.

All material submittals for fiber optic communications equipment system components; CCTV, VDS cameras, LED Changeable Message Signs (CMS) and other materials and equipment proposed for use on the project will be reviewed by the Department's Traffic Signal Electrical Facility (TSEF). The material review for ITS items will be completed as defined in [Section 935—Fiber Optic System](#), [Section 936—CCTV System](#), [Section 937—Video Detection System](#), and [Section 939—Communications & Electronic Equipment](#) unless otherwise specified. The State Traffic Engineer or District Engineer will advise in writing as to acceptability of materials to be used on the project.

The Department reserves the right to be reimbursed by the Contractor for reviewing any equipment and/or component submittals after a second submittal of equipment proposed for use on the project.

### B. Submittal Costs

No separate measurement or payment will be made for submittal costs. All costs associated with reproduction of submittal material documents, samples and mailing expensed will be the responsibility of the Contractor and are not subject to reimbursement by the Department. All material, including equipment data sheets, samples or related equipment information become the property of the Department and will not be returned to the Contractor.

### C. Steel Strain Pole, Concrete Strain Pole or Steel Pole Certification

Instruct the supplier or manufacturer of the strain poles or steel poles with traffic signal mast arms to submit a certification, including mill certificates to:

Department of Transportation  
Office of Materials and Research  
15 Kennedy Drive  
Forest Park, Georgia 30297

Include the following in the certification:

- A statement that the items were manufactured according to the Specifications, including the Specification Subsection number
- Project number and P.I. number

Instruct the supplier or manufacturer to send copies of the transmittal letter to the Engineer.

Prepare Shop Drawings and related signal strain pole design calculations. Provide "bending moment at yield" to determine the foundation size according to the signal strain pole foundation drawings. Submit all Shop Drawings and related signal strain pole design calculations to the Engineer to be forwarded to the State Bridge and Structural Design Engineer for review and approval. Obtain written approval prior to pole fabrication and installation. Upon acceptance of the pole certification provide one copy of the design calculations and shop drawings to the agency responsible for maintaining the traffic signal installation.

Show all dimensions and material designations of the designs on the Drawings. See [Subsection 501.1.03](#) for the certification procedure for poles and anchor bolts.

### D. Signal Item Certification

Submit four (4) copies of material catalog product numbers and descriptions to the Engineer. One copy of all submittals is to be provided to the maintaining agency. Reference the project number, P.I. number and Specification Subsection number for the following traffic signal items:

- Signal heads

- LED Signal Modules
- Mounting hardware
- Controllers
- Cabinet assemblies
- Battery Backup System (BBS)
- Detectors
- Monitors (conflict/IVDS)
- Cable
- Load switches
- Blank-out signs
- Lane use signals
- Preformed cabinet bases
- Other related signal equipment (including but not limited to Conduit, Pull boxes, Ground Rods, Enforcement Indications, etc.)

Submit the material organized in a three ring binder with sections labeled as bulleted above. Provide four separate binders each one identical.

- For ITS items (including but not limited to Dialup Modems Fiber Cable, Fiber Optic Modems, Ethernet switches, Intersection Video Detection System) provide a separate binder organized by sections that includes all ITS items. Refer to the submittal requirements in the appropriate GDOT Specification (including but not limited to [Section 935—Fiber Optic System](#), [Section 936—CCTV System](#), [Section 937—Video Detection System](#), and [Section 939—Communications & Electronic Equipment](#)).

### **E. Test Results Submittal**

Submit the results of the testing of the following items to the Engineer. A copy of the test result submittals shall be provided to the maintaining agency.

- Loop Detector Testing
- Signal Cable Testing
- Interconnect Cable Testing
- Pre-emption Testing
- Controller and Cabinet Testing from Manufacturer (Including conflict monitor)
- Traffic Signal Monitor
- Any other operational testing required by the Engineer

### **F. Mast Arm Pole Chart**

For locations with mast arm pole installations, submit a “Mast Arm Pole Chart” for review and approval by the State Bridge and Structural Design Engineer. The “Mast Arm Pole Chart” shall also include a sketch on an 8 ½ inch x 11 inch (216 mm x 279 mm) sheet of paper showing the following:

- Curb lines
- Location of mast arm pole based on utility information and field location verified by Contractor. (Final location of mast arm pole must meet the criteria for setback from the road as specified in the Roadside Design Guide by AASHTO and in the Standard Detail Drawings.
- Distance from both adjacent curbs to mast arm pole
- Distance along mast arm from pole to curb and from curb to each proposed signal head
- Directional arrow
- Street names
- Position of Luminaries

Label the sketched distances. Once this pole chart is approved, the Contractor shall use the distances measured to the proposed signal head locations when ordering the mast arm to ensure that the mast arm is fabricated with holes for signal head wiring in the correct locations.

### 647.2 Materials

#### 647.2.01 Delivery, Storage, and Handling

##### A. State-supplied Equipment

For projects where traffic signal equipment is to be supplied by the Georgia Department of Transportation, obtain State-supplied traffic signal equipment from the Traffic Signal Electrical Facility (TSEF):

1. Contact the Engineer by phone or correspondence within one week after receiving the Notice to Proceed and arrange for a date, time and location to pick up the signal equipment and materials from the Traffic Signal and Electrical Facilities (TSEF) .
2. Sign GDOT's Warehouse Issue Request Form 592 to accept delivery of the State-supplied equipment from GDOT's Traffic Signal Equipment Warehouse. Initial Form 592 if equipment is received from a GDOT District Field Office.
3. Inspect the equipment to ensure that it is operating properly and perform any operational tests within ten (10) calendar days after receiving the equipment.
4. Before installation, and within ten (10) calendar days, certify to the Engineer in writing that the State-supplied equipment was received in good condition.
5. Notify the Engineer in writing if the State-supplied equipment is defective. The State Signal Engineer will replace the defective State-supplied equipment.
6. If no written dissent is received after ten (10) calendar days or if equipment is installed in the field, the Engineer will consider this equipment to be satisfactory and accepted.
7. The Contractor shall supply new in like and kind State approved equipment to replace State-supplied equipment that is damaged or lost.

##### B. Signal Equipment

See [Section 925](#) for signal equipment specifications.

The signal equipment, components, supplies, or materials used in traffic signal installation may be sampled and tested if not previously approved by the Department.

Test according to the Specifications and the Sampling, Testing, and Inspection Manual using one or more of the following methods:

- Have the Department use their own facilities.
- Have the supplier or manufacturer use their facilities with an authorized Department representative to witness the testing.
- Provide independent laboratory test results indicating compliance with Department Specifications referenced in [Subsection 647.1.02, "Related References"](#), of this document.
- When testing by the Department is required, supply the item to the Department. Acceptance of materials tested does not exclude further testing or waive warranties and guarantees required by the Specifications.

##### C. Cable

Use cable conforming to [Section 680](#), [Section 922](#), and [Section 925](#) and the appropriate IMSA, NEMA, or UL Specifications for the wire or cable.

Obtain pole attachment permits required by local utility companies or pole owners to allow joint use for signal cable, hardware, or other auxiliary devices.

##### D. Interconnect Communications Cable

1. Use fiber optic interconnect cable or spread spectrum radio for all new interconnected signal systems. See [Section 935](#) for fiber optic cable or spread spectrum information, specifications, marking and installation and testing techniques.
2. Use copper cable only as directed by the Engineer or where specifically shown in the Plans. Refer to [Section 647.3.05, "Construction"](#), of this document for installation.



### E. Messenger Cable

The messenger is used to support signal cable indicated in the Plans as overhead cable. Use devices such as aluminum wrap, aluminum wire ties or lashings to attach the cable.

- Before erecting the messenger strand, determine the suspension strand length to span the distance between the poles.
- Run the messenger strand from structure to structure without splicing.
- The minimum allowable sag is two and one-half percent (2.5%) of the longest diagonal distance between the signal poles unless pole manufacturers specifications exceed 2.5%.
- Calculate attachment points for the messenger strand at the signal pole according to the Plan Detail Sheet.

### F. Conduit on Structures

Use rigid metallic materials for all exposed conduit for cabling. Use galvanized rigid steel (GRS) conduit on the exterior of signal poles and other structures and to house signal conductors for the entire length from the weather head on the pole to the interior of the cabinet or to the pull box and ground conduit using an approved grounding bushing.(see Subsection 647.3.05V).

## 647.3 Construction Requirements

Refer to [Subsection 107.07](#) of the Specifications regarding proper conduct of The Work.

### 647.3.01 Personnel

For the definition of a qualified electrician, see [Subsection 755.1.01](#).

### 647.3.02 Equipment

Use machinery such as trucks, derricks, bucket vehicles, saws, trenchers, and other equipment necessary for the work and approved by the Engineer prior to installation operations.

### 647.3.03 Preparation

Utility Permits

#### A. Application

Apply for, obtain, and pay for utility services and pole attachment permits for signal operation, traffic signal communications including standard telephone service and DSL communications as required in the Plans.

#### B. Maintenance

The Contractor will be responsible for establishing utility services and ongoing monthly costs related to utility services until Final Acceptance of the signal(s) installation, or in the event of multiple installations, the Contractor will be responsible for utility costs until overall project acceptance. After Final Acceptance, the Contractor will provide an orderly transfer these services and permits to the local government or jurisdiction responsible for maintenance and operation. Ensure that the transfer does not interrupt service.

#### C. Utility Location

##### 1. Adjustment

Prior to ordering signal poles, locate utilities and adjust the location of poles, where necessary, to minimize utility conflicts. Obtain approval from the District Traffic Engineer for any deviation from the Plans.

Determine the final length of mast arms based on any field adjusted pole locations. Final location shall be approved by the District Traffic Engineer.

##### 2. Clearance

When installing aerial cable of any type, it is the Contractor's responsibility to ensure that overhead clearance and separation requirements conform to local utility company standards, the NEC and the NESC. Refer to the Standard Details Drawings for further information on utility clearances.

##### 3. Pre-emption

When traffic signal pre-emption is used, coordinate with the railroad, fire department or any other agency that uses pre-emption to obtain pre-emption output and route output cable to the signal controller operating the intersection to be pre-empted. It is the Contractor's responsibility to obtain all permits and approval for crossing at grade or grade separated railroad facilities.

### 647.3.04 Fabrication

General Provisions 101 through 150.

### 647.3.05 Construction

#### A. Acquiring and Disposing of Equipment

Do not modify the signal equipment, design, and operation without the District Traffic Operations Engineer's written approval.

All traffic signal equipment removed or replaced shall be returned to District Traffic Signal Shops unless otherwise noted in the Plans or as directed by the Engineer or District Signal Engineer. All materials not returned to the District Signal shop shall be the responsibility of the Contractor to remove and dispose.

#### B. Traffic Signal Equipment Modification and Removal

Upon the Department issuance of Notice to Proceed any existing traffic signal equipment, responsibilities for maintenance, operations and response to traffic signal malfunction become the responsibility of the Contractor and provisions of Subsection 647.3.07, "Contractor Warranty and Maintenance", apply.

1. Remove existing signal equipment that is not used in the final installation when the new signal equipment is operational.

Carefully remove equipment to minimize damage and retain it in its original form. This equipment may include:

- Strain poles including the foundation down to 3 feet ( 900 mm) below ground level finished grade
- Timber poles
- Traffic signal cabinets including contents, cabinet base and work pads
- Original signal heads including span wire support
- Other equipment not retained in the final installation

Ensure that unused equipment is secured and disposed of in accordance with all Environmental Protection Agency regulations and Department instructions.

2. If the Plans specify delivery of salvaged equipment to a Department facility, provide an inventory list and arrange a mutually agreeable delivery time with the District Signal Engineer twenty-four (24) hours in advance.
3. Replace traffic signal equipment that the District Signal Engineer determines has been damaged or destroyed during installation or modification of the traffic signal, at no expense to the Department. Replace with new material.
4. If the Engineer finds that the existing material shown in the Plans to be relocated is unsatisfactory, replace with new material. The costs will be paid for as Extra Work. Include the removal costs of all equipment, including salvaged equipment, in the cost of the overall bid price submitted.
5. Remove old signal heads by the end of the day that the new signal equipment is placed in operation. Remove all other signal equipment within seven (7) days after operations of the newly installed equipment.

#### C. Auxiliary Cabinet Equipment

Provide auxiliary cabinet equipment or special purpose equipment with connecting harnesses, if necessary, or as shown in the Plans or Standard Detail Drawings.

1. Install the equipment in its associated cabinet. Extraneous wiring may be necessary to install the equipment. Additional cabling shall be enclosed in rigid, galvanized conduit and neatly secured.
2. Connect the auxiliary equipment to its cable harness, or insert it in premounted racks or sockets.

#### D. Signal Controllers

Furnish and install approved microprocessor controllers at the locations shown in the Plans or as directed by the Engineer. All equipment furnished shall comply with [Section 925,"Traffic Signal Equipment"](#).

1. Identify the controller and other auxiliary equipment by model and revision numbers. These numbers shall agree with previously approved catalog submittals.
2. Assemble the controller, cabinet, and auxiliary equipment to provide the operational sequence shown in the Plans and future operations specified. Ensure the controller functions as a unit with the cabinet assembly.
3. Ensure controller and auxiliary equipment are provided AC power from receptacles marked for controller power.

4. The Department will provide controller firmware. The Contractor shall provide the controller to the Department. The Department will load the firmware into the controller and notify the Contractor that the controller is ready to be picked up. If the controller is purchased with applications firmware, ensure that the firmware provided is the current Department licensed version of firmware including “boot code”. Current firmware version shall be at the date of application ” turn on” .
5. Unless otherwise specified in the Plans or directed by the Engineer, thirty days prior to installation of equipment the Contractor shall deliver the controllers to and pick up the controller from the District Signal Engineer. The Department shall have 30 work days to load the controller firmware starting from the date the Contractor delivered the controllers to the Department.
6. For 2070 signal controllers used for Ramp Metering ensure the Watchdog Timer “Muzzle Jumper” is selected on the field input/output module. This is required for operating with a 208 monitor.

### E. Cabinet Assembly

#### 1. Location

The cabinet should be located in accordance with the Plan location, however if the cabinet location needs to be moved, choose a location that:

- a. Protects maintenance personnel from vehicles when servicing the equipment
- b. Allows the front panel door of the controller to open away from the intersection for view of signal indications while servicing or performing cabinet work.
- c. Does not block a sidewalk or passageway and complies with Federal regulations for Americans with Disabilities Act (ADA) clearance requirements.
- d. Is located away from the roadway or curb line to prevent vehicular damage to the cabinet.
- e. Is not located within drainage areas or installed in areas likely to collect and hold surface water.
- f. Relocate the cabinet to avoid conflicts from proposed reconstruction projects, commercial driveways, etc. within the right-of-way at the Engineer’s discretion.

#### 2. Erection

Install and level traffic signal controller cabinets at locations shown in the Plans and/or as directed by the Engineer.

- a. Install cabinets to conform to the Standard Detail Drawings. Install pole or base-mounted as indicated in the Plans. Cabinet base shall not extend more than 9 inches above final grade.
- a.
- b. Seal base-mounted cabinets to their base using silicone based sealer. Pliable sealant used shall not melt or run at temperatures as high as 212 °F (100 °C).
- c. Use prefabricated bases and work pads
- d. Install technician pad in front and rear of the controller cabinet door and if applicable in front of battery backup cabinet door. See Standard Details for pad information.
- e. Close all unused conduit in the controller base with a PVC cap sized appropriately. Do not permanently affix the conduit cap to the conduit. Seal those conduits used for signal cable with a pliable sealant to prevent moisture and insects from entering the cabinet via the conduit.

#### 3. Field Cabinet Wiring

All wiring shall be neat and secured and comply with NEC, NEMA, and [Table 647-1](#), [Table 647-2](#), [Table 647-3](#), [Table 647-4](#), [Table 647-5](#), and [Table 647-6](#) of this Specification.

- a. Cut field cabinet wiring to the proper length and organize it in the cabinet. Wire lengths should be slack (minimum 10 feet) allowing for future modifications.
  - Use at least No. 6 AWG wire for the conductors between service drop and AC+ and the AC- terminals.
- b. Do not mount electrical meter to the cabinet. Submit ”power pedestal” or other method of providing location for mounting to the Engineer.
- c. Label all field terminals and conductors so as to identify the specific field input.
- d. Crimp terminal connections to conductors with a ratchet-type crimping tool that will not release until the crimping operation is completed.
- e. Do not use splices inside the controller cabinet, base, or conduit.

- f. Do not use solid wire, except grounding wire.
- g. Supply the cabinets with cabinet wiring diagrams, schematic drawings, pin assignment charts, and manuals for circuits and components. Store these documents in the cabinet in a resealable, weatherproof container.
- h. Ramp Metering requirements. The typical Ramp Meter layout is shown below (for information only):

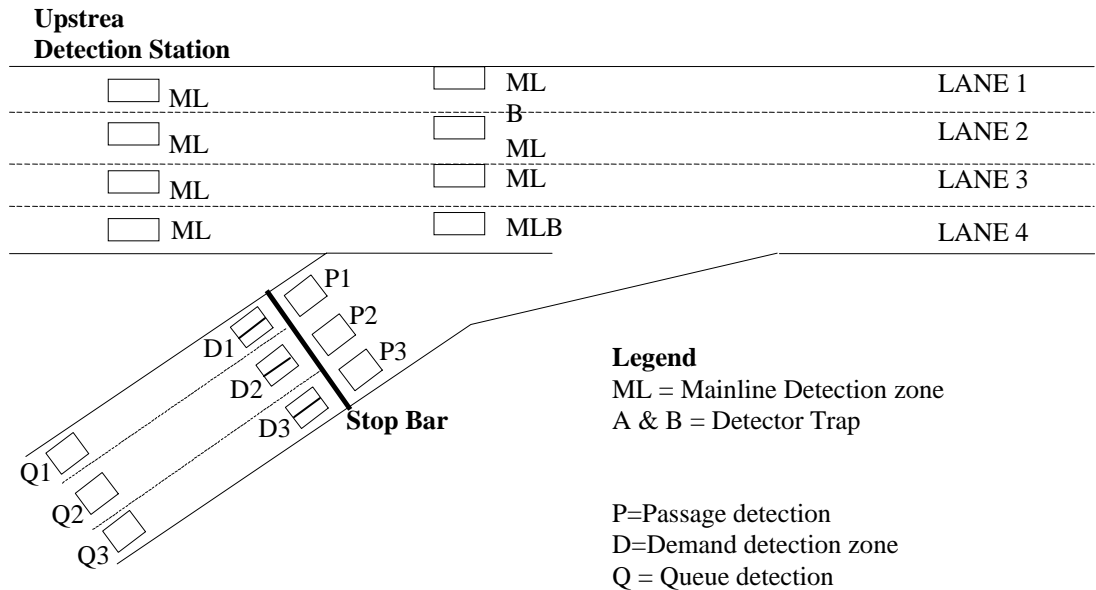


Figure 647-1 Typical Ramp Metering Layout

**F. Signal Monitors**

Furnish signal monitor equipment as follows,

1. Mount signal monitors in a rack with appropriate connectors to attach to the wiring harness.
2. Program the monitor according to the signal operation indicated in the Signal Plans before placing the installation in flash or stop-and-go operation. Provide any signal monitoring programming tools required to program the monitor to the maintaining agency.
3. Configure and equip the signal monitor to monitor all red signal indications. Ensure that the red output for unused or vacant load bays or output slots is jumpered to 120 V AC+.
4. For ITS Cabinets configure the CMU and AMU.
5. For Ramp Metering Cabinets mount model 208 monitor in rack and provide the necessary programming required for the Ramp Meter operation as shown in the Plans.

**G. Power Disconnect**

Install a power disconnect box at each intersection as shown in the Standard Detail Sheets. Ensure the power disconnect is installed at the top of the cabinet pole. Install service cables from disconnect box and terminate as specified on the controller cabinet-wiring or battery backup diagram.

**H. Flashing Beacon**

Furnish and install the flashing beacon controller at the locations shown in the Plans and/or as directed by the Engineer. Install it as a complete unit (solid state flasher and cabinet with time clock, if applicable) and ensure that it conforms to this Specification.

### I. Loop Detector Systems

Install and test loop detector systems according to NEMA Standards Publication TS 1-1983, Section 15, Inductive Loop Detectors, subsequent revisions (except as shown in the Plans), Details, notes, and this Specification.

Ensure that loop detectors are complete and fully operational before placing the signal in stop-and-go operation.

#### 1. General Installation Requirements

Each loop must consist of at least two turns of conductor, unless otherwise shown in the Plans or this Specification. Do not place a portion of the loop within 3 feet (1 m) of a conductive material in the pavement such as manhole covers, water valves, grates, etc.

- a. Install pull boxes, condulets, and conduits before beginning loop installation.
- b. Ensure that the ambient pavement surface temperature in the shade is at least 40 °F (5 °C) before cutting roadway and placing sealant into saw cuts.

#### 2. Loop Saw Cuts

- a. Outline the loop on the pavement to conform to the specified configuration.
- b. Ensure each loop has a separate saw cut with a minimum distance between saw cuts of 6 inches.
- c. Install the detector loop in a sawed slot in the roadway surface deep enough to provide at least 3 inches (76 mm) of sealant cover.
- d. Ensure that the slot is at least 0.25 inches (6 mm) wide for stranded No. 14 AWG loop wire, THWN, XHHW, or XLPE, and at least 0.31 inches (7 mm) wide for polyethylene or PVC encased No. 14 AWG loop wire.

At the intersection of the slots, drill a 2 inch (51 mm) diameter hole or make miter saw cuts in the pavement.

Overlap miter saw cuts at the intersection of saw cuts so that the slots have a full-depth and smooth bottom.

Prevent the wire from bending sharply.

Do not install detector loop wire unless sawed slots are completely dry and free of debris. Pressure wash the slot to guarantee adhesion of the loop sealant. Use compressed air to thoroughly dry the sawed slot.

Install the loop wire starting at the nearest pull box or condulet, around the loop for the specified number of turns, and back to the pull box or condulet.

<b>NOTE: Loop wire from the street is to be spliced in condulets or pull boxes only.</b>
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Refer to table 647-9 for the number of turns for Quadrupole loops. Refer to table 647-8 for the number of turns for) Bipole loops. Bipole loops require at least three (3) turns.

- e. Press the wire in the slot without using sharp objects that may damage the jacket.
  - f. Hold the loop in place every 5 feet (1.5 m) with 1 inch (25 mm) strips of rubber, neoprene, flexible tubing, or foam backer rod as approved by the Engineer.
  - g. Leave the hold down strips in place when filling the slot with loop sealant.
  - h. Where encased loop wire is used, apply a waterproof seal to the ends of the polyethylene tubing that encase the wire to prevent moisture from entering the tube.
  - i. Where the loop wires cross pavement joints and cracks, protect the loop wires using the method specified in "Traffic Signal Details" in the Plans. When crossing expansion joints drill a 2 inch diameter hole minimum 3 inches deep, or to bottom of saw cut. Do not install loop wires in an expansion joint.
  - j. Twist Loop Lead-in 3 turns per foot.
- #### 3. Loop Sealing

After successfully testing each loop, fill the slots with sealant to fully encase the conductors.

- a. Seal the slot within one hour of cutting slot.
- b. Ensure that the sealant is at least 3 inches (75 mm) thick above the top conductor in the saw cut.
- c. Apply the sealant so that subsequent expansion does not extend the sealant material above the pavement surface.
- d. In case of accidental spill, before the sealant sets, remove surplus sealant from the adjacent road surfaces without using solvents or epoxy sealants.
- e. When the Engineer determines that the loop sealant can accommodate traffic but the surface is tacky, dust the sealer on the pavement surface with cement dust before opening the roadway to traffic.

- f. Dispose of the solvents used to clean loop installation equipment according to the manufacturer's specifications and local, State, and Federal regulations.

### 4. Loop Connections

Connect loop conductors to a shielded lead-in cable that runs from the pull box adjacent the pavement edge or conduit to the detector hook-up panel in the controller cabinet, unless otherwise specified in the Plans.

- a. Use continuous (no splices) shielded lead-in cable from the pull box or conduit to the cabinet input file terminal. Do not ground the shield in the loop lead-in cable at the cabinet.
- b. Connect each loop to an individual detector channel as specified in the Plans.
- c. If the Plans specify that two or more loops will be operated on the same detector channel or detector amplifier unit, wire them in series to their loop lead-in at the pull box or conduit.
- d. Use series-parallel connections when series connections do not meet the manufacturer's specified operating range for the detector amplifier unit.
- e. Make weather-tight and waterproof splices as detailed on the Plan Standard Detail Sheets. Make loop splices to loop lead-in cable only after the detector system has been tested and demonstrated under traffic conditions to the Engineer's satisfaction.

### 5. Loop Maintenance

Locate all existing loops, determine the operational status of all loop assemblies, and notify the Engineer prior to commencing loop construction activities at the intersection.

Maintain all existing, operational loops, unless otherwise notified by the Engineer. Repair of an existing loop that is non-operational prior to beginning work will be considered as extra work.

Locate points of conflict between new loops and existing loops, and install all new loops and saw cuts so as not to cut existing loop lead-ins and loop wires that are to be retained.

If an existing operational loop that is not scheduled for replacement fails during the construction time frame, notify the Engineer and complete the replacement of the damaged loops immediately.

The Engineer may grant a twenty-four (24) hour period to repair the loops if their operation is not critical. All costs associated with the replacement of the loops damaged during construction shall be charged and paid for by the Contractor.

## J. Pedestrian Push Button

Install the push button with a pedestrian instruction sign as illustrated on the Department's Standard Detail Sheets and according to the Plans.

1. Place the pedestrian buttons as shown on the Signal Plan Sheet and within 10 inches of sidewalk or concrete landing pad. Position the pedestrian button to correspond to the appropriate signal phase. Locate pedestrian buttons perpendicular to the appropriate signal indication and signal phase, and as field conditions require.
2. Place the center of the buttons between 38 inches (0.965 m) and 42 inches (1.05 m) above the sidewalk or ground level.
3. Seal all openings to prevent moisture from entering the pushbutton.

## K. Cable

Install and connect electrical cable to the proper equipment to produce an operating traffic signal system. Use stranded copper cable conforming to [Section 925](#).

Install wiring in accordance with IMSA, NEMA, UL, and the Department's Traffic Signal Wiring Standards, shown in [Tables 647-1](#), [647-2](#), [647-3](#), [647-4](#), [647-5](#), and [647-6](#) of this Specification.

In addition to the information provided below, see [Section 682](#), [Section 922](#), and [Section 925](#) for cable equipment and installation specifications.

**Table 647-1 Vehicular Signals Georgia DOT Wiring Standards**

Signal Indications	3-Section Signal Heads Seven Conductor Cable		5-Section Signal Heads Seven Conductor Cable
	Phases 2, 4, 6, and 8	Phases 1, 3, 5, and 7	Phases 1/6, 2/5, 3/8 & 4/7
Red	Red Wire		Red Wire
Yellow	Orange Wire		Orange Wire
Green	Green Wire		Green Wire
Red Arrow		White Wire with Black Tracker	
Yellow Arrow		Black Wire	Black Wire
Green Arrow		Blue Wire	Blue Wire
Neutral	White Wire	White Wire	White Wire

**Table 647-2 Vehicular Loop Detectors Georgia DOT Wiring Standards**

Detectors	Phases 3, 4, 7, and 8 Presence Loops		Phases 2 and 6 Setback Pulse Loops and Phases 1 and 5 Presence Loops	
	Loop Wires	Shielded Loop Lead-in Cable, 3 Pair	Loop Wires	Shielded Loop Lead-in Cable, 3 Pair
Right Curb Lane	Red Wire	Red/Black Pair (1)	Red Wire	Red/Black Pair (1)
Second Lane	Green Wire	Green Black Pair (1)	Green Wire	Green Black Pair (1)
Third Lane	White Wire	White/Black Pair (1)	White Wire	White/Black Pair (1)
Fourth Lane	Red Wire	Red/Black Pair (2)	Red Wire	Red/Black Pair (2)
Fifth Lane	Green Wire	Green/Black Pair (2)	Green Wire	Green/Black Pair (2)
Sixth Lane	White Wire	White/Black Pair (2)		
First Left-Turn Lane			Red Wire	Red/Black Pair (3)
Second Left-Turn Lane			Green Wire	Green/Black Pair (3)

**Table 647-3 Pedestrian Signals Georgia DOT Wiring Standards**

Signal Indications	2-Section Signal Heads Seven Conductor Cable	
	Phases 2 and 6	Phases 4 and 8
Don't Walk	Red Wire	White Wire with Black Tracker
Walk	Green Wire	Blue Wire
Neutral	White Wire	White Wire

**Table 647-4 Pedestrian Detectors Georgia DOT Wiring Standards**

Push Buttons	3 Pair Shielded Cable	
	Phase 2 and 6	Phase 4 and 8
Call	Green and Black Pair	Red and Black Pair

**NOTE: Do not use aluminum cable.**

**Table 647-5 Ramp Meter Signals Georgia DOT Wiring Standards**

Signal Indications	3-Section Signal Heads Seven Conductor Cable L1,L2,L3
Red	Red Wire
Yellow	Orange Wire
Green	Blue Wire
Neutral	White Wire

**Table 647-6 Ramp Meter Loop Detectors Georgia DOT Wiring Standards**

	Demand Detector Loops		Queue Detector Loops	
	Loop Wires	Shielded Loop Lead-in Cable, 3 Pair	Loop Wires	Shielded Loop Lead-in Cable, 3 Pair
Lane 1	Red Wire	Red/Black Pair (2)	Red Wire	Red/Black Pair (1)
Lane 2	Green/Wire	Green Black Pair (2)	Green Wire	Green/Black Pair (1)
Lane 3	White Wire	White/Black Pair (2)	White Wire	White/Black Pair (1)
	Passage Detector Loops		Mainline Detector Loops (if used)	
	Loop Wires	Shielded Loop Lead-in Cable, 3 Pair	Loop Wires	Shielded Loop Lead-in Cable, 3 Pair
Lane 1	Red Wire	Red/Black Pair (3)	Red Wire	Red/Black Pair (4)
Lane 2	Green Wire	Green/Black Pair (3)	Green Wire	Green/Black Pair (4)
Lane 3	White Wire	White/Black Pair (3)	White Wire	White/Black Pair (4)

#### I. Signal Cable for Vehicular Signal Heads and Pedestrian Heads

Install cable for signal heads and pedestrian heads as follows:



1. For vehicle signal heads, install one 7-conductor signal cable for each intersection approach from the controller cabinet to the through-signal head on each approach as directed by the engineer. From this leftmost signal head, install a 7-conductor signal cable to each of the other signal heads on the same approach in sequence.
2. For pedestrian signal heads, install one 7-conductor signal cable from the controller cabinet to each pedestrian head installation location to operate either one or two pedestrian heads.
3. Make a minimum 1 foot (300 mm) diameter 3 turn weather drip loop as shown in the Standard Detail Drawings in the Plans at the entrance to each signal head.
4. Neatly tie signal cables leaving a structure or weatherhead to enter a signal fixture. Tie the cables to the messenger cable as illustrated in the Standard Detail Drawings.
5. For Ramp Meter signal heads install one 7-conductor signal cable for each lane of the Ramp Meter operation from the controller cabinet .

### M. Interconnect Communications Cable

Use fiber optic interconnect cable as specified in the Plans for all new interconnected signal systems. See Section 935 for fiber optic cable information, specifications and installation and testing techniques. Install interconnect communications cable as follows:

1. Provide support for the interconnect cable on new or existing utility poles or signal poles; install underground in conduit.
2. Use fiber optic standoff brackets as needed to prevent damage from poles, trees and other structures.
3. Pull cables with a cable grip that firmly holds the exterior covering of the cable.
4. Pull the cables without dragging them on the ground, pavement or over or around obstructions. The Engineer will inspect and approve the cable prior to installation. Use powdered soapstone, talc, or other approved inert lubricants to pull the cable through the conduit.
5. When using a separate messenger cable, spirally wrap the communications cable with a lashing machine according to the IMSA-20-2 Specifications.
6. Do not splice outside the signal cabinet except at the end of full reels of 5,000 feet (1500 m).
7. Ensure that splice points are near support poles and accessible without closing traffic lanes.
8. Unless drop cable assemblies for communications are used, loop the cable in and out of the control cabinets. Coil and tie 10 feet (3 m) of cable in the controller cabinet foundation. Tape the cable ends to keep moisture out until the terminals are attached.
9. Prevent damage to the cable during storage and installation.

NOTE: Do not allow anyone to step on or run over any cable with vehicles or equipment.

### N. Loop Detector Lead-in Cable

Use 3-pair shielded lead-in cable in compliance with [Section 925](#) and manufacturer's recommendations for Detector loop lead-in installed for loop detectors. Ensure the three pair has 3 separate distinguishing colors. Use a shielded lead-in cable connecting the loop to the detector hook-up panel in the controller cabinet, unless otherwise specified in the Plans. Provide a separate 3- pair for each phase or future phase.

1. Splice the loop detector wire to a shielded loop detector lead-in cable in a pull box adjacent to the loop detector installation.
2. Use continuous (no splices) shielded lead-in cable from the pull box or conduit to the cabinet input file terminal. Do not ground the shield in the loop lead-in cable at the cabinet.
3. Connect each loop to an individual detector channel as specified in the Plans.
4. Each detection loop shall be connected to the control cabinet via separate lead-in pair.
5. Set back loops with aerial loop leads to the control cabinet shall be supported by 1/4 inch messenger cable with no splices between the control cabinet and the initial point of aerial attachment.
6. Make weather tight and waterproof splices between lead-in and loop wire. Loop installation may be approved only after the detector system has been tested and demonstrated under traffic conditions to the Engineer's satisfaction, during the Operational Test Period.

### O. Pedestrian Push Button Lead-in

Use 3-pair shielded lead-in cable compliant with [Section 925](#) for pedestrian push buttons. Install one 3-pair shielded lead-in cable to each pedestrian push button station(s) location to operate either one or two push buttons. Do not ground the shield for the push button lead-in cable at the controller cabinet. Do not use the same 3 pair cable for loop and pedestrian detectors.

### P. Messenger Cable, Stranded-Steel

Set messenger strands so that the height conforms to the clearances on the Standard Detail Drawings. Lash cables to messenger cable or use lashing rods (Subsection 925.2.43). If lashing rods are used use lashing rods sized for the cables and messenger strand. Only use lashing rods that are of the same material as the messenger strand. Lashing wire shall only be used to support aerial loop lead-in and fiber optic.

1. Drill wood poles to receive the eye bolts so that the span wire and eyebolt at each connection form a straight angle.
2. Never pull or strain the messenger on the eye bolt to an angle of variance greater than ten degrees (10°).
3. Attach down guy wires to guy hooks. Use a minimum 3/8 inch messenger cable for down guys. Never attach them directly to the eye of an eyebolt.
4. Ensure that messenger strand clearances conform with local utility company Standards.
5. Make stranded messenger cable attachment points with the appropriate size strand vises or 3 bolt clamps. Stranded steel messenger cable is not paid for separately under this Specification.
6. Use minimum 1/4 inch messenger cable.
7. Use standoff brackets as needed to prevent damage from poles, trees or other structures.

<b>NOTE: Never splice messenger cable between structures or stand off brackets.</b>
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### Q. Underground Cable for Signal Circuits

Underground cable for signal circuits includes cable, with conduit, as shown in the Plans. Install cable under existing pavement or surfaced shoulder, according to [Subsection 680.3.05](#).

#### 1. Cable in Conduit

Pull cable into conduits as follows:

- a. Pull cables into conduits without electrical or mechanical damage. Pull cables by hand only. The use of trucks or other equipment is not permitted, unless approved by the Engineer. If mechanical pulling is approved, do not exceed the manufacturer's tension rating for the cable.
- b. Pull cables with a cable grip that firmly holds the exterior covering of the cable.
- c. Use powdered soapstone, talc, or other inert lubricants to place conductors in conduit according to manufacturer's recommendations.
- d. Handle and install the conductors to prevent kinks, bends, or other distortion that may damage the conductor or outer covering.
- e. Pull all cables in a single conduit at the same time. When pulling cables through hand holes, pole shafts, etc., use a pad of firm rubber or other material between the cable and the opening edges to prevent cable damage.
- f. When installing cable in conduit with existing signal cable circuits remove all existing cables and pull them back into the conduit with the new cables.
- g. The distance between pull boxes in a run of conduit shall not be greater than 100 feet (30 m), unless otherwise shown in the Plans or approved by the Engineer or District Signal Engineer, with the exception of fiber optic cable.
- h. The distance between pull boxes in a run of conduit for fiber optic cable shall not exceed 750 feet (225 m), unless otherwise shown in the Plans or approved by the Engineer. Identification tape and tone detection wire shall be used for fiber optic cable in conduit. All unused conduit shall have a continuous pull cable installed between pull boxes.

#### 2. Splices

Required splicing shall be performed according to the National Electric Code; use materials compatible with the sheath and insulation of the cable.

Insulate required splices with electrical insulation putty tape, plastic, pressure sensitive, all-weather 1.5 mil (0.038 mm) electrical tape in accordance to standard details.

- a. Make the spliced joints watertight.

**Note:** Splice detector wires to shielded loop detector lead-in at pull boxes located immediately after the loop wire leaves the roadway. No splices will be permitted in shielded loop detector lead-in cable from this point to the controller cabinet.

### R. Conduit and Fittings

Install conduit by type (GRS, HDPE, PVC) as shown in the Plans and the Standard Detail Drawings. Refer to the NEC, for conduit full percentages.

Separate the power cable to the controller cabinet from all other cables in its own 1 in (25 mm) galvanized rigid steel conduit except inside poles. Ensure that conduit conforms to [Section 682](#), [Section 923](#) and [Section 925](#) with the following addition:

- Use flexible conduit only where shown in the Details or as directed to do so in writing by the District Signal Engineer.

Use the conduit size specified in the Plans, unless otherwise directed by the Engineer. Obtain written approval from the Engineer prior to installing conduit other than the size specified in the Plans.

All 2 inch (50 mm) conduit elbows shall be “sweep” type. The minimum radius for the elbow is 18 inches (450 mm), unless otherwise approved by the Engineer.

**NOTE:** Do not use multi-cell conduit.

Install conduit and fittings as follows:

1. Ensure that exposed conduit on poles are galvanized rigid steel (GRS) conduit.
2. Ream the ends of metallic conduit after cutting the threads. Ream other conduit as necessary.
3. Cut the ends square, and butt them solidly in the joints to form a smooth raceway for cables.
4. Make conduit joints to form a watertight seal.
5. Coat metallic conduit threads with red- or white-lead pipe compound, thermoplastic or Teflon seal. Ensure that they are securely connected.
6. Make plastic conduit joints with materials recommended by the conduit manufacturer.
7. Install bushings in the conduit to protect the conductors. When conduit is installed for future use, properly thread and cap the ends of the metallic conduit runs.
  - a. Plug the ends of nonmetallic conduit runs to prevent water or other foreign matter from entering the conduit system.
  - b. Seal the exposed conduit ends with a permanently malleable material.
  - c. Ensure that empty conduit installed for future wire or cable has a nylon pull string or cord inside that is impervious to moisture and rot and can withstand a load of 50 pounds (23 kg) without breaking. Secure this pull cord at each open end and at each pull box.
8. Ensure that conduit on pole exteriors are mounted with galvanized, two-hole straps or clamps. Place the clamps not more than 3 feet (1 m) from junction boxes, condulets, or weatherheads. Place it at 3 foot (0.9 m) intervals elsewhere.
  - a. Fasten the clamps to wood poles with galvanized screws or lag bolts.
  - b. Do not install conduit risers on concrete, steel, or mast arm poles unless approved by the Engineer.
9. Install a weatherhead at the end of exterior conduit runs on a pole or other structure to prevent moisture of other matter from entering the conduit.

10. After installation, ensure that the conduit or fitting placement has not warped or distorted any conduit, terminal, or control or junction box.
11. Ensure Conduit that is terminated at poles is grounded at the pull box.

### S. Underground Conduit

Underground conduit includes encased or direct burial conduit.

1. Install the conduit in a trench excavated to the dimensions and lines specified in the Plans.
  - a. Provide at least 18 inches (450 mm) finished cover, unless otherwise specified.
  - b. Under pavement, excavate at least 36 inches (900 mm) below the bottom of the pavement.
2. Before excavation, the Contractor is responsible for determining the location of electrical lines, drainage, or utility facilities in the area to prevent damage.
  - a. Place the conduit where it will not conflict with proposed guardrail, sign posts, etc.
  - b. Change locations of conduit runs, pull boxes, etc., if obstructions are encountered during excavation. Changes are subject to the Engineer's approval.
  - c. Where possible, provide at least 12 inches (300 mm) between the finished lines of the conduit runs and utility facilities such as gas lines, water mains, and other underground facilities not associated with the electrical system.
3. When the conduit run is adjacent to concrete walls, piers, footings, etc. maintain at least 4 inches (100 mm) of undisturbed earth or firmly compacted soil between the conduit and adjacent concrete or, when the conduit is encased, between the encasement and the adjacent concrete. Unless specified in the Plans, do not excavate trenches in existing pavement or surfaced shoulders to install conduit.
4. When placing conduit under an existing pavement, install the conduit by jacking and boring, or other approved means. See [Section 615](#) for jacking and boring pipe specifications. Obtain the Engineer's approval prior to installing conduit by means of boring-method.
5. When the Plans allow trench excavation through an existing pavement or surfaced shoulder, restore the pavement shoulder surface, base, and subgrade according to the Specification.
6. Cut trenches for conduit on a slight grade (0.25 percent minimum) for drainage, unless otherwise specified. When the grade can not be maintained all one way, grade the duct lines from the center, both directions, down to the ends.
7. Avoid moisture pockets or traps. Excavate vertical trench walls.
8. Tamp the bottom of the trench to produce a firm foundation for the conduit.
9. When necessary to prevent damage, sheet and brace the trenches and support pipe and other structures exposed in the trenches.
10. Conduit installed for fiber optic cable installation shall have identification tape and detectable tone wire installed for detection as specified and detailed in the Project Standard Detail Sheets.
11. Install direct burial conduit as shown in the Plans. Use rigid galvanized steel, , or polyethylene conduit. Excavate at least 36 inches (900 mm) below the top of the finished ground or 36 inches (900 mm) below the bottom of the pavement.
12. When rock is in the bottom of the trench, install the conduit on a bed of compacted, fine-grain soil at least 4 inches (100 mm) thick.
13. Conduit installed for fiber optic cable installation shall have detectable tone wire installed for detection as specified in [Section 682](#) and detailed in Standard Detail Sheets.

### T. Encased Conduit

Place encased conduit in the locations shown in the Plans unless otherwise specified. Construct as follows:

1. Construct the encasement using Class A concrete that meets requirements in [Section 500](#) .
2. Extend the encasement or conduit under roadway pavements or surfaces 6 inches (150 mm) past the outer edge of paved shoulders or sidewalks, or past curbs if no shoulder or sidewalk is present.
3. Extend the conduit at least 3 inches (75 mm) beyond the encasement.
4. Place 3 inches (75 mm) of concrete in the bottom of the trench and place the conduit on top of it.
5. Temporarily plug the ends of the conduit to prevent concrete or foreign materials from entering.

6. Cover the conduit with at least 3 inches (75 mm) of concrete. Wait to encase the conduit with concrete until the Engineer inspects and approves the conduit.
7. Cure the concrete encasement according to [Subsection 500.3.05.Z](#), except curing may be reduced to twenty-four (24) hours. Use a precast encasement if approved by the Engineer.

### U. Backfilling

Immediately backfill the conduit after the Engineer's inspection and approval, except for encased conduit, which must complete a twenty-four (24) hour cure period.

1. Backfill with approved material free of rocks or other foreign matter.
2. Backfill in layers no greater than 6 inches (150 mm) loose depth, up to the original ground level.
3. Compact each layer to one hundred percent (100%) of the maximum laboratory dry density as determined by [GDT 7](#), [GDT 24a](#), [GDT 24b](#), or [GDT 67](#) whichever applies..

### V. Conduit on Structures

Install conduits, condulets, hangers, expansion fittings, and accessories on structures according to the Plans and, unless otherwise specified, the following:

1. Run the conduit parallel to beams, trusses, supports, pier caps, etc.
2. Install horizontal runs on a slight grade without forming low spots so they may drain properly.
3. Run conduits with smooth, easy bends. Hold the conduit ends in boxes with locknuts and bushings to protect the conductors.
4. When not specified in the Plans or Special Provisions, submit the type and method for attachment to structures to the Engineer for submission to the District Traffic Operations Engineer for approval.
5. Ground galvanized rigid steel conduit in pull boxes.

All exposed conduit shall be galvanized, rigid conduit unless otherwise specified.

### W. Testing Conduit

After installing the conduit, test it in the presence of the Engineer.

1. Test conduit using a mandrel 2 inches (50 mm) long and 0.25 inches (6 mm) smaller in diameter than the conduit.
2. Repair conduit to the Engineer's satisfaction if the mandrel can not pass through. If repairs are ineffective, remove and replace the conduit at no additional cost to the Department.
3. Thoroughly clean the conduits. When installing conduit but wiring at a later date:
  - a. Perform the mandrel test.
  - b. Ream the duct opening to remove burrs or foreign matter.
  - c. Thoroughly clean the duct.
  - d. Provide and install a weatherproof cap at each open end.
  - e. All installed conduit not used or containing cable shall have a continuous nylon pull string installed between junction boxes.

### X. Grounding

Ground the cabinets, controller, poles, pull boxes, and conduit to reduce extraneous voltage to protect personnel or equipment. See [Section 639](#) and [Section 924](#) for grounding requirements.

<b>NOTE: Grounding shall meet the minimum requirements of the NEC.</b>
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Provide permanent and continuous grounding circuits with a current-carrying capacity high enough and an impedance low enough to limit the potential above the ground to a safe level.

Perform grounding as follows:

1. Bond the grounding circuits to nonferrous metal driven electrodes. Use electrodes that are at least 0.625 inches (15 mm) in diameter, 8 feet (2.4 m) long, and are driven straight into the ground.
2. Use the shortest possible ground lead that leads directly to a grounding source.
3. Ensure that the maximum resistance between the ground electrode and the earth ground is no greater than twenty five (25) ohms.

4. Connect the ground electrodes and the ground wire with an exothermic weld or ground rod clamp as approved by Signal Engineer.
5. Connect neutral conductors to the cabinet buss-bar and ground them at each terminal point.
6. Ground the cabinet with a No. 6 AWG solid copper wire between the buss-bar to the ground electrode. Bends shall not exceed 4 inch (100 mm) radius bends.
7. Permanently ground the poles by bonding the No. 6 AWG solid copper wire to a separate ground rod.
8. Ground pole-mounted accessories to the pole.
9. Underground metallic conduit or down guys are not acceptable ground electrodes. Do not use Snap-On connections.
10. For extended distances between Ramp Meter and IVDS additional grounding may be required by the manufacturer.

### Y. Ground Rod

Install copper clad ground rods adjacent to the traffic signal pole bases, controller cabinet bases, and in pull boxes to shield and protect the grounding system.

When ground rods are not protected, bury them at least 2 inches (50 mm) below the finished ground level. See [Section 924](#) for information pertaining to ground rod composition.

1. Use 0.625 inch (15 mm) diameter ground rods at least 8 feet (2.4 m) long. Use copper clad ground rods.
2. Drive single ground rods vertically until the top of the rod is no more than 2 inches (50 mm) above the finished ground.
3. Attach a length of No. 6 AWG solid copper wire to the top of the ground rod using an exothermic weld.
4. When controller cabinets are mounted on timber poles, ground them with No. 6 AWG solid copper wire attached to the ground rod. Run the wire inside a minimum 0.75 inch (19 mm) rigid conduit attached to the timber pole and to the chassis ground in the controller cabinet.
5. When ground penetration is not obtained:
  - a. Place a horizontal ground rod system of three (3) or more parallel ground rods at least 6 feet (1.8 m) center-to-center and 30 inches (720 mm) below the finished ground.
  - b. Ensure that this grounding system produces a resistance of 25 ohms or less.
  - c. Join the ground rods and connect them to the grounding buss of the traffic signal cabinet with No. 6 AWG solid copper wire.
6. Install a ground wire on wood poles.
  - a. Use at least No. 6 AWG solid copper wire bonded to the grounding electrode and extending upward to a point perpendicular to the uppermost span.
  - b. Place wire staples no greater than 2 feet (0.6 m) apart to secure the ground wire to the pole.
  - c. Connect the span wire to the pole ground using copper split bolt connectors. Provide a separate ground rod for pole mount cabinets. Do not use the pole ground. Bond the pole ground to the pole cabinet ground rod.
7. Ensure that grounding for signal strain poles conforms to the grounding assembly typical erection Detail Sheet in the Plans.
8. Permanently ground cabinet and cabinet conduits to a multi-terminal main ground buss.
  - a. Use a No. 6 AWG solid copper wire bonded between the buss and grounding electrode.
  - b. Connect the power company neutral, conduit ground, and grounds of equipment housed in the cabinet to the buss-bar.
  - c. Do not ground to a permanent water system instead of the driven ground rod. Ensure that grounding devices conform to the requirements of the NEC and NEMA.
9. When testing for resistance ensure the ground is dry. The Contractor is responsible for submitting the ground test results.

### Z. Signal Poles

See [Section 501](#) for signal pole materials certification and [Subsection 925.2.27](#), [Subsection 925.2.28](#), [Subsection 925.2.29](#), [Subsection 925.2.30](#) and [Subsection 925.2.31](#) for traffic signal equipment. Refer to the Plans for pole locations.

Where necessary, adjust pole location to avoid utility conflicts. Provide minimum clearance distances between the signal pole and the roadway as specified in the Plans and on the Standard Detail Drawings.



### 1. Strain Poles

Provide signal strain poles that conform to [Section 639](#).

Provide caissons or foundations that conform to the “Construction Detail for Strain Pole and Mast Arm Pole Foundations” in the Plans.

Determine the required foundation size based on the manufacturer’s specified “bending moment at yield” for each pole.

Provide strain poles with manufacturer-installed holes for pedestrian heads and push buttons. Seal unused holes with water tight plugs that match the pole finish provided by the manufacturer of the pole. All holes that are used shall have a rubber grommet or weather head.

Rake the poles during installation to provide a pole that is plumb once the load is applied.

### 2. Metal Poles

Install metal poles as follows:

- a. Ensure that anchor bolts, reinforcing bars, and ground rods conform to [Section 639](#) and [Section 852](#) and are placed in the excavation.
- b. Support the anchor bolts with a template to provide the proper bolt circle for the pedestal or pole to be installed.
- c. Wire the reinforcing bars together or to the anchor bolts.
- d. Wire the conduits in the base to the reinforcing bars for support. Ensure that they are accessible above and beyond the foundation.
- e. Before pouring the foundation concrete, determine that the anchor bolt orientation is correct so that the tensile load is divided between at least two anchor bolts. Pour and vibrate the concrete with the Engineer present.
- f. Ensure that the pole foundations and pedestals with the anchor-type base conform to [Section 500](#) and [Section 639](#). Do not install or locate poles without the Engineer’s approval. Ensure the foundation meets AASHTO guidelines.
  1. The Engineer may take a concrete test cylinder as it is being poured.
  2. Cure the cylinder and submit it for testing to the Office of Materials and Research.
- g. If the concrete foundation fails to meet the requirements of the Specifications and is not accepted, replace the foundation upon notification of failure.
- h. After installing poles and applying the load of the signal span, inspect them for plumb and for the proper horizontal position of the mast arm, when applicable. Make sure all threads of the nut are threaded onto the anchor bolt.
- i. Correct deficiencies by using the leveling nuts on the anchor bolts or by adjusting the mast arm.
- j. The Engineer will examine the pedestals and poles for damaged paint or galvanizing. Restore the finish coating where necessary.
- k. After the Engineer approves the pole installation, provide an acceptable method of protecting the area between the pole base and the top of the foundation to prevent the accumulation of debris.

If the finish or galvanized steel materials is scratched, chipped, or damaged, the material will be rejected. The finish may be replaced as specified under [Section 645](#), with the Engineer’s approval.

NOTE: Never add holes or openings to the metal pole or mast arm without approval from the Office of Bridge and Structural Design.

- l. For poles or arms that need galvanization, thoroughly clean the steel poles and arms and touch up non-galvanized parts with i-d red or original-type primer.
- m. Apply the remaining coats according to the System V (Heavy Exposure) [Section 535](#), unless otherwise indicated in the Plans. The entire pole shall be the same color.
- n. Install a service bracket and insulator on one pole at each intersection to attach power service wire as specified in the Plan Details. Install a disconnect box on the cabinet pole at each intersection to attach power service where the power service is provided overhead.
- o. Install poles to which controller cabinets are attached with mounting plates, bolts, nipples, and at least two, 2.5 inch ( 64 mm) threaded openings at the top and at least two (2) 2 inch (50 mm) at the bottom of the pole.

- p. Attach the fittings to the poles as specified by the manufacturer in the Plans or as the Engineer directs. The fittings may include:
    - Cast aluminum cap
    - Pole clamp hardware for span wire attachment
    - Weatherhead with chase nipples and couplings
    - Galvanized elbow with bushing installed by cutting the pole and welding in place around the entire circumference
  - q. The Office of Materials and Research will inspect the anchor bolts. If approved, the Office of Materials and Research will display the inspector's hammer stamp mark on the top of the bolt.
3. Concrete Strain Poles
- a. Ensure that concrete strain poles meet the requirements of [Section 639](#). Use concrete poles that have threaded couplings to accept weatherheads, pedestrian head mounting hardware, or utility service points shown in the construction Details.
  - b. Install concrete strain poles so that the angle of variance between the eye bolt on the pole and the span wire is less than ten degrees (10°).
  - c. Verify pole hole orientations for pedestrian heads, pedestrian push button stations, luminaries arms, etc., with the Engineer prior to proceeding with traffic signal installation. For poles at cabinet location provide at least two 2.5 inch (64 mm) threaded openings at the top of pole and at least two 2.0 inch (50 mm) threaded openings at the bottom.
  - d. Plug all unused holes. Use Grout or threaded fitting. Match the finish of the pole.
4. Mast Arms
- Install mast arms that can accommodate traffic signal mounting hardware and that adhere to the manufacturer's recommended procedures and [Section 925](#) and [Section 915](#). Do not add holes.
- a. Seal the openings in the mast arms to prevent pests from entering.
  - b. Align the mast arm to allow the signal heads to hang plumb at the correct height without using extensions.
  - c. All Mast arms are to be galvanized unless indicated otherwise in the Plans.

<p><b>NOTE: The Contractor shall submit a "Mast Arm Pole Chart" to the Engineer and the Office of Bridge and Structural Design for review and approval as described in <a href="#">Subsection 647.1.03.F</a> of this Specification.</b></p>
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Verify pole hole orientations for pedestrian heads, pedestrian push button stations, luminaries arms, etc., with the Engineer prior to proceeding with traffic signal installation.

5. Aluminum Pedestrian Pedestals Poles
- Install aluminum pedestal poles, which adhere to Section 850 on breakaway aluminum bases that meet the requirements for breakaway construction. See Section 925 for breakaway base requirements. See the Standard Detail Drawings for Pole and Foundation Details.
- a. Secure at least four anchor bolts in a concrete foundation as shown in the construction Detail.
  - b. As an alternate to a concrete foundation install a Pedestal Foundation Anchor Assembly (Subsection 925.2.29). Install the foundation until the top of the base plate is level with the ground. Slide bolt heads through the keyhole and under the base plate against the bolt head keepers with threads up. Bolt the pole base to the foundation. Adhere to the manufacturers instructions for installation.
    - 1.) Use a Universal Driving Tool with the correct kelly bar adaptor and bolts supplied with the tool.
    - 2.) Attach driving tool assembly to the foundation base plate using the bolts provided with each foundation. Be sure to align the tool so the holes in the tool line up with the proper bolt circle on the foundation.
    - 3.) Stand the foundation, with the attached drive tool assembly, upright and attach the drive-tool-foundation to the kelly bar.
    - 4.) Raise the kelly bar until the foundation swings free of the ground. Maneuver the kelly bar until the point of the foundation is over the marked installation location.



- 5.) Lower the kelly bar until the point of the foundation is forced into the ground and the helix is flush with the ground surface.
  - 6.) Ensure the shaft of the foundation is plumb by checking the shaft with a level on tow sides that are at least 90 degrees from each other. Recheck the shaft to be sure it is plumb when the foundation has penetrated 1 foot into the ground.
  - 7.) When the base plate of the foundation is 1(25 mm) to 2 (50 mm) inches above the g round line remove driving tool.
  - c. Contain the wiring inside the pole. Do not allow conduit outside the pole except to wire the pedestrian push button.
  - d. Position the pedestal pole plumb and high enough to clear the pedestrian's head as shown in the Plans. Ensure that the bottom of the signal housing including brackets is not less than 9 feet or greater than 10 feet from the ground line.
  - e. Instruct the supplier to furnish a mill certificate that shows the alloy and physical properties of the steel used in fabricating the anchor bolts. The bolts may be subjected to a tensile and shear strength test.
6. Timber Poles

Timber poles do not require the use of concrete for filling the cavity around the pole base.

Use timber poles that meet the requirements of [Section 861](#). Use Class II for all signal support poles. Use Class IV for aerial loop lead-in or communication cable if approved by the Engineer. Poles shall be inspected and include AWW stamp.

Drill wood poles to receive the eye bolt so that the angle of variance between the eye bolt and span wire at each connection is less than ten degrees (10°). See the Standard Detail Drawings for additional information.

Guy timber poles use single or double guy wires as shown in the Plans and as directed by the Engineer. Guy helper cables with separate guy wires when helper signal span cables are indicated in the Plans.

NOTE: Never attach down guy wires to eye bolts. Attach down guy wires to angle guy attachment only and install insulating rods on all down guy installations as detailed on Standard Detail Sheets .

### AA. Pull Boxes

Ensure that pull boxes conform to the Standard Detail Drawings or Plan Detail Sheet. Install pull boxes as required by the Specifications and Plans.

1. Include provisions for drains in pull box excavations as specified.
2. Do not place the aggregate for the drain until the Engineer approves the excavation.
3. Do not set the pull box until the aggregate is in place.
4. Set the pull boxes in place, level, and install conduits as required. Conduit entrance shall be through the open bottom in Types 1, 2, 3, 4S and 5S. Conduit entrance shall be directly through cored holes in the side walls in Types 4 and 5. Conduit entrance shall be through the conduit terminators in Types 6 and 7.

Adjust the location of the pull box if necessary to avoid obstacles.

Where conduit entrance will be through the side wall in Types 4 and 5, or for conduit other than the terminator size provided in Types 6 and 7, use field cored conduit entrance holes in the side wall of the box. All field coring shall be made with a diamond-tipped masonry hole saw and according to the pull box manufacturer's recommendations.

Use an underground-type conduit adhesive where joining conduit or conduit bodies of dissimilar materials, such as HDPE-to-PVC sweeps into pull boxes or installing into pull box conduit terminators.

- Do not locate pull boxes on the curb side of the signal pole in the intersection radius return
  - Install pull boxes so that the long dimension is parallel to the adjacent roadway
  - Install the pull box at a location that is level with the surrounding ground or pavement. Do not place a pull box in a ditch or depression. Unless otherwise shown in the Plans, when installed either in a sidewalk or in the ground, the top of the pull box shall be level with the sidewalk or ground surface
5. Obtain the Engineer's approval, and begin backfilling and installing the frame and cover. Ground metal lids or covers.

### BB. Span Wire and Span Wire Assemblies

Use span wire to support signal heads, cable, and other hardware only. Use messenger cable to support the aerial cable plant. Install span wire and messenger wire where specified in the Plans and in accordance with the Standard Detail Drawings. See [Section 925](#) for information on span wire and messenger cable.

1. Install signal span wire not to exceed the sag specified by the pole manufacturer, timber poles shall not exceed 2.5%..
2. Use helper cables where specified in the Plans and on the Standard Detail Drawings.
3. See [Subsection 639.3.05.F](#) except, when erecting cable on a timber pole, in which case locate the attachment point a minimum of 18 inches (450 mm) from the top of the pole, to determine the required attachment point.
4. For construction of a box or modified box span, use bullrings. Be consistent throughout the intersection in use of bull rings or strandvises. If bull rings are not used, strandvises shall be interlocked.
5. Install 12 inch (300 mm) diameter drip loop wrapped three times at the cable entrance to signal heads. Arrange cable so that it enters the structure from the bottom of the drip loop. Use a 24 inch (600 mm) diameter drip loop where cables enter a weatherhead and use 24 inch (600 mm) sag at corners of a span.
6. Attach cables to span wire using aluminum wrap with at least three turns of wrap spaced at 6 inch (150 mm) increments. Do not use lashing on span wire.
7. Ground all span wire and down guy assemblies as shown on Standard Detail Sheets. Bond all span wire together and bond to ground at every pole.

### CC. Traffic Signal Heads

Place traffic signal heads according to the signal design and Plan Detail Drawings. Deviation from the Plans must be according to the MUTCD, current edition and at the Engineer's approval. Ensure all Traffic Signal Heads at an installation have the same appearance for the signal heads and the LED Modules. The Ramp Metering enforcement device shall be mounted on the back of one signal per lane and wired to the red display. The enforcement device shall be able to be viewed from downstream on the ramp.

1. Install traffic signal heads at least 17 feet (5.1 m), but no greater than 19 feet (5.7 m) over the roadway. All vertically attached signal head assemblies shall have a metal support plate installed within the top section (RED) indication of the signal head for additional support and stability. Install Ramp Metering traffic signal heads as shown on the Plans Detail Drawings.
2. Adjust signal heads on the same approach to have the same vertical clearance.
  - a. Measure the clearance from the pavement to the lowest part of the assembly, including brackets and back plates.
  - b. Mount traffic signals on poles with a clearance of at least 12 feet (3.6 m) but no more than 19 feet (5.8m) above the sidewalk or pavement grade of the center of the highway, whichever grade is higher.
  - c. Mount and adjust Ramp Metering traffic signals as per the Plan Detail Drawings.
  - d. Mount and adjust Ramp Meter enforcement device (head) as per the Plan Detail Drawings.
3. Connect the signal cable to the wire in each signal head to provide the correct signal indication when the cables are connected to the controller cabinet back panels. Do not splice cables. Use wire nuts to make the connections to the LED signal modules leadin. Make all connections in the top section.
4. Install optically programmable (OP) signal heads as shown in the Plans and Standard Detail Sheet and as directed by the manufacturer.
5. Mount OP heads securely or tether them to limit movement.
6. Mask the OP lamp for directing visibility under the Engineer's supervision.
7. Tether signal heads that have tunnel visors longer than 12 inches (300 mm), at the discretion of the Engineer.
8. Attach signal heads to mast arms using rigid mounting brackets. See [Section 925](#) for equipment information. Adjust signal heads on mast arms so that all red indications on the same mast arm are at the same elevation.
9. Install lane control heads for reversible lane systems and Ramp Metering heads as shown in the Plans and the Standard Detail Drawings. Center each signal over the lane or lanes under signal control.
10. Leave a vertical clearance for blank-out signs as shown on the Standard Detail Drawings. Use a spirit level to ensure that the bottom edge of each sign is horizontal.

### DD. Pedestrian Signal Heads

Install pedestrian signal heads on wood, concrete, steel strain poles, wood or steel auxiliary poles, or metal pedestal poles. Do not mix pole mount methods at the same intersection installation.

Install the pedestrian signal heads as shown on the Standard Detail Drawings and the intersection Plan Sheets and Drawings.

Leave a vertical clearance from the bottom of the head to the ground level of least 10 feet (3 m) unless specified by the Engineer.

#### 1. Pedestal Mounts

Make pedestal mounts with a lower supporting assembly consisting of:

- a. A 4 inch (100 mm) slip-fitter bracket
- b. Hollow aluminum arms with a minimum inside cross-sectional area equal to a 1.5 inch (38 mm) pipe

Use serrated locking devices that firmly hold the signal heads in the required alignment.

- c. For Pedestal Mounts using side hinge “clamshell”. Secure “clamshell” to pedestal using 0.75 inch (19 mm) wide and 0.30 inch (0.75 mm) thick stainless steel bands. See standard detail drawings.

#### 2. Pole Mounts (Side of Pole)

For Metal poles, use side hinge “clamshell” mounting hardware or hardware as described in Wood Pole, Metal Pole alternate, or pedestrian pole.

##### a. Side Hinge “Clamshell”

See the Standard Detail Drawings.

##### b. Wood Pole or Metal Pole alternate:

Make pole mounts with the upper and lower assembly consisting of:

- A post arm with a minimum cross-sectional area equal to a 1.5 inch (38 mm) pipe
- A post hub plate that matches the outside pole contour
- Secure the hubs to metal or concrete poles using 0.75 inch (19 mm) wide and 0.030 inch (0.75mm) thick stainless steel bands. Secure the hubs to wood poles using lag bolts

Space the junctions so that each pedestrian signal head can be directed toward approaching traffic as needed.

Use serrated locking devices that hold the pedestrian signal heads in alignment.

### EE. Blank-out Signs

Install blank-out signs as shown on Plans or as follows:

1. Securely fasten the signs to a stationary structure or to a messenger strand support system.
2. Center each sign over the lane or lanes under sign control, where applicable.
3. Leave a vertical clearance for blank-out signs as shown in the Plans or in Subsection [647.3.05.EE, “Traffic Signal Heads.”](#) Use a spirit level to ensure that the bottom edge of each sign is horizontal.
4. Use terminal strips to connect each sign electrically to the external control box or cabinet.
5. Install Ramp Meter Advance Warning Flasher Blank-out signs as shown on the Plans Detail Drawings.

### FF. Battery Backup System (BBS)

Install Battery Backup System (BBS) if indicated on the Plans. Only install Battery Backup Systems at locations using LED Signal Heads. Install in accordance with the option as indicated on the Plans.

With the Battery Backup submittal provide calculations for determining the size of the inverter and batteries based on the actual power requirements for the intersection installation. Ensure that all auxiliary items are included in the calculations. Ensure the submittal specifies the model number and the firmware revision that is being supplied.

Ensure that the external cabinet supplied meets the Section 925 Specifications and is base mounted next to the 332A cabinet as specified. Do not attach the battery external cabinet to the 332A cabinet unless otherwise specified. The external cabinet option allows for 2 separate configurations. Ensure that the correct configuration is installed in accordance with the Plans. Make all connections to the 332A cabinet through the base of the cabinets.

Provide date of manufacture of all batteries provided.

Ensure the BBS functions as required by the specifications. Ensure the “ON BATTERY” relay provides an input into the controller Alarm 2. Install the two hour run time circuitry from the normally open contacts in the BBS controller to the AC+ and the mercury coil terminal in the traffic signal cabinet.

Provide copy of all documentation (Operation and Maintenance Manual) for items supplied. Include with documentation any communications firmware and cable required interrogate the unit for status, setup or logs.

### **GG. Wireless Communications**

Install, and integrate the spread spectrum wireless radio system with all necessary hardware in accordance with Special Provision: Section 926 – Wireless Communications Equipment: and Section 927 Wireless Communications Installation.. Prior to installing any equipment perform a radio path Site Survey test. Ensure the test evaluates the Signal Strength (dBm), Fade Margin (dB), Signal-to-Noise Ratio, Data Integrity (poll test), and a complete frequency spectrum scan. Ensure the radio path site survey test is performed using the supplied brand of radio equipment to be deployed. During the initial radio path signal strength test it may be determined that a repeater station may be necessary to complete the intended link. Provide the test results to the Engineer for review and approval. Submit copies of the test results and colored copies of the frequency spectrum scan along with an electronic copy of this information. Final locations of antennas and any necessary repeater stations are to be approved by the Engineer.

Install the antenna in such a manner that avoids conflicts with other utilities (separation distances in accordance with the guidelines of the National Electrical Safety Code) and as specified in the antenna manufacturer’s recommendations. Secure the antenna mounting hardware to the pole and route the coaxial cable such that no strain is placed on the coaxial connectors. On wood pole installations run a separate ground from the antenna to the base of the pole. Bond the antenna mounting hardware to the pole ground using # 6 AWG bare copper wire using split bolt or compression type fitting.

Do not exceed the 1inch (25.4 mm) bend radius of the coaxial cable as it transverses from the cabinet to the antenna assembly. Connect the lightning arrestor to the coaxial cable in the equipment cabinet. Properly ground and secure the arrestor in the cabinet. Permanently label all cables entering the cabinet. Ensure that the power supply for the radio system is **NOT** connected to the GFCI receptacle circuitry located in the cabinet. Place a copy of all manufacturer equipment specifications and instruction and maintenance manuals in the equipment cabinet.

At certain locations it may be necessary to integrate the radio system with an existing communications system. Follow the Details shown in Plans.

### **647.3.06 Quality Acceptance**

#### **A. Testing Loop Detector Installation**

Test each loop after installing the conductors in the slots cut in the pavement and before sealing.

- Perform a test where the loop wire is spliced to the shielded lead-in wire and where the shielded lead-in wire enters the controller cabinet
- If there are no splice points, such as in direct entry to the controller cabinet, only perform the tests at the controller
- Record the test results on the Loop Installation Data Sheet in [Table 647-10](#), as shown in this section. Make copies of the data sheet as needed
- Include the data sheets in the records, and place a copy in the controller cabinet

Conduct the following five (5) tests to evaluate each loop installation for acceptance before sealing the loop in the pavement:

##### **1. Induced AC Voltage Test**

Read 0.05 V AC or less on a digital voltmeter or no deflection on the pointer of an analog meter.

##### **2. Inductance**

Inductance (I) is measured in microhenries (mH), and the total inductance is equal to the inductance of loop plus inductance of the loop lead-in.

Acceptable inductance is within 10 percent (10%) of the calculated value for a single loop with the design criteria listed in [Table 647-8](#) and [Table 647-9](#):

<b>Table 647-8 Standard (Bi-Pole) Loops</b>	
6 ft x 6 ft (3 turns) [1.8 m x 1.8 m (3 turns)]	$l = 76 \text{ mH per 100 feet of loop lead-in cable}$ $l = 76 \text{ mH per 30 m of loop lead-in cable}$
6 ft x 30 ft (2 turns) [1.8 m x 9 m (2 turns)]	$l = 126 \text{ mH per 100 feet of loop lead-in cable}$ $l = 126 \text{ mH per 30 m of loop lead-in cable}$
6 ft x 40 ft (2 turns) [1.8 m x 12 m (2 turns)]	$l = 165 \text{ mH per 100 feet of loop lead-in cable}$ $l = 165 \text{ mH per 30 m of loop lead-in cable}$
6 ft x 50 ft (2 turns) [1.8 m x 15 m (2 turns)]	$l = 205 \text{ mH per 100 feet of loop lead-in cable}$ $l = 205 \text{ mH per 30 m of loop lead-in cable}$
6 ft x 70 ft (2 turns) [1.8 m x 21 m (2 turns)]	$l = 285 \text{ mH per 100 feet of loop lead-in cable}$ $l = 285 \text{ mH per 30 m of loop lead-in cable}$

<b>Table 647-9 Quadrupole (QP) Loops</b>	
6 ft x 30 ft (2, 4, 2 turns) [1.8 m x 9 m (2, 4, 2, turns)]	$l = 269 \text{ mH} + 23 \text{ mH per 100 feet of loop lead-in cable}$ $l = 269 \text{ mH} + 23 \text{ mH per 30 m of loop lead-in cable}$
6 ft x 40 ft (2, 4, 2 turns) [1.8 m x 12 m (2, 4, 2, turns)]	$l = 349 \text{ mH} + 23 \text{ mH per 100 feet of loop lead-in cable}$ $l = 349 \text{ mH} + 23 \text{ mH per 30 m of loop lead-in cable}$
6 ft x 50 ft (2, 4, 2 turns) [1.8 m x 15 m (2, 4, 2, turns)]	$l = 429 \text{ mH} + 23 \text{ mH per 100 feet of loop lead-in cable}$ $l = 429 \text{ mH} + 23 \text{ mH per 30 m of loop lead-in cable}$
6 ft x 60 ft (2, 4, 2 turns) [1.8 m x 18 m (2, 4, 2, turns)]	$l = 509 \text{ mH} + 23 \text{ mH per 100 feet of loop lead-in cable}$ $l = 509 \text{ mH} + 23 \text{ mH per 30 m of loop lead-in cable}$
6 ft x 70 ft (2, 4, 2 turns) [1.8 m x 21 m (2, 4, 2, turns)]	$l = 589 \text{ mH} + 23 \text{ mH per 100 feet of loop lead-in cable}$ $l = 589 \text{ mH} + 23 \text{ mH per 30 m of loop lead-in cable}$

### 3. Leakage Resistance to Ground

The resistance to ground shall be 5 Mohm or more.

### 4. Loop Resistance

The resistance reading on an ohmmeter is approximately within ten percent (10%) of the calculated value:

- Acceptable Resistance @ (dc @ 68 °F [20 °C]):ohms( $\mu$ )
- No. 18 AWG wire:  $R = 29.4\mu/\text{mile}$  (or)  $R = 5.5 \times 10^{-3}\mu/\text{ft}$ . Approximately 5.5 ohms per 1,000 feet of No. 18 AWG wire)[ $R = 18.3\mu/\text{km}$  (or)  $R = 18.3 \times 10^{-3}\mu/\text{m}$ ]
- No. 14 AWG wire:  $R = 13.32\mu/\text{mile}$  (or)  $R = 2.523 \times 10^{-3}\mu/\text{ft}$ . Approximately 2.52 ohms per 1,000 feet of No. 14 AWG wire)[ $R = 8.3\mu/\text{km}$  (or)  $R = 8.3 \times 10^{-3}\mu/\text{m}$ ]
- No. 12 AWG wire:  $R = 5.2\mu/\text{mile}$  (or)  $R = 9.85 \times 10^{-4}\mu/\text{ft}$ . Approximately 0.98 ohms per 1,000 feet of No. 12 AWG wire [ $R = 3.24\mu/\text{km}$  (or)  $R = 3.24 \times 10^{-3}\mu/\text{m}$ ]

### 5. Loop Q

Q at 50 kHz is greater than 5.

Report to the Engineer an out-of-range reading on any of the above tests. If a test is found unacceptable, remove the loop, install new wire, and repeat the test procedure.

Include in the test results:

- Type and model number of the equipment used (must be ohmmeter having a high resistance scale of  $R \times 10$  KW or greater)
- The last calibration date of the equipment and the scale used

## Section 647 —Traffic Signal Installation

Check the loop using an impedance tester to determine the natural operating frequency and impedance. Ensure that the completed units detect all motor vehicles. If the loop detection system does not meet the above test requirements, payment will not be made for work on the signal installation until corrections are completed.

<b>Table 647-10 Loop Installation Data Sheet</b>	
<b>Conditions</b>	
Project Number:	
Date:	
Contractor:	
Weather:	
Temperature:	
Pavement Condition - Wet ( ) or Dry ( )	
<b>Location</b>	
City or County:	Phase:
Intersection Name or Number:	Function:
Route Number(s) or Name (s):	Lane Location:
Installation or Plan Sheet Number:	No. of Turns:
Size and Type of Loop:	Downstream/Upstream: Down ( ) Up ( )
Distance from Stop Bar:	Distance E.O.P/Curb to Lead-in:
Distance Lead-in Cable:	
<b>Material</b>	
Loop Wire Color/Insulation Type/Gauge:	
Loop Lead-In Wire Color/Insulation Type/Gauge:	
Splice Point:	
Conduit Length from Curb/E.O.P. to Splice Point:	
Conduit Length from Splice Point to Cabinet:	
Sealant Type and Part Number:	
Sealant Manufacturer and Lot No.:	
Interconnect Wire Type and Length:	
<b>Loop Tests</b>	
1. Induced Voltage _____ 2. Inductance _____ microhenries 3. Leakage Resistance to Ground _____ megohms 4. Loop Resistance _____ ohms 5. Loop Q (Quality) _____ Q	
<b>Comments</b>	
Inspector's Name, and Title	

### B. Field Tests

In addition to performing tests during installation and before turning on the equipment, perform the following tests on traffic signal circuits in the presence of the Engineer:

- Test each circuit for continuity

Test each circuit for grounds. If a test fails, repair the circuit immediately. New signals shall operate in the flash mode for three (3) days prior to beginning stop-and-go operation unless otherwise directed by the Traffic Engineer.

For Ramp Metering:

The Contractor shall submit to and obtain approval from the Engineer for Ramp Metering testing procedures for each specific Ramp Meter location. The testing procedure shall demonstrate that all components: hardware, cable, and connections furnished and installed by the Contractor operates correctly and that all functions are in conformance with the specifications.

At a minimum, the Contractor shall demonstrate to the Engineer:

- The IVDS and loop detectors at each location are functioning properly with expected accuracy as specified. IVDS burn-in period shall only be in conjunction with the Ramp Meter signal burn-in period of 30 days.
- The Ramp Meter signals function properly at all stages, including non-metering, startup, metering, and shutdown.
- In multi-lane configurations, the Ramp Meter can operate a simultaneous release of vehicles from all lanes and as well as an alternating or staggered release of vehicles from the two (or three) lanes..
- Queue detectors are functioning as specified, including both queue detection and queue override.
- The Ramp Meter functions properly for both local traffic responsive and time of day operations.
- The advance warning sign can be clearly seen and can be activated and deactivated properly.
- The Ramp Meter can communicate properly with the hub/TMC.
- The traffic enforcement heads are operating as per the Plans and can be seen by enforcement personnel.

The Contractor shall coordinate closely with Engineer for conducting Ramp Meter field operational tests. Note: Pretest should be performed prior to calling the Engineer for formal field tests inspection. Pretest shall be defined as conducting all field tests in accordance with the Ramp Metering field testing procedures submitted and approved. Results of pretests shall be recorded and submitted to the Engineer. The Engineer may require the Contractor to address particular items noted in the pretest before beginning the actual field tests.

Operational test shall not begin until the field tests are accepted by the engineer. that will be performed during the Engineer's inspection. Begin operational tests after the Engineer is satisfied that all work has been completed. After the Ramp Meter has been placed in operation, the Contractor, in coordination with the system integrator, shall demonstrate that all equipment furnished and installed by the Contractor operates with all software and firmware as specified.

After successful completion of the test procedure, each Ramp Meter assembly shall go through a burn-in period for 30 consecutive days of normal Ramp Metering operations. During the burn-in period, the Contractor shall ensure that all Contractor-supplied equipment operates without failures of any type. If any equipment component malfunctions or fails to provide the specified functionality during the 30-day burn-in period, the Contractor shall replace or repair the defective equipment within 48 hours of notification by the Engineer.

After the malfunctioning component(s) have been repaired or replaced to the satisfaction of the Engineer, the Contractor shall begin a new 30-day burn-in period. The new 30-day burn-in period shall apply only to equipment components supplied by the Contractor. In the event of a failure or malfunctioning of equipment furnished by others which prevents the 30-day burn-in test from continuing, the Engineer will suspend the burn-in test and resume when the other equipment failures are corrected.

### **C. Operational Tests and Equipment Activation**

After the equipment is installed and the field tests are completed successfully the Contractor shall request an initial equipment inspection. The Engineer shall notify in writing the District Signal Engineer a minimum of 14 working days prior to the inspection. The District Signal Engineer shall provide an in depth inspection and provide a written punch list of items for the Contractor to correct. Within fourteen days of the notification the Contractor shall correct the items noted.

Prior to activating new equipment and before removal of any existing intersection control or equipment, test and ensure any communications equipment is functional.

In the event that programming of the controller application is not a pay item for the contract the Engineer will notify the District Signal Engineer a minimum of 14 working days prior to activating the equipment.

Prior to activating equipment all Inductance loop, video detection equipment and detection zones shall be functional and operational.

When defects are resolved, the District Signal Engineer will begin the Contractor's operational test period to demonstrate that every part of the system functions as specified. The operational test shall be concurrent for the entire project.

1. The operational test for the traffic signal and Ramp Metering projects shall be at least thirty (30) days of continuous, satisfactory operation.
2. If a component or system fails or shows unsatisfactory performance, the condition must be corrected and the test repeated until thirty (30) days of continuous satisfactory operation is obtained.
3. The District Traffic Engineer will send the Engineer and Construction Office a letter showing the start, termination, suspension, or successful completion of the operational test period.
4. The District Engineer may recommend payment only after the successful completion of the test period.
5. The Contractor shall obtain written acceptance of the signal installation from the District Traffic Operations Engineer before Final Acceptance.

Costs incurred during operational tests, including power consumption, shall be at the Contractor's expense and included in the price bid for Contract Items.

### **647.3.07 Contractor Warranty and Maintenance**

#### **A. Traffic Signal Equipment Maintenance**

See section 150.

If a signal that is the responsibility of the contractor is not functioning properly:

##### **1. Non-Emergency**

Commence work on this signal within three (3) days of the written notice from the Engineer. Failure to respond shall result in a per calendar day charged against monies due or that may become due until the maintenance work is started. See Section 108.

The Contractor shall be responsible for all materials, equipment and expertise necessary to correct signal malfunction or repair.

The Department or local municipality will not be held responsible or liable for any alleged damage to the signal or as a result of the signal malfunction due to problems that may occur after the Department or local municipality forces make repairs.

##### **2. Emergency**

If the Engineer determines that the signal malfunction or failure is an operational hazard, the Contractor is to take corrective action within three (3) hours of the first attempt of notification. Response shall be considered only when qualified personnel and equipment are provided.

Failure to respond within three (3) hours will result in a non-refundable deduction of money of \$1,000.00 with an additional charge of \$500.00 per hour after the first three (3) hours until qualified personnel and equipment arrives on site and begins corrective action.

In addition, the cost of labor and material will be charged by the Department if the Department takes corrective action using its own forces or local municipality forces.

Total charges will not exceed \$5,000.00 (per emergency call) in addition to the material cost and labor incurred to make repairs by the Department or local municipality forces responding to the malfunction.

The Department will not be held responsible or liable for any alleged damage to the signal or as a result of the signal malfunction due to problems that may occur after Department or local municipality forces make emergency repairs.

The Contractor shall be responsible for all materials and equipment necessary to correct signal malfunction or repair.

Final Acceptance will not be given until payment for such work is received.

#### **B. Warranties**

Provide manufacturer's warranties or guarantees on electrical, electronic, or mechanical equipment furnished, except state-supplied equipment.



Ensure that warranties and/or guarantees are consistent with those provided as customary trade and industry standard practices; or as otherwise specified in the Plans, Standard Specifications, or Special Provisions.

Upon Final Acceptance, transfer the manufacturer and Contractor warranties or guarantees to the Engineer. Ensure that warranties are continuous and state that they are subject to transfer.

Acceptance or approval of the Work does not waive warranties or guarantees where required by the Specifications.

Final Acceptance will not be granted until all warranties and guarantees are received.

### **C. Guaranties**

Repair and/or replace all equipment and material supplied under these Contract Documents which has been determined by the Engineer to not meet Specifications.

The Engineer reserves the sole right to determine suitability or unsuitability of the supplied equipment and material. The Contractor shall bear the total cost of delivery and transportation related to the repair and replacement of equipment and material throughout the duration of the Contract unless otherwise approved by the Engineer.

Transfer to the Engineer any warranties and guarantees remaining on all items after Final Acceptance. Perform transfer at 12:01 AM of the day following Final Acceptance.

## **647.4 Measurement**

### **647.4.01 General**

Traffic signal items complete, in place, and accepted of the kind, size, and type specified are measured as follows:

#### **A. Traffic Signal Installation**

Signal installation will be paid for by lump sum, including furnishing labor, materials, tools, equipment, and incidentals required to complete the work unless otherwise specified in this Subsection.

#### **B. Communications Wire, Fiber Optic Cable**

The number of feet (meters) of communications cable, wire or fiber optic cable, is the actual number of linear feet (meters) of the size installed and accepted. Communications cable shall be paid for under [Section 935](#).

#### **B. Strain Poles, Traffic Signs**

Highway signs are measured and paid for under [Section 636](#). Strain poles are measured and paid for under [Section 639](#).

#### **C. Type 4, 4S, 5, 5S, 6 and 7 Pull Boxes**

The number of pull boxes will be the actual number of pull boxes installed and accepted.

#### **D. Loop Detector – Maintenance Milling and Resurfacing Projects**

The number of loop detectors will be the actual number of loop detectors installed as specified in the Plans or as directed by the Engineer and accepted. Loop detector lead-in cable will not be measured separately for payment but will be included in the price submitted for Loop Detectors.

### **647.4.02 Limits**

General Provisions 101 through 150.

## **647.5 Payment**

### **647.5.01 General**

The lump price bid for Traffic Signal and/or Ramp Meter Installation covers all Items of work in this Specification including furnishing labor, materials, tools, equipment, and incidentals required to complete the work.

Costs for installation, operation, maintenance, and removal of the traffic signal equipment are included under this Item.

Include payment for removal; disposal of existing pavement, shoulder surface, base and sub-grade; and restoration to original condition in the Contract Price for the items to which they pertain. They will not be paid for separately.

Furnishing, installing, and removing sheeting, bracing, and supports will not be paid for separately, but is included in the Contract Prices for other items.

No additional payment will be made for testing and storing State-supplied or Contractor-furnished traffic signal equipment.

No payment will be made for individual items unless a pay item is included in the Plans for the specific item.

Type 4, 4S, 5, 5S, 6, and 7 pull boxes will be paid for per each. Loop Detector will be paid for per each.

## Section 647 —Traffic Signal Installation

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Payment will be made under:

Item No. 647-Traffic signal installation no-	Per lump sum
Item No. 647- Pull Box PB4	Per each
Item No. 647- Pull Box PB4S	Per each
Item No. 647-Pull Box PB5	Per each
Item No. 647-Pull Box PB5S	Per each
Item No. 647-Pull Box PB6	Per each
Item No. 647-Pull Box PB7	Per each
Loop Detector	Per each

Payment for various elements of traffic signals will be as shown on the Plans.

### A. Partial Payment

The Contractor may initiate a partial payment process for the lump sum traffic signal Items by submitting a written request to the Engineer. If the Engineer approves this request, payment will be made as follows:

Underground (loops, pull boxes, and conduits)	20%
Overhead (span, heads, poles, push buttons)	30%
Cabinet, contents, and base	20%
Successful completion of operational test	10%

### B. Additional Items

Payment Items related to Section 647 are described in the following sections:

Strain Poles	<a href="#">Section 639</a>
Highway Lighting	<a href="#">Section 680</a>
Lighting Standards and Luminaries	<a href="#">Section 681</a>
Electrical Wire, Cable, and Conduit*	<a href="#">Section 682</a>
Grassing	<a href="#">Section 700</a>
Timber Poles	<a href="#">Section 639 and Subsection 861.2.02</a>
Sign Blanks	<a href="#">Section 912</a>
Reflectorization Materials	<a href="#">Section 913</a>
Traffic Signal Equipment/Ramp Metering Equip.	<a href="#">Section 925</a>
* Payment for conduit installation shall be as described in <a href="#">Section 682</a> unless conduit installation is performed as part of a traffic signal installation, in which case measurement and payment is a part of the complete traffic signal installation. Payment is Lump Sum, unless listed as a separate pay item.	

### 647.5.02 Adjustments

General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
  
SPECIAL PROVISION**

**Section 648-Traffic Impact Attenuator**

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*Delete Section 648 and substitute the following:*

**648.1 General Description**

This work includes furnishing and installing impact attenuator units/arrays to conform with Plan locations and details and/or as directed by the Engineer. All impact attenuator units/arrays shall be tested and approved at the specified NCHRP 350 Test Level.

**648.1.01 Definitions**

General Provisions 101 through 150.

Gating-A gating end treatment allows a vehicle impacting the nose or the side of the unit at an angle near the nose to pass through the device

Non- Gating-A non-gating end treatment is capable of redirecting a vehicle impacting the nose or the side of the unit along the unit's entire length.

**648.1.02 Related References**

**A. Standard Specifications**

General Provisions 101 through 150

**B. Referenced Documents**

National Cooperative Highway Research Program (NCHRP) Report 350.

ASTM A 123/A 123M

QPL 64

Roadside Design Guide

**648.1.03 Submittals**

**A. Installation Drawings**

Submit all required certifications, test reports and drawings of details for completing the installation. Obtain Engineer's approval of these documents before beginning work on attenuator installation. Portable Impact Attenuator arrays shall meet the requirements of Ga. Std. 4960 and manufacturer specifications.

**B. Manufacturer's Information**

Submit certification from the manufacturer that the attenuator unit/array and its interconnecting hardware replicates an NCHRP-350 approved attenuator in an accepted letter from the FHWA. Furnish items such as manufacturer's brochures or specifications that completely outline the manufacturer's recommendations for materials and installation methods. All workmanship and materials are subject to the Engineer's approval.

## 648.2 Materials

### A. Attenuator

1. Ensure that materials are in accordance with the manufacturer's recommendations, specifications and details.
2. Use attenuators that have been classified as "accepted" by the Department's Office of Materials and Research and approved by the Federal Highway Administration (FHWA) as meeting NCHRP-350 for the test level specified.
3. Where restoration and/or repair cannot be accomplished without the necessity of removing the unit/array from the original location, ensure replacement unit/array installation upon removal of the damaged unit/array. Furnishing, installing and maintaining the replacement will be at no additional cost.
4. Where required, ensure the approach end of the attenuator is equipped with a reflectorized object marker in accordance with Plan Details. The object marker may be furnished by the manufacturer of the attenuator or by others. Ensure that the front most section of the unit (the "nose") is yellow in color unless specified otherwise.
5. Where required, use an approved back-up system as specified in the Plans.
6. For non-gating attenuators, anchor the attenuator to the pavement according to a system recommended by the manufacturer for the type pavement encountered.
7. Use Class "A" concrete for reinforced concrete pads, concrete back up if used, and concrete transition where required.
8. Use metal components and hardware galvanized according to ASTM A 123/A 123M unless otherwise specified. Ensure all metal components and hardware of permanent attenuators are free of corrosion when shipped.
9. In freezing conditions, water filled attenuators shall be treated according to the manufacturer's recommendations.

#### 648.2.01 Delivery, Storage, and Handling

##### A. General

General Provisions 101 through 150.

## 648.3 Construction Requirements

### 648.3.01 Personnel

General Provisions 101 through 150.

### 648.3.02 Equipment

General Provisions 101 through 150.

### 648.3.03 Preparation

General Provisions 101 through 150.

### 648.3.04 Fabrication

#### A. Design Criteria and Type Selection

The Impact Attenuator Unit/array Type will be shown on the plans and designated by four characters.

- First character

Indicates the type of permanent installation.

The letter "P" designates a permanent (non-gating) installation.

The letter "S" designates a permanent self restoring (non-gating) installation which is capable of withstanding multiple hits without requiring repair or adjustment.

- Second character

Designates the required NCHRP test level.

- Third character

Indicates the traffic flow direction(s).

The letter "B" indicates bi-directional traffic typical for median applications or when the unit is installed on the shoulder of a two-lane, two-way traffic facility. Bi-directional means traffic flows in opposite directions at the site of the attenuator installation.

## Section 648 – Traffic Impact Attenuator

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The letter "U" indicates uni-directional traffic flow typical for gore areas. Uni-directional means traffic on both sides traveling the same direction, from the nose to the rear of the unit.

The letter "S" indicates traffic flow in one direction on a single side only, typical for a unit located on the outside shoulder of a roadway with one-way traffic and the other side of the attenuator not being exposed to traffic.

- Fourth character

Indicates the numerical value of the width, in inches (millimeters), of the base of the rigid object that the attenuator will be shielding.

At bridge columns, this character is typically the width of the column plus the barrier base widths on the column sides at the pavement surface.

### B. Example

A Type P-3-U-60 attenuator designates

a permanent installation

tested and approved at NCHRP test level 3

Uni-directional traffic flow

a 60" (1500 mm) wide base for the rigid object being shielded.

Temporary portable units/arrays may be either gating or non-gating based on construction sequencing and/or field conditions, See Specification Section 150. Unless otherwise specified, all permanent attenuators shall be non-gating.

### 648.3.05 Construction

Field locate the position of the attenuator nose as shown on the plans prior to beginning the installation. Have any variations approved by the Engineer.

If the length of the attenuator unit/array is less than that indicated in the plan details for the specified conditions, the length of the concrete transition section or the length of the longitudinal barrier shall be increased as needed to provide a proper beginning point for the attenuator nose as shown in the plans.

The length of the system will be the combined length of the attenuator unit/array, the back-up system and any required transition. The length of the system shall not be excessive to the extent that it intrudes appreciably within the clear offset distance as shown on the plans.

The increased length of transition or barrier is considered as an incidental part of the system and will not be itemized separately.

Temporary portable units/arrays shall be installed, moved, reinstalled and maintained as required.

### 648.3.06 Quality Assurance

Obtain certification from the manufacturer that the impact attenuator unit/array installed meets all required approvals and specifications and furnish these to the Engineer.

Furnish any mill test/galvanizing test reports and heat numbers for all metal components of the unit per current requirements of the Department's Office of Materials and Research.

### 648.3.07 Contractor Warranty and Maintenance

General Provisions 101 through 150.

## 648.4 Measurement

Each traffic impact attenuator of the type specified, complete, in place and accepted at its location will be measured by the unit/array, including components, hardware, anchors, incidentals, freeze treated water or sand, and labor for each installation shown on the plans or as directed by the Engineer.

Site preparation work, as described under 648.3.03, "Preparation" is measured and paid for separately under the respective items involved unless otherwise specified.

Temporary units/arrays will be measured for payment only once, regardless of how often they are moved. See Specification Section 150.

**648.4.01 Limits**

**General Provisions 101 through 150.**

**648.5 Payment**

Impact Attenuator Units/Arrays will be paid for per each type specified. Payment is full compensation for all materials, labor, and incidentals necessary to complete the Item including installing, moving, reinstalling and maintaining Units/Arrays as required.

Payment will also include the back-up system and transitions where required.

Payment will be made under:

Item No. 648	Impact attenuator unit, Type P-	Per each
Item No. 648	Impact attenuator unit, Type S-	Per each

**648.5.01 Adjustments**

General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 652—Painting Traffic Stripe**

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*Delete Section 652 and substitute the following:*

**Section 652—High Build Standard and Wet Weather Paint Traffic Stripe**

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**652.1 General Description**

This work includes furnishing and applying reflectorized standard and wet weather high build traffic line paint according to the Plans and these Specifications.

This Item also includes applying words and symbols according to Plan details, Specifications, and the current Manual on Uniform Traffic Control Devices.

**652.1.01 Definitions**

Painted Stripes: Solid or broken (skip) lines. The location and color are designated on the Plans.

Skip Traffic Stripes: Painted segments with unpainted gaps as specified on the Plans. The location and color are designated on the Plans.

**652.1.02 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

[Section 656—Removal of Pavement Markings](#)

[Section 870 – Paint](#)

EPA Method 3052

EPA Method 6010C

**B. Referenced Documents**

ASTM	ASTM	Other
D711	E4941	AASHTO M 247
D3335	E1710	QPL 46
D3718	E2177	SOP 39
D4144		TT-P-1952E

**652.1.03 Submittals**

General Provisions 101 through 150.

**652.2 Materials**

Ensure that materials for painting traffic stripe, words, and symbols meet the following requirements:

**A. Traffic Line Paint**

Material	Section
Traffic Line Paint 6A and 6B	<a href="#">870.2.02.A.4</a> and <a href="#">870.2.02.A.5</a>

## **B. Glass Spheres and Reflective Composite Optics**

Use glass spheres and/or reflective composite optics for the reflective media system that ensures the high build paint pavement markings meet the reflectance performance requirements in Subsection 652.3.06. Do not use glass spheres and/or reflective composite optics containing greater than 200 ppm total arsenic, 200 ppm total antimony, or 200 ppm total lead when tested according to US EPA Methods 3052 and 6010C, or other approved methods.

Ensure glass spheres meet the requirements of AAHTO M 247. Use glass spheres produced from an approved source listed on QPL 71. Glass beads conforming to an alternative gradation may be used provided all other requirements of AASHTO M 247 and this specification are met. Obtain approval from the Office of Materials and Research to use alternate gradations.

### **652.2.01 Delivery, Storage, and Handling**

#### **A. Storage:**

Ensure the paint does not cake, liver, thicken, curdle, gel, or show any other objectionable properties after storage for six months above 32 °F (0 °C).

#### **B. Handling:**

Mix thoroughly before use.

## **652.3 Construction Requirements**

### **652.3.01 Personnel**

General Provisions 101 through 150.

### **652.3.02 Equipment**

#### **A. Traveling Traffic Stripe Painter**

Use a traffic stripe painter that can travel at a predetermined speed both uphill and downhill, applying paint uniformly. Ensure that the painter feeds paint under pressure through nozzles spraying directly onto the pavement.

Use a paint machine equipped with the following:

1. Three adjacent spray nozzles capable of simultaneously applying separate stripes, either solid or skip, in any pattern.
2. Nozzles equipped with the following:
  - Cutoff valves for automatically applying broken or skip lines
  - A mechanical bead dispenser that operates simultaneously with the spray nozzle to uniformly distribute glass spheres and/or reflective composite optics at an application rate to meet the reflectance performance requirements in Subsection 652.3.06.
  - Line-guides consisting of metallic shrouds or air blasts
3. Tanks with mechanical agitators
4. Small, portable applicators or other special equipment as needed

#### **B. Hand Painting Equipment**

Use brushes, templates, and guides when hand painting.

#### **C. Cleaning Equipment**

Use brushes, brooms, scrapers, grinders, high-pressure water jets, or air blasters to remove dirt, dust, grease, oil, and other foreign matter from painting surfaces without damaging the underlying pavement.

### **652.3.03 Preparation**

Locate approved paint manufacturers on [OPL 46](#).

Before starting each day's work, thoroughly clean paint machine tanks, connections, and spray nozzles, using the appropriate solvent.



Thoroughly mix traffic stripe paint in the shipping container before putting it into machine tanks.

Before painting, thoroughly clean pavement surfaces of dust, dirt, grease, oil, and all other foreign matter.

#### **652.3.04 Fabrication**

General Provisions 101 through 150.

#### **652.3.05 Construction**

##### **A. Alignment**

Ensure that the traffic stripe is the specified length, width, and placement. On sections where no previously applied markings are present, ensure accurate stripe location by establishing control points at spaced intervals. The Engineer will approve control points.

##### **B. Application**

Apply traffic stripe paint by machine. If areas or markings are not adaptable to machine application, use hand equipment.

###### **1. Application Rate**

Paint will be subject to application rate checks.

Apply 5 in (125 mm) wide traffic stripe at the following minimum rates:

- a. Solid Traffic Stripe Paint: At least 34 gal/mile (80 L/km)
- b. Skip Traffic Stripe Paint: At least 10 gal/mile (24 L/km)

<b>NOTE: Change minimum rate proportionately for varying stripe widths.</b>
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###### **2. Thickness**

Maintain a 25 mils (0.58mm) minimum wet average thickness above the surface of the pavement.

###### **3. Do not apply paint to areas of pavement when:**

- The surface is moist or covered with foreign matter.
- Air temperature in the shade is below 50 °F (10 °C)
- Wind causes dust to land on prepared areas or blows paint and glass spheres and/or reflective composite optics around during application

###### **4. Apply a layer of glass spheres and/or reflective composite optics immediately after laying the paint. Apply glass spheres and/or reflective composite optics at a rate to meet the reflectance performance requirements in Subsection 652.3.06.**

##### **C. Protective Measures**

Protect newly applied paint as follows:

###### **1. Traffic**

Control and protect traffic with warning and directional signs during painting. Set up warning signs before beginning each operation and place signs well ahead of the painting equipment. When necessary, use a pilot car to protect both the traffic and the painting operation.

###### **2. Fresh Paint**

Protect the freshly painted stripe using cones or drums. Repair stripe damage or pavement smudges caused by traffic according to Subsection 652.3.06.

##### **D. Appearance and Tolerance of Variance**

Continually deviating from stated dimensions is cause for stopping the work and removing the nonconforming stripe. (See [Section 656—Removal of Pavement Markings](#)) Adhere to the following measurements:

###### **1. Width**

Do not lay stripe less than the specified width. Do not lay stripe more than 1/2 in (13 mm) over the specified width.

###### **2. Length**

Ensure that the 10 ft (3 m) painted skip stripe and the 30 ft (10 m) gap between painted segments vary no more than  $\pm 1$  ft (300 mm) each.

###### **3. Alignment**

- a. Ensure that the stripe does not deviate from the intended alignment by more than 1 in (25 m) on straight lines or curves of 1 degree or less.
- b. Ensure that the stripe does not deviate by more than 2 in (50 mm) on curves exceeding 1 degree.

### 652.3.06 Quality Acceptance

#### A. General

For a minimum of 30 days from the time of placement, ensure the high build traffic paint pavement marking material shows no signs of failure due to blistering, excessive cracking, shipping, bleeding, staining, discoloration, oil content of the pavement materials, smearing or spreading under heat, deterioration due to contact with grease deposits, oil, diesel fuel, or gasoline drippings, spilling, poor adhesion to the pavement material, vehicular damage, and normal wear. In the event that failures mentioned above occur, ensure corrective work is completed at no additional cost to the Department.

Obtain pavement marking retroreflectivity values with a 30 meter geometry retroreflectometer.

#### B. Initial Retroreflectivity

##### 1. Longitudinal Lines

Within 30 days of installation, ensure the in-place markings meet the following minimum reflectance values:

##### a. Wet Weather High Build Traffic Paint

	White	Yellow
Dry (ASTM E 1710)	300 mcd/lux/m <sup>2</sup>	250 mcd/lux/m <sup>2</sup>
Wet recovery (ASTM E 2177)	150 mcd/lux/m <sup>2</sup>	100 mcd/lux/m <sup>2</sup>

##### b. Standard High Build Traffic Paint

	White	Yellow
Dry (ASTM E 1710)	300 mcd/lux/m <sup>2</sup>	250 mcd/lux/m <sup>2</sup>

For each center line, edge line, and skip line, measure retroreflectivity 9 times for each mile; 3 times within the first 500 feet, 3 times in the middle, and 3 times within the last 500 feet. For projects less than one mile in length, measure retroreflectivity 9 times as above.

Record all retro reflectivity measurements on the form OMR CVP 66 in SOP 39.

##### 2. Messages, Symbols, and Transverse Lines

Within 30 days of installation, ensure the in-place markings when tested according to ASTM E 1710 meet the following minimum reflectance value of 275 mcd/lux/m<sup>2</sup>.

Perform at a minimum, one retroreflectivity measurement at one message, one symbol and one transverse line per intersection. Take one measurement per mile for locations other than intersections (i.e. school messages, railroad messages, bike symbols etc.)

#### C. Six Month Retroreflectivity (Longitudinal Lines)

Maintain the following minimum reflectance values for 180 days after installation:

##### a. Wet Weather High Build Traffic Paint

	White	Yellow
Dry (ASTM E 1710)	300 mcd/lux/m <sup>2</sup>	250 mcd/lux/m <sup>2</sup>
Wet recovery (ASTM E 2177)	150 mcd/lux/m <sup>2</sup>	100 mcd/lux/m <sup>2</sup>

##### b. Standard High Build Traffic Paint

	White	Yellow
Dry (ASTM E 1710)	300 mcd/lux/m <sup>2</sup>	250 mcd/lux/m <sup>2</sup>

Retest the in-place markings according to Subsection 652.3.06.B.1, 180 days after installation to ensure these minimum retroreflectance values are maintained.

**Note: The Contractor is responsible for retroreflectivity testing. Furnish initial test results to the Engineer within 30 days of application. Furnish 6 month test results to the Engineer within 180 days of application or prior to final acceptance, whichever comes first.**

#### **D. Thickness**

At the time of installation, check the thicknesses on all skip lines, edge lines and center lines according to ASTM D 4114.

For each center line, edge line, and skip line, measure thickness above the pavement 3 times for each mile; once within the first 500 feet, once in the middle, and once within the last 500 feet. For projects less than one mile in length, measure the thickness above the pavement 3 times.

Record thickness measurements on the form OMR CVP 66 in SOP 39.

Submit results to the Engineer.

#### **E. Corrective Work**

For each mile section, if paint stripe fails to meet Plan details or Specifications or deviates from stated dimensions, correct it at no additional cost to the Department. If removal of pavement markings is necessary, perform it according to [Section 656](#) and place it according to this Specification. No additional payment will be made for removal and replacement of unsatisfactory striping. Ensure corrective work is completed at no additional cost to the Department. Perform testing according to this Specification. Any retest due to failures will be performed at no additional cost to the Department. Furnish all test reports to the Department.

Retroreflectivity and Thickness Longitudinal Line Deficiency: A deficiency will ensue when two or more Location Average results as recorded on form OMR CVP 66 within a One-Mile Section do not meet the performance criteria herein. The entire line within this one mile section will be determined to be deficient. If the evaluated section is less than 1.0 mile, a single Location Average result not meeting the performance criteria herein will result in the entire line to be determined to be deficient.

Retroreflectivity Transverse Markings and Symbol Deficiency: A single Location Average result on the marking or symbol not meeting the performance criteria herein will result in the marking or symbol to be determined to be deficient.

#### **F. Acceptance Criteria**

Ensure that stripes and segments of stripes are clean-cut and uniform. Markings that do not appear uniform or satisfactory, either during the day or night, or do not meet Specifications, will be corrected at the Contractor's expense. Paint will be subject to application rate checks.

##### **1. Correction of Alignment**

When correcting a deviation that exceeds the permissible tolerance in alignment, do the following:

- a. Remove the affected portion of stripe, plus an additional 25 ft (8 m) in each direction according to [Section 656—Removal of Pavement Markings](#).
- b. Paint a new stripe according to these Specifications.

##### **2. Removal of Excess Paint**

Remove misted, dripped, or spattered paint to the Engineer's satisfaction. Do not damage the underlying pavement during removal.

Refer to the applicable portions of [Section 656—Removal of Pavement Markings](#).

#### **652.3.07 Contractor Warranty and Maintenance**

General Provisions 101 through 150.

#### **652.4 Measurement**

When traffic stripe is paid for by the square yard (meter), the number of square yards (meters) painted is measured and the space between stripes is included in the overall measurement.

Linear measurements are made on the painted surface by an electronic measuring device attached to a vehicle. On curves, chord measurements, not exceeding 100 linear feet (30 linear meters), are used.

Traffic stripe and markings, complete in place, are measured and accepted for payment as follows:

#### A. Solid Traffic Stripe

Solid traffic stripe is measured by the linear foot (meter), linear mile (kilometer), or square yard (meter). Breaks or omissions in solid lines or stripes at street or road intersections are not measured.

#### B. Skip Traffic Stripe

Skip traffic stripe is measured by the gross linear foot (meter) or gross linear mile (kilometer). Unpainted spaces between the stripes are included in the overall measurements if the Plan ratio of 1 to 3 remains uninterrupted. Measurement begins and ends on a stripe.

#### C. Pavement Markings

Markings are words and symbols completed according to Plan dimensions. Markings are measured by the unit.

#### 652.4.01 Limits

General Provisions 101 through 150.

#### 652.5 Payment

Payment will be full compensation for the work under this Section, including the following:

- Cleaning and preparing surfaces
- Furnishing materials, including paints, beads, and thinners
- Applying, curing, and protecting paints
- Protecting traffic, including providing and placing necessary warning signs
- Furnishing tools, machines, and other equipment necessary to complete the Item

Payment will be made under:

Item No. 652	Solid traffic stripe, _____ in (mm), ( <u>color</u> )	Per linear mile (kilometer)
Item No. 652	Skip traffic stripe, _____ in (mm), ( <u>color</u> )	Per gross linear mile (kilometer)
Item No. 652	Solid traffic stripe, _____ in (mm), ( <u>color</u> )	Per linear foot (meter)
Item No. 652	Skip traffic stripe, _____ in (mm), ( <u>color</u> )	Per gross linear foot (meter)
Item No. 652	Pavement markings, words, and symbols, ( <u>color</u> )	Per each
Item No. 652	Traffic stripe, _____ in (mm), ( <u>color</u> )	Per square yard (meter)
Item No. 652	Solid traffic stripe, High Build Wet Weather, _____ in (mm), ( <u>color</u> )	Per linear mile (kilometer)
Item No. 652	Skip traffic stripe, High Build Wet Weather, _____ in (mm), ( <u>color</u> )	Per gross linear mile (kilometer)
Item No. 652	Solid traffic stripe, High Build Wet Weather, _____ in (mm), ( <u>color</u> )	Per linear foot (meter)
Item No. 652	Skip traffic stripe, High Build Wet Weather, _____ in (mm), ( <u>color</u> )	Per gross linear foot (meter)
Item No. 652	Pavement markings, High Build Wet Weather, words, and symbols, ( <u>color</u> )	Per each
Item No. 652	Traffic stripe, High Build Wet Weather, _____ in (mm), ( <u>color</u> )	Per square yard (meter)

#### 652.4.01 Adjustments

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 653—Thermoplastic Traffic Stripe**

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*Delete Section 653 and substitute the following:*

**Section 653—Standard and Wet Weather Thermoplastic Traffic Stripe**

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**653.1 General Description**

This work includes furnishing and applying standard and wet weather thermoplastic reflectorized pavement marking compound. Ensure markings conform to Plan details and locations, these Specifications, and the Manual on Uniform Traffic Control Devices.

Thermoplastic traffic stripe consists of solid or broken (skip) lines, words, and symbols according to Plan color, type, and location.

**653.1.01 Definitions**

**Thermoplastic Marking Compound:** A heated compound extruded or mechanically sprayed on the pavement that cools to pavement temperature. When combined with glass spheres and/or reflective composite optics it produces a reflectorized pavement marking.

**Short Lines:** Crosswalks, stop bars, arrows, symbols, and crosshatching. Extrude short lines rather than spraying them on.

**653.1.02 Related References**

**A. Specifications**

[Section 656—Removal of Pavement Markings](#)

**B. Referenced Documents**

[QPL 46](#)

[QPL 71](#)

[SOP 37](#)

[SOP 38](#)

[SOP 39](#)

Federal Test Standard Number 595B

Federal Test Standard Number 695B

AASHTO M 247

AASHTO M 249

ASTM D 92

ASTM D 476

ASTM D 2240

ASTM D 4960  
ASTM E 1710  
ASTM E 2177  
40 CFR 261.24  
EPA Method 3050  
EPA Method 3052  
EPA Method 6010  
EPA Method 7000A

### 653.1.03 Submittals

Ensure the producers of the thermoplastic compound and the producers of both the intermix and drop-on glass spheres furnish to the Department copies of certified test reports showing results of all tests specified in this Section. Also ensure that producers certify that the materials meet the other requirements of this Section by submitting copies of certification at the time of sampling.

## 653.2 Materials

### A. General Characteristics of Thermoplastic

Use thermoplastic material produced from an approved source listed on [QPL 46](#). Use thermoplastic material that meets the requirements of AASHTO M 249 with the following exceptions:

#### 1. Material Composition

Ensure the resin of the thermoplastic material is an alkyd binder. Ensure the alkyd binder consists of a mixture of synthetic resins and a high boiling point plasticizer. Ensure at least one synthetic resin is a solid at room temperature. Ensure at least 50% of the binder composition is 100% maleic-modified glycerol ester resin. Ensure at least 18% by weight of the entire material formulation consists of binder. Do not use alkyd binder that contains petroleum based hydrocarbon resins. Ensure the finished thermoplastic material is not adversely affected by contact with pavement materials or by petroleum droppings from traffic. Use thermoplastic material that has been evaluated (2 year field evaluation) by the National Transportation Product Evaluation Panel (NTPEP) test facility or other approved test facility.

#### 2. Suitability for Markings

Use thermoplastic material that is especially compounded for traffic markings and has the following characteristics:

- Prevents markings from smearing or spreading under normal traffic conditions at temperatures below 120 °F (49 °C)
- Gives a uniform cross section, with pigment evenly dispersed throughout the material
- Has a uniform material density and character throughout its thickness
- Allows the stripe to maintain its original dimensions and placement
- Ensures that the exposed surface is free from tack and is not slippery when wet
- Does not lift from the pavement in freezing weather
- Has cold ductility properties that permit normal movement with the road surface without chipping or cracking

#### 3. Color

Confirm the color of thermoplastic as follows:

- a. White – Use titanium dioxide that meets the requirements of ASTM D 476, Type II, Rutile, as the pigment for white thermoplastic material. Do not use anatase titanium dioxide pigment. Ensure thermoplastic material is free from dirt or tint. Ensure white thermoplastic material heated for  $240 \pm 5$  minutes at  $425 \pm 3$  °F ( $218 \pm 3$  °C) and cooled to  $77 \pm 3$  °F ( $25 \pm 2$  °C) matches Federal Test Standard Number 695B-Color 17925. Ensure the material, when compared to the magnesium oxide standard using a standard color spectrophotometer according to ASTM D 4960, meets the following:

Scale	Definition	Magnesium Oxide Standard	Sample
Rd	Reflectance	100	75 min.
a	Redness-Greenness	0	-5 to + 5
b	Yellowness-Blueness	0	-10 to + 10

- b. Yellow – Use only non-hazardous pigments as defined by the Resource Conservation and Recovery Act (RCRA) Subarticle C rules, table 1 of 40 CFR 261.24 “Toxicity Characteristic”. Do not use yellow thermoplastic containing more than 3.0 ppm lead by weight when tested in accordance with the most recent EPA Methods 3050 and 6010 or 7000. Ensure yellow thermoplastic material heated for  $240 \pm 5$  minutes at  $425 \pm 3$  °F ( $218 \pm 2$  °C) and cooled to  $77 \pm 3$  °F ( $25 \pm 2$  °C) matches Federal Test Standard Number 595B-Color 13538. Ensure the material, when compared to PR#1 Chart using a standard color spectrophotometer according to ASTM D 4960, plots within the following chromaticity coordinates:

	1	2	3	4
X	0.455	0.510	0.472	0.530
Y	0.444	0.485	0.400	0.456

Initial Reflectance (CIE Y): 45 minimum

Ensure the in-service daytime chromaticity for yellow material plots within the following coordinates after a period of 30 days:

	1	2	3	4
X	0.435	0.510	0.449	0.530
Y	0.429	0.485	0.377	0.456

#### 4. Indentation Resistance

Measure the hardness by a Shore Durometer, Type A2, as described in ASTM D 2240. Maintain the temperature of the Durometer, 4.4 lb. (2 kg) load and the specimen for 2 hours at 115 °F (45 °C). Apply the Durometer and 4.4 lb. (2 kg) load to the specimen. The reading must fall between 50 to 75 units, after 15 seconds.

#### 5. Reheating

Ensure that the compound does not break down, deteriorate, scorch, or discolor if held at application temperature of 425 °F (218 °C) for 6 hours and if reheated up to 4 times to the application temperature. Ensure that the color of white and yellow thermoplastic comply with [Subsection 653.2.A.3.a](#) and [Subsection 653.2.A.3.b](#) after prolonged heating or reheating.

#### 6. Intermixed Glass Spheres and Reflective Composite Optics

Ensure glass spheres meet the requirements of AASHTO M 247.

Do not use glass spheres and /or reflective composite optics containing greater than 200 ppm total arsenic, 200 ppm total antimony, or 200 ppm total lead when tested according to US EPA Methods 3052 and 6010C, or other approved methods.

#### 7. Flashpoint

Ensure the thermoplastic flashpoint is not less than 500 °F (260 °C) as determined by ASTM D 92.

### B. Drop-On Glass Spheres and Reflective Composite Optics

Ensure glass spheres meet the requirements of AASHTO M 247. Use spheres produced from an approved source listed on [QPL 71](#). Glass spheres conforming to an alternative gradation may be used provided all other requirements of AASHTO M 247 and this specification are met. Do not use glass spheres and /or reflective composite optics containing greater than 200 ppm total arsenic, 200 ppm total antimony, or 200 ppm total lead when tested according to US EPA Methods 3052 and 6010C, or other approved methods.

### C. Sealing Primer

Place the particular type of binder-sealer at the application rate as recommended in writing by the thermoplastic material manufacturer.

### **653.2.01 Delivery, Storage, and Handling**

Use material delivered in 50 lb (22.7 kg) unit cardboard containers or bags strong enough for normal handling during shipment and on-the-job transportation without loss of material.

Ensure that each unit container is clearly marked to indicate the following:

- Color of the material
- Process batch number or similar manufacturer's identification
- Manufacturer's name
- Address of the plant
- Date of manufacture

## **653.3 Construction Requirements**

### **653.3.01 Personnel**

General Provisions 101 through 150.

### **653.3.02 Equipment**

Depending on the marking required, use hand equipment or truck-mounted application units on roadway installations.

#### **A. Application Machine**

Ensure that each application machine is equipped with the following features:

- Parts continuously mix and agitate the material.
- Truck-mounted units for lane, edge, and center lines operate at a uniform, predetermined rate of speed, both uphill and downhill, in order to produce a uniform application of striping material and capable of following straight lines and making normal curves in a true arc.
- Conveying parts between the main material reservoir and the shaping die or gun prevent accumulation and clogging.
- Parts that contact the material are easily accessible and exposable for cleaning and maintenance.
- Mixing and conveying parts, including the shaping die or gun, maintain the material at the plastic temperature with heat transfer oil or electrical element controlled heat. Do not use an external source of direct heat.
- Parts provide continuously uniform stripe dimensions.
- Applicator cleanly and squarely cuts off stripe ends and applies skip lines. Do not use pans, aprons, or similar appliances that the die overruns.
- Parts produce varying widths of traffic markings.
- Applicator is mobile and maneuverable enough to follow straight lines and make normal curves in a true arc.

#### **B. Automatic Bead Dispenser**

Apply glass spheres and/or reflective composite optics to the surface of the completed stripe using a dispenser attached to the striping machine to automatically dispense the beads/optics instantaneously upon the installed line. Synchronize the glass sphere/optics dispenser cutoff with the automatic cutoff of the thermoplastic material.

#### **C. Special Kettles**

Use special kettles for melting and heating the thermoplastic material. Use kettles equipped with automatic thermostatic control devices that provides positive temperature control and prevents overheating. Ensure that the applicator and kettles are equipped and arranged according to the requirements of the National Fire Underwriters.

#### **D. Hand Equipment**

Use hand equipment for projects with small quantities of lane lines, edge lines, and center lines, or for conditions requiring the equipment. Use hand equipment approved by the Engineer.

Ensure hand equipment can hold 150 lbs (68 kg) of molten material and is maneuverable to install crosswalks, arrows, legends, lane, edge, and center lines.



## E. Auxiliary Vehicles

Supply the necessary auxiliary vehicles for the operation.

### 653.3.03 Preparation

For asphaltic concrete pavement, do not begin placement of thermoplastic striping until 15 calendar days after completion of the final surface course.

### 653.3.04 Fabrication

General Provisions 101 through 150.

### 653.3.05 Construction

#### A. General Application

Notify the Engineer prior to the placement of the thermoplastic materials. Furnish the Engineer with the manufacturer's name and batch numbers of the thermoplastic materials and glass spheres to be used. Ensure that the approved batch numbers appear on the thermoplastic materials and glass spheres packages.

Thoroughly clean pavement areas to be striped. Use hand brooms, rotary brooms, air blasts, scrapers, or other approved methods that leave the pavement surface clean and undamaged. Take care to remove all vegetation and road film from the striping area. Ensure all new Portland cement concrete pavement surfaces are mechanically wire brushed or abrasive cleaned to remove all laitance and curing compound before being striped.

Lay stripe with continuous uniform dimensions.

Apply the type of stripe at each location according to the Plans, using one of the following methods:

- Spray techniques
- Extrusion methods wherein one side of the shaping die is the pavement and the other three sides are contained by or are part of the suitable equipment to heat and control the flow of material.
- Extrusion methods using a pressurized ribbon gun to control the application of material.

#### 1. Temperature

Apply thermoplastic traffic stripe only when the pavement temperature in the shade is above 40 °F (4 °C).

To ensure optimum adhesion, install the thermoplastic material in a melted state at the manufacturer's recommended temperature but not at less than 375 °F (190 °C).

#### 2. Moisture

Do not apply when the surface is moist. When directed by the Engineer, perform a moisture test on the Portland cement concrete pavement surface. Perform the test as follows:

- a. Place approximately 1 yd<sup>2</sup> (1m<sup>2</sup>) of roofing felt on the pavement surface.
- b. Pour approximately 1/2 gallon (2 L) of molten thermoplastic onto the roofing felt.
- c. After 2 minutes, lift the roofing felt and inspect to see if moisture is present on the pavement surface or underside of the roofing felt.
- d. If moisture is present, do not proceed with the striping operation until the surface has dried sufficiently to be moisture free.

#### 3. Sealing Primer

To ensure optimum adhesion, apply a binder-sealer material before installing the thermoplastic in each of the following cases:

- Where directed by the Engineer for sprayed thermoplastic
- Old asphaltic concrete pavements with exposed aggregates
- Portland cement concrete pavements

Ensure that the binder-sealer material forms a continuous film that mechanically adheres to the pavement and dries rapidly. Use a binder-sealer currently in use and recommended by the thermoplastic material manufacturer according to [QPL 46](#).

Apply the binder-sealer immediately in advance of, but concurrent with, the application of the thermoplastic material. Apply in a continuous film over the pavement surface.

#### 4. Bonding to Old Stripe

If the old stripe is to be renewed by overlaying with new material, ensure the new material bonds to the old line without splitting or cracking.

5. Offset from Construction Joints

Off-set longitudinal lines at least 2 in (50 mm) from construction joints of Portland cement concrete pavements.

6. Crosswalks, Stop Bars, and Symbols

Make crosswalks, stop bars, and symbols at least 3/32 in (2.4 mm) thick at the edges and no more than 3/16 in (4.8 mm) thick at the center.

7. Thickness

Maintain the following minimum average dry thicknesses above the surface on all types of pavement

- 0.090 in (2.3 mm)\* for lane lines
- 0.060 in (1.5 mm)\* for edge lines
- 0.120 in (3.0 mm)\* for gore area lines

(See below for ‘\*’ reference.)

Compute the minimums by the amount of material used each day, as follows:

<b>(For 5 in wide stripe)</b>	
* Average Thickness (in) =	$[(\text{lbs used}) \div (\text{total linear feet})] \times 0.236$
<b>(For 125 mm wide stripe)</b>	
*Average Thickness (mm) =	$[(\text{kg used}) \div (\text{total linear meters})] \times 4.0$
<b>(For 10 in wide stripe)</b>	
* Average Thickness (in) =	$[(\text{lbs used}) \div (\text{total linear feet})] \times 0.118$
<b>(For 250 mm wide stripe)</b>	
* Average Thickness (mm) =	$[(\text{kg used}) \div (\text{total linear meters})] \times 2.0$

8. Glass Spheres and Reflective Composite Optics

- a. Apply glass spheres and/or reflective composite optics to installed stripe surface above the minimum rate recommended by the thermoplastic material manufacturer to produce the required retroreflectivity value in accordance with Subsection 653.3.06.
- b. Apply the glass sphere and/or reflective composite optics top-coating with a pressure-type gun specifically designed for applying glass spheres and/or reflective composite optics that will embed at least one-half of the sphere’s and optic’s diameter into the thermoplastic immediately after the material has been applied to the pavement.

**B. Removing Existing Stripe**

Remove existing stripe according to [Section 656](#).

Remove 100 percent of existing traffic stripe from:

- Portland cement concrete pavement where the new stripe will be placed at the same location as the existing marking
- Pavement where the new stripe will be placed at a different location from the existing markings

**C. Tolerance and Appearance**

No traffic stripe shall be less than the specified width and shall not exceed the specified width by more than 1/2 in (13mm). The length of the 10 ft (3 m) segment for skip stripe and the 30 ft (9 m) gap between segments may vary plus or minus 1 ft (300 mm). The alignment of the stripe shall not deviate from the intended alignment by more than 1 in (25 mm) on straight lines. On curves up to and including 1 degree (radius of 1745 m or greater), the alignment of the stripe shall not deviate from the intended alignment by more than 1 in (25 mm). On curves exceeding 1 degree (radius less than 1745 m), the alignment of the stripe shall not deviate from the intended alignment by more than 2 in (50 mm).

Stop work when deviation exceeds the above dimensions, and remove the nonconforming stripe.

**D. Traffic Marking Protection**

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.

### 653.3.06 Quality Acceptance

#### A. General

For a minimum of 30 days from the time of placement, ensure the thermoplastic pavement marking material shows no signs of failure due to blistering, excessive cracking, chipping, bleeding, staining, discoloration, oil content of the pavement materials, smearing or spreading under heat, deterioration due to contact with grease deposits, oil, diesel fuel, or gasoline drippings, spilling, poor adhesion to the pavement material, vehicular damage, and normal wear. In the event that failures mentioned above occur, ensure corrective work is completed at no additional cost to the Department.

Obtain pavement marking retroreflectivity values with a 30 meter geometry retroreflectometer.

#### B. Initial Retroreflectivity

##### 1. Longitudinal Lines

Within 30 days of installation, ensure the in-place markings meet the following minimum reflectance values:

##### a. Standard

	White	Yellow
Dry (ASTM E 1710)	400 mcd/lux/m <sup>2</sup>	300mcd/lux/m <sup>2</sup>

##### b. Wet Weather

	White	Yellow
Dry (ASTM E 1710)	400 mcd/lux/m <sup>2</sup>	300 mcd/lux/m <sup>2</sup>
Wet recovery (ASTM E 2177)	150 mcd/lux/m <sup>2</sup>	125 mcd/lux/m <sup>2</sup>

For each center line, edge line, and skip line, measure retroreflectivity 9 times for each mile; 3 times within the first 500 ft (152 m), 3 times in the middle, and 3 times within the last 500 ft (152 m). For projects less than one mile in length, measure retroreflectivity 9 times as above.

Record all retroreflectivity measurements on the form OMR CVP 66 in SOP 39.

##### 2. Messages, Symbols, and Transverse Lines

At the time of installation, ensure the in-place markings when tested according to ASTM E 1710 meet the following minimum reflectance value of 275 mcd/lux/m<sup>2</sup>.

Perform at a minimum, one retroreflectivity measurement at one message, one symbol and one transverse line per intersection. Take one measurement per mile for locations other than intersections (i.e. school messages, railroad messages, bike symbols etc.)

#### C. Six Month Retroreflectivity (Longitudinal Lines)

Maintain the following minimum reflectance values for 180 days after installation:

##### 1. Standard

	White	Yellow
Dry (ASTM E 1710)	400 mcd/lux/m <sup>2</sup>	300 mcd/lux/m <sup>2</sup>

##### 2. Wet Weather

	White	Yellow
Dry (ASTM E 1710)	400 mcd/lux/m <sup>2</sup>	300 mcd/lux/m <sup>2</sup>
Wet recovery (ASTM E 2177)	150 mcd/lux/m <sup>2</sup>	125 mcd/lux/m <sup>2</sup>

Retest the in-place markings according to [Subsection 653.3.06.B.1](#) 180 days after installation to ensure these minimum retroreflectance values are maintained.

**Note: The Contractor is responsible for retroreflectivity testing. Furnish initial test results to the Engineer within 30 days of application. Furnish 6 month test results to the Engineer within 180 days of application or prior to final acceptance, whichever comes first.**

## **D. Thickness**

### **1. New Striping**

Check the thicknesses on all skip lines, edge lines and center lines with an approved traffic marking thickness gage consisting of 3 dials as follows:

For each center line, edge line, and skip line, measure thickness above the pavement 3 times for each mile; once within the first 500 ft (152 m), once in the middle, and once within the last 500 ft (152 m). For projects less than one mile in length, measure the thickness above the pavement 3 times.

Record all thickness measurements on the form OMR CVP 66 in SOP 39.

### **2. Recapping Refurbishment Thermoplastic**

Place durable tape, film, or metal plate of known and uniform thickness on an area to be striped. After the striper has passed over, remove the sample and measure the thickness with calipers or a micrometer.

For each center line, edge line, and skip line, measure thickness above the pavement 3 times for each mile; once within the first 500 ft (152 m), once in the middle, and once within the last 500 ft (152 m). For projects less than one mile in length, measure the thickness above the pavement 3 times.

Submit results to the Engineer.

## **E. Corrective Work**

For each mile section, if the thermoplastic traffic stripe fails to meet Plan details or Specifications or deviates from stated dimensions, correct it at no additional cost to the Department. If removal of pavement markings is necessary, perform it according to [Section 656](#) and place it according to this Specification. No additional payment will be made for removal and replacement of unsatisfactory striping. Ensure corrective work is completed at no additional cost to the Department. Perform testing according to this Specification. Any retest due to failures will be performed at no additional cost to the Department. Furnish all test reports to the Department.

**Retroreflectivity and Thickness Longitudinal Line Deficiency:** A deficiency will ensue when two or more Location Average results as recorded on form OMR CVP 66 within a One-Mile Section do not meet the performance criteria herein. The entire line within this one mile section will be determined to be deficient. If the evaluated section is less than 1.0 mile, a single Location Average result not meeting the performance criteria herein will result in the entire line to be determined to be deficient.

**Retroreflectivity Transverse Markings and Symbol Deficiency:** A single Location Average result on the marking or symbol not meeting the performance criteria herein will result in the marking or symbol to be determined to be deficient.

### **653.3.07 Verification**

See SOP 39

## **653.4 Measurement**

When stripe will be paid for by the square yard (meter), the actual number of square yards (meters) painted will be measured. The space between the stripes will be included in the overall measurement.

Linear measurements may be made by electronic measuring devices attached to a vehicle.

Thermoplastic traffic stripe, complete in place and accepted, is measured as follows:

### **A. Solid Traffic Stripe**

Stripe is measured by the linear foot (meter), linear mile (kilometer), or square yard (meter). Breaks or omissions in solid lines or stripes at street or road intersections are not measured for payment.

### **B. Skip Traffic Stripe**

Skip stripe is measured by the gross linear mile (kilometer) as specified. The unpainted space between the painted stripes is included in the overall measurement if the Plan ratio of one to three (10 ft [3 m] segment and 30 ft [9 m] gap or other patterns as designated on the Plans) remains uninterrupted. Measurement begins and ends on a stripe.

### **C. Words and Symbols**

Each word or symbol complete according to Plan dimensions is measured by the Unit.

### **653.4.01 Limits**

General Provisions 101 through 150.

## 653.5 Payment

Payment is full compensation for the Work under this section, including:

- Cleaning and preparing surfaces
- Furnishing all materials
- Applying, curing, and protecting stripe
- Protecting traffic, including providing necessary warning signs
- Furnishing tools, machines, and other equipment necessary to complete the Item

Measurement and payment for removing pavement markings will be according to [Section 656](#) when shown in the Proposal as a payment Item. Otherwise, removal will not be paid for separately, but will be included in the payment for other Work under this section.

Payment will be made under:

Item No. 653	Thermoplastic solid traffic stripe, __ in (mm), (color)	Per linear foot (meter)
Item No. 653	Thermoplastic solid traffic stripe, __ in (mm), (color)	Per linear mile (kilometer)
Item No. 653	Thermoplastic skip traffic stripe, __ in (mm), (color)	Per gross linear foot (meter)
Item No. 653	Thermoplastic skip traffic stripe, __ in (mm), (color)	Per gross linear mile (kilometer)
Item No. 653	Thermoplastic pavement markings, words, and symbols (color), type _____	Per each
Item No. 653	Thermoplastic traffic stripe	Per square yard (meter)
Item No. 653	Wet Weather Thermoplastic solid traffic stripe, __ in (mm), (color)	Per linear foot (meter)
Item No. 653	Wet Weather Thermoplastic solid traffic stripe, __ in (mm), (color)	Per linear mile (kilometer)
Item No. 653	Wet Weather Thermoplastic skip traffic stripe, __ in (mm), (color)	Per gross linear foot (meter)
Item No. 653	Wet Weather Thermoplastic skip traffic stripe, __ in (mm), (color)	Per gross linear mile (kilometer)
Item No. 653	Wet Weather Thermoplastic pavement markings, words, and symbols (color), type _____	Per each
Item No. 653	Wet Weather Thermoplastic traffic stripe	Per square yard (meter)

### 653.5.01 Adjustments

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 657— Preformed Plastic Pavement Markings**

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*Delete Section 657 and substitute the following:*

**657.1 General Description**

This work includes placing plastic pavement markings or legends according to the Plans and Specifications or as otherwise directed.

**657.1.01 Definitions**

General Provisions 101 through 150.

**657.1.02 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

**B. Referenced Documents**

ASTM D 638

ASTM D 4061

ASTM D 4505

ASTM D 4592

ASTM E 303

ASTM E 1710

ASTM E 2177

US EPA Method 3052

US EPA Method 6010C

Manual on Uniform Traffic Control Devices for Streets and Highways

Federal Test Standard 141, Method 6192

[QPL 74](#)

SOP 39

**657.1.03 Submittals**

Transfer to the Department manufacturer warranties or guarantees for heat-applied and wet reflective preformed plastic marking materials. Ensure that warranties or guarantees state that they are subject to transfer.

**657.2 Materials**

Select one of the following types of preformed marking material according to the Plans and Proposal:

- Type TR – Temporary Removable Plastic Marking
- Type TN – Temporary Non-Removable Plastic Marking
- Type PA – Permanent Plastic Marking
- Type PB – Permanent Patterned Plastic Marking
- Type PB-WR – Permanent Patterned Wet Reflective Plastic Markings

For a list of sources, see [QPL-74](#).

**A. General Requirements for Preformed Pavement Markings**

1. Shapes and Sizes  
Use markings that conform to the shapes and sizes outlined in the Manual on Uniform Traffic Control Devices for Streets and Highways.
2. Pigmentation  
Use white or yellow pigmented plastic according to each marking type.
3. Adhesion  
Use markings that can be affixed to bituminous or Portland cement concrete pavements by pressure-sensitive precoated adhesive or a liquid contact cement.  
Ensure that marking adhesive adheres to the roadway under normal climactic and traffic conditions.
4. Conformability  
Use markings that will mold to pavement contours, breaks, faults, and the like, by normal action of traffic at normal pavement temperatures.
5. NTPEP Evaluation  
Use markings evaluated by the National Transportation Product Evaluation Program (NTPEP).
6. Glass Spheres and/or Reflective Composite Optics  
Use markings with a layer of glass spheres and/or reflective composite optics bonded to the surface according to the marking type. Type PB and PB-WR contain glass beads and/or reflective composite optics. Types TR, TN, and PA contain only glass beads.  
Do not use glass spheres and /or reflective composite optics containing greater than 200 ppm total arsenic, 200 ppm total antimony, or 200 ppm total lead when tested according to US EPA Methods 3052 and 6010C, or other approved methods.  
Use glass spheres with less than 2% by weight showing any milkiness, scoring or scratching. Use clear, transparent spheres that are free from air inclusions and conform to the following:

	<b>Glass Spheres</b>
Refractive Index, (tested by oil immersion)	1.50 minimum
Uniform Distribution of Spheres	0.75 minimum

7. Reflective Intensity (Types TR, TN and PA)  
Determine reflective intensity in accordance with ASTM D4061 or E1710.  
Ensure that marking types TR, TN, and PA use white or yellow film with the initial reflective intensity indicated in the table below, when measured at the angles shown.

	<b>White</b>	<b>Yellow</b>
Observation Angle	1.05°	1.05°
Entrance Angle	88.8°	88.8°
Reflective Intensity – Millicandelas per square meter per lux	500	300

## 8. Composition

Use markings made of high-quality polymeric materials and pigments. Ensure types TR and PA contain the following composition of materials:

Material	Min% By Weight
Resins and Plasticizers	20
Pigments	30
Graded Glass Spheres	33

**B. Requirements for Temporary Markings (Types TR and TN)**

## 1. Temporary Removable Markings (Type TR)

Use temporary, removable markings that meet the following requirements:

## a. Removability

Ensure the marking material can be removed from asphaltic and Portland cement as follows:

- Lifted intact or in large pieces.
- Lifted either manually or with a roll-up device.
- Lifted at temperatures above 40 °F (5 °C) without using heat, solvents, sand blasting, or grinding.

Ensure the pavement shows no objectionable staining or damage after removing the marking.

## b. Elongation and Tensile Strength

Provide temporary markings with the following elongation and tensile strength when tested according to ASTM D 638:

Elongation	50% maximum
Tensile Strength	40 lbs/in <sup>2</sup> (275 kPa) minimum

Test as follows:

- 1) Cut a 1 in by 6 in (25 mm by 150 mm) specimen.
- 2) Test at a temperature between 70 °F and 80 °F (21 °C and 27 °C).
- 3) Test at a jaw speed of 12 in/min (300 m/min).

## c. Adhesion

Ensure that temporary marking material meets the adhesion requirements of ASTM D4592.

## d. Glass Sphere Retention

Confirm the glass Sphere retention quality of marking material in both of the following ways:

## 1) Laboratory Test

- Take a 2 in by 6 in (50 mm by 150 mm) sample.
- Bend the sample over a ½ in (13 mm) diameter mandrel, leaving the 2 in (50 mm) side perpendicular to the mandrel axis.
- Ensure that the area on the mandrel shows no more than 10 percent of the beads entrapped by the binder less than 40 percent.

## 2) Field test

Ensure the Spheres cannot be easily removed by scratching the material firmly with the thumbnail.

## e. Skid Resistance

Ensure that the material surface provides a 35 BPN minimum skid resistance value when tested according to ASTM E 303.

## f. Thickness

Ensure that the removable marking material is at least 20 mils (0.50 mm) thick not including the backing adhesive.



### 2. Temporary Non-Removable markings (Type TN)

This type of pavement marking may use a conformable metallic foil backing with a precoated pressure-sensitive adhesive. Skid Resistance

- a. Ensure the retroreflective pliant polymer surface provides a skid resistance value of at least 35 BPN. Test according to ASTM E 303.
- b. Elongation and Tensile Strength  
No test for elongation and tensile strength is required for type TN marking.
- c. Glass Sphere Retention  
Refer to [Subsection 657.2.B.1.d, “Glass Sphere Retention”](#).
- d. Thickness

Ensure the nonremovable marking material is at least 20 mils (0.50 mm) not including the adhesive backing.

### C. Requirements for Permanent Markings (Types PA, PB and PB-WR)

#### 1. Permanent Plastic Marking (Type PA)

Provide permanent plastic markings with these features:

##### a. Adhesive and Backing

Use markings supplied with the following:

- A precoated adhesive
- An easily removable backing to protect the adhesive
- An adhesive backing that allows repositioning of the marking on the surface before permanently sticking with greater pressure

In addition, supply rolls of lane lines with a precoated adhesive but without the protective backing material.

##### b. Pigments

###### 1) White

Use white marking material meeting the initial color requirements of ASTM D4505.

###### 2) Yellow

Use yellow marking material meeting the initial color requirements of ASTM D4505.

###### 3) Appearance

Ensure that each marking meets the following appearance standards:

- Markings are extruded to a uniform thickness.
- Edges are smoothly cut and true.
- Glass spheres are retained on all sides by the plastic base material.
- The wearing surface is free of indentations, displaced spheres, or other irregularities that retain dirt, dust, or other foreign materials.

##### c. Thickness

Ensure the permanent material is at least 60 mils (1.52 mm) thick, without the pre-coated adhesive.

##### d. Glass Sphere Retention

Confirm that the surface glass spheres are strongly bonded and are not easily removed by traffic. Test them as follows:

- 1) Use a Taber Abraser with an H-18 wheel and 125 gram load.
- 2) Inspect the sample at 200 cycles under the microscope to observe the extent and type of bead failure.
- 3) Ensure that no more than 15 percent of the spheres have popped-out.
- 4) Verify that the predominant mode of failure is “wear-down” of the spheres.

##### e. Tensile Strength and Elongation

Ensure that the permanent markings have the following elongation and tensile strength when tested according to ASTM D 638:

Elongation	50% maximum
Tensile Strength	150 psi (1035 kPa) minimum

Test as follows:

**NOTE: Run this test 3 times and base the result on an average of the 3 tests.**

- 1) Cut 3 specimens, 1 in by 6 in (25 mm by 150 mm) each.
  - 2) Place 1 in<sup>2</sup> (625 mm<sup>2</sup>) of carborundum extra-coarse emery cloth or its equivalent at each end of the test specimens to prevent the adhesive from sticking to test equipment.
  - 3) Test at a temperature between 70 ° and 80 °F (21° and 27 °C).
  - 4) Test at a jaw speed of 10 to 12 in/min (250 mm to 300 mm/min).
- f. Skid Resistance
- Test the plastic surface to verify that it provides a skid resistance value of at least 45 BPN. Test according to ASTM E 303.
- g. Adhesive
- Ensure permanent markings meet the adhesion requirements of ASTM D4505.
2. Permanent Patterned Plastic Marking (Type PB)
- Use patterned plastic markings with these features:
- a. Patterned Surface
- Ensure that the patterned surface has the following characteristics:
- A reflective layer of glass spheres and/or reflective composite optics bonded to a durable polyurethane topcoat.
  - The raised area comprises approximately 40% ± 15% of the total marking face.
  - The surface presents a near vertical face ( $\beta$  angle of 0° to 60°) to traffic from any direction.
  - The Office of Materials and Research approves the pattern configuration.
  - The channels between raised areas are free of exposed beads or particles.
- b. Adhesive and Backing
- Refer to [Subsection 657.2.C.1.a, “Adhesive and Backing”](#).
- c. Pigments
- Refer to [Subsection 657.2.C.1.b, “Pigments”](#).
- d. Glass Spheres and Reflective Composite Optics
- Ensure that the top layer of glass spheres and/or reflective composite optics are bonded to a durable polyurethane surface.
- e. Thickness
- Ensure the permanent material is at least 60 mils (1.52 mm) thick at the thickest portion of the patterned cross-section, and at least 20 mils (0.508 mm) at the thinnest portion of the cross-section.
- f. Tensile Strength and Elongation
- Refer to [Subsection 657.2.C.1.e, “Tensile Strength and Elongation”](#).
- g. Skid Resistance
- Refer to [Subsection 657.2.C.1.f, “Skid Resistance”](#).
- h. Dry Reflective Intensity
- Determine reflective intensity in accordance with ASTM D 4061 or E1710. Initial minimum dry reflective values are as follows:

	White	Yellow
Observation Angle	1.05°	1.05°

	White	Yellow
Entrance Angle	88.8°	88.8°
Reflective Intensity – Millicandelas per square meter per lux	600	400

### 3. Permanent Patterned Wet Reflective Plastic Marking (Type PB-WR)

Use patterned plastic markings with these features:

#### a. Patterned Surface

Ensure that the patterned surface has the following characteristics:

- A reflective layer of glass spheres and/or reflective composite optics bonded to a durable polyurethane topcoat.
- The raised area comprises approximately 40% ± 15% of the total marking face.
- The surface presents a near vertical face ( $\beta$  angle of 0° to 60°) to traffic from any direction.
- The Office of Materials and Research approves the pattern configuration.
- The channels between raised areas are free of exposed beads or particles.

#### b. Adhesive and Backing

Refer to [Subsection 657.2.C.1.a, “Adhesive and Backing”](#).

#### c. Pigments

Refer to [Subsection 657.2.C.1.b, “Pigments”](#).

#### d. Glass Spheres Beads and Reflective Composite Optics

Ensure that the top layer of glass spheres and/or reflective composite optics are bonded to a durable polyurethane surface.

#### e. Thickness

Ensure the permanent material is at least 60 mils (1.52 mm) thick at the thickest portion of the patterned cross-section, and at least 20 mils (0.508 mm) at the thinnest portion of the cross-section.

#### f. Tensile Strength and Elongation

Refer to [Subsection 657.2.C.1.e, “Tensile Strength and Elongation”](#).

#### g. Skid Resistance

Refer to [Subsection 657.2.C.1.f, “Skid Resistance”](#).

#### h. Dry Reflective Intensity

Determine reflective intensity in accordance with ASTM D 4061 or E1710. Initial minimum dry reflective values are as follows:

	White	Yellow
Observation Angle	1.05°	1.05°
Entrance Angle	88.8°	88.8°
Reflective Intensity – Millicandelas per square meter per lux	600	400

#### i. Wet Reflective Intensity

Determine wet reflective intensity in accordance with ASTM E2177.

Ensure that markings meet the following initial minimum wet retroreflective intensity.

	White	Yellow
Divergence Angle	1.05°	1.05°
Incidence Angle	88.8°	88.8°
Reflective Intensity --Millicandelas per square meter per lux	250	200

### 657.3 Construction Requirements

General Provisions 101 through 150.

#### 657.3.01 Personnel

Send a factory-trained representative from the material manufacturer to the jobsite at the start of each project.

#### 657.3.02 Equipment

General Provisions 101 through 150.

#### 657.3.03 Preparation

General Provisions 101 through 150.

#### 657.3.04 Fabrication

General Provisions 101 through 150.

#### 657.3.05 Construction

Remove existing pavement markings according to [Subsection 653.3.05.B, “Removing Existing Stripe.”](#)

##### A. Pre-Conditions for Applying Markings (Types PB and PB-WR)

1. Meet the following conditions before applying markings onto new asphaltic pavements:
  - The ambient temperature is 40 °F (4 °C) and rising.
  - New asphaltic pavement temperature is at least 120 °F (49 °C).
  - The plastic can be applied to new asphaltic pavement immediately before the new surface is rolled for the final time.
  - Conventional steel rollers and water used with them do not impede the plastic’s application.
2. Meet the following conditions before applying markings onto all pavements:
  - The ambient temperature is 40 °F (4 °C) and rising.
  - The pavement temperature is at least 40 °F (4 °C) and rising.
  - The previous night temperature did not fall below 40 °F (4 °C).
  - No significant rainfall occurred 24 hours prior to the plastic’s application.

##### B. Pre-Conditions for Applying Markings (Types TR, TN, and PA)

1. Meet the following conditions before applying markings onto new asphaltic pavements:
  - The ambient temperature is 60 °F (15 °C) and rising.
  - New asphaltic pavement temperature is at least 120 °F (49 °C).
  - The plastic can be applied to new asphaltic pavement immediately before the new surface is rolled for the final time.
  - Conventional steel rollers and water used with them do not impede the plastic’s application.
2. Meet the following conditions before applying markings onto all pavements:
  - The ambient temperature is 60 °F (15 °C) and rising.
  - The pavement temperature is at least 70 °F (21 °C) and rising.
  - The previous night temperature did not fall below 40 °F (4 °C).
  - No significant rainfall occurred 24 hours prior to the plastic’s application.

##### C. Remove Existing Stripe

Remove at least 90% of existing traffic stripe under either of the following conditions:

- On Portland cement concrete pavement where the new stripe is to be placed at the same location as the existing marking

- On all pavements where the new stripe is to be placed at a location different from the existing marking

**D. Applying Markings**

Apply markings as follows:

1. Thoroughly clean the pavement. Clean with compressed air, hand brooms, rotary brooms, scrapers, or other approved methods which leave the pavement thoroughly clean and undamaged. Remove all vegetation and road film from the area to be striped. Mechanically wire brush or abrasive blast clean all new Portland cement concrete pavement surfaces to remove all laitance and curing compound from the area to be striped.
2. Apply an adhesive activator according to the manufacturer’s recommendations, when required.
3. Position markings according to the Plans.
4. Press positioned markings firmly onto the pavement.
5. Offset longitudinal lines at least 2 in (50 mm) from construction joints of Portland cement concrete pavements.

**E. Tolerances and Appearance**

1. Cut off all stripe ends squarely and cleanly.
2. The length of the 10 ft (3 m) segment for skip stripe and the 30 ft (9 m) gap between segments may vary plus or minus 1 in (25 mm). Do not allow the alignment of skip stripe to deviate from the intended alignment by more than 0.5 in (13 mm). Do not allow the alignment of edge stripe to deviate from the intended alignment by more than 0.5 in (13 mm) on tangents and on curves with a radius up to and including one degree. Do not allow the alignment of edge stripe to deviate from the intended alignment by more than 1 in (25 mm) on curves exceeding one degree.
3. Stop work when deviation exceeds the above dimensions, and remove the nonconforming stripe.

**657.3.06 Quality Acceptance**

**A. General**

Segments of preformed plastic traffic stripe that have been placed according to the Plans and Specifications may be accepted 30 days after the required work is complete in that segment. If Preformed Plastic Traffic Stripe fails to meet Plan details or Specifications or deviates from stated dimensions, correct it at no additional cost to the Department. If removal of pavement markings is necessary, perform it according to [Section 656](#) and replace it according to this Specification. No additional payment will be made for removal and replacement of unsatisfactory striping.

Obtain pavement marking retroreflectivity values with a 30 meter geometry retroreflectometer.

**B. Initial Retroreflectivity**

1. Longitudinal Lines

Within 30 days of installation, ensure the in place markings meet the following minimum reflectance values:

a. Type PB

	White	Yellow
Dry (ASTM E 1710)	600 mcd/lux/m <sup>2</sup>	400 mcd/lux/m <sup>2</sup>

b. Type PB-WR

	White	Yellow
Dry (ASTM E 1710)	600 mcd/lux/m <sup>2</sup>	400 mcd/lux/m <sup>2</sup>
Wet recovery (ASTM E 2177)	250 mcd/lux/m <sup>2</sup>	200 mcd/lux/m <sup>2</sup>

For each center line, edge line, and skip line, measure retroreflectivity 9 times for each mile; 3 times within the first 500 ft (152 m), 3 times in the middle, and 3 times within the last 500 ft (152 m). For projects less than one mile in length, measure retroreflectivity 9 times as above.

Record all retroreflectivity measurements on the form OMR CVP 66 in SOP 39.

2. Messages, Symbols, and Transverse Lines

Within 30 days of installation, ensure both Type PB and Type PB-WR in-place markings when tested according to ASTM E 1710 meet the following minimum reflectance value of 600 mcd/lux/m<sup>2</sup>.

Perform at a minimum, one retroreflectivity measurement at one message, one symbol and one transverse line per intersection. Take one measurement per mile for locations other than intersections (i.e. school messages, railroad messages, bike symbols etc.)

### C. Six Month Retroreflectivity (Longitudinal Lines)

Maintain the following minimum reflectance values for 180 days after installation:

#### 1. Type PB

	White	Yellow
Dry (ASTM E 1710)	600 mcd/lux/m <sup>2</sup>	400 mcd/lux/m <sup>2</sup>

#### 2. Type PB-WR

	White	Yellow
Dry (ASTM E 1710)	600 mcd/lux/m <sup>2</sup>	400 mcd/lux/m <sup>2</sup>
Wet recovery (ASTM E 2177)	250 mcd/lux/m <sup>2</sup>	200 mcd/lux/m <sup>2</sup>

Retest the in-place markings according to [Subsection 657.3.06.B.1](#) 180 days after installation to ensure these minimum retroreflectance values are maintained.

**Note: The Contractor is responsible for retroreflectivity testing. Furnish initial test results to the Engineer within 30 days of application. Furnish 6 month test results to the Engineer within 180 days of application or prior to final acceptance, whichever comes first.**

### E. Corrective Work

For each mile section, if preformed plastic pavement marking traffic stripe fails to meet Plan details or Specifications or deviates from stated dimensions, correct it at no additional cost to the Department. If removal of pavement markings is necessary, perform it according to [Section 656](#) and place it according to this Specification. No additional payment will be made for removal and replacement of unsatisfactory striping. Ensure corrective work is completed at no additional cost to the Department. Perform testing according to this Specification. Any retest due to failures will be performed at no additional cost to the Department. Furnish all test reports to the Department.

**Retroreflectivity Longitudinal Line Deficiency:** A deficiency will ensure when two or more Location Average results as recorded on form OMR CVP 66 within a One-Mile Section do not meet the performance criteria herein. The entire line within this one mile section will be determined to be deficient. If the evaluated section is less than 1.0 mile, a single Location Average result not meeting the performance criteria herein will result in the entire line to be determined to be deficient.

**Retroreflectivity Transverse Markings and Symbol Deficiency:** A single Location Average result on the marking or symbol not meeting the performance criteria herein will result in the marking or symbol to be determined to be deficient.

### 657.3.07 Contractor Warranty and Maintenance

#### A. Warranties

Transfer all warranties or guarantees normally furnished by the manufacturer to the Department. Include a provision that warranties are subject to transfer. Warrant Type PB and Type PB-WR Plastic Markings to adhere to the pavement and to provide a minimum (ASTM E 1710) dry coefficient of retroreflection of 100 mcd/lux/m<sup>2</sup> when measured using a 30 meter geometry retroreflectometer for a period of at least 6 years for longitudinal markings and at least 2 years for intersection markings and symbols under normal traffic conditions.

#### B. Maintenance

Use the following according to manufacturer's instructions to ensure effective marking performance:

- Solvents or adhesives
- Appropriate equipment
- Recommendations for application

### 657.4 Measurement

Preformed plastic pavement markings complete in place and accepted are measured as follows:

#### A. Solid Traffic Stripe

Solid stripe is measured by the linear foot (meter) or linear mile (kilometer) as specified. Breaks or omissions in solid lines and stripes at street or road intersections are not measured for payment.

#### B. Skip Traffic Stripe

Skip stripe is measured by the gross linear foot (meter) or gross linear mile (kilometer) as specified. The unpainted spaces between the stripes are included in the overall measurement, if the Plan ratio is not interrupted. Measurement begins and ends on a stripe.

#### C. Payment by Square Yard (Meter)

When preformed pavement markings are paid for by the square yard (meter), the number of square yards (meters) covered is measured. The space between the markings is included in the overall measurement. The color, width, and type are according to the Plans.

#### D. Preformed Plastic Word or Symbol

Each preformed plastic word or symbol, complete according to Plan dimensions, is measured by the unit. The code for each word or symbol is stated in the Plans.

#### E. Removing Existing Pavement Markings

Measurement and payment for removing pavement markings will be according to [Section 656](#) when shown in the Proposal as a payment Item. Otherwise, removal will not be paid for separately, but will be included in the payment for other Work under this Section.

#### 657.4.01 Limits

General Provisions 101 through 150.

### 657.5 Payment

Payment in each case is full compensation for applying markings, including adhesives, cleaning, application, and traffic control necessary to complete the Item.

Payment will be made under:

Item No. 657.	Preformed plastic solid pavement markings_____ in (mm), ( <a href="#">color</a> ), ( <a href="#">type</a> )	Per linear foot (meter)
Item No. 657.	Preformed plastic solid pavement markings_____ in (mm), ( <a href="#">color</a> ), ( <a href="#">type</a> )	Per linear mile (kilometer)
Item No. 657.	Preformed plastic skip pavement markings_____ in (mm), ( <a href="#">color</a> ), ( <a href="#">type</a> )	Per gross linear foot (meter)
Item No. 657.	Preformed plastic skip pavement markings_____ in (mm), ( <a href="#">color</a> ), ( <a href="#">type</a> )	Per gross linear mile (kilometer)
Item No. 657.	Preformed plastic pavement markings	Per square yard (meter)
Item No. 657.	Preformed plastic pavement markings, words or symbols ( <a href="#">color</a> ), ( <a href="#">type</a> )	Per each
Item No. 657.	Wet reflective preformed solid pavement markings_____ in (mm), ( <a href="#">color</a> ), ( <a href="#">type</a> )	Per linear foot (meter)
Item No. 657.	Wet reflective preformed solid pavement markings_____ in (mm), ( <a href="#">color</a> ), ( <a href="#">type</a> )	Per linear mile (kilometer)
Item No. 657.	Wet reflective preformed skip pavement markings_____ in (mm), ( <a href="#">color</a> ), ( <a href="#">type</a> )	Per gross linear foot (meter)

## Section 657— Preformed Plastic Pavement Markings

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Item No. 657.	Wet reflective preformed skip pavement markings_____ in (mm), ( <u>color</u> ), ( <u>type</u> )	Per gross linear mile (kilometer)
Item No. 657.	Wet reflective preformed pavement markings	Per square yard (meter)
Item No. 657.	Wet preformed pavement markings, words or symbols ( <u>color</u> ), ( <u>type</u> )	Per each

### 657.5.01 Adjustments

General Provisions 101 through 150.

Office of Materials and Research



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 658—Polyurea Traffic Stripe**

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*Delete Section 658 and substitute the following:*

**Section 658—Standard and Wet Weather Polyurea Traffic Stripe**

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**658.1 General Description**

This work includes furnishing and applying reflectorized standard and wet weather polyurea traffic stripe according to the Plans and these Specifications.

This Item also includes applying words and symbols according to Plan details, Specifications, and the current Manual on Uniform Traffic Control Devices.

**658.1.01 Definitions**

Painted Stripes: Solid or broken (skip) lines. The location and color are designated on the Plans.

Skip Traffic Stripes: Painted segments between unpainted gaps on a designated sequence with a ratio of 1:3 [10 ft (3 m) segment and 30 ft (9 m) gap] as specified on the Plans. The location and color are designated on the Plans.

**658.1.02 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

[Section 656—Removal of Pavement Markings](#)

[Section 870—Paint](#)

**B. Referenced Documents**

[QPL 46](#)

[QPL 71](#)

AASHTO M 247

ACI Method 503

ASTM C 4060

ASTM D 711

ASTM D 1155

ASTM D 1213

ASTM D 4061

ASTM D 6359

ASTM E 303

ASTM E 1710

ASTM E 2177

ASTM G 154

ASTM G 53-77

Federal Standard No. 595A-17778

SOP 39

US EPA Method 3052

US EPA Method 6010C

## **658.2 Materials**

### **A. General Requirements**

- Use polyurea material that has been evaluated (2 year field evaluation) by the National Transportation Product Evaluation Panel (NTPEP) test facility or other approved test facility.
- Use polyurea material produced from an approved source listed on [QPL 46](#).
- Use a polyurea composition that is specifically formulated for use as a durable pavement marking material and for application at elevated temperatures not exceeding 170 °F (77 °C).
- Ensure the liquid markings consist of a two-component (Part A and Part B), 100% solids polyurea film formulated and designed to provide a simple volumetric mixing ratio as recommended by the manufacturer.
- Use white or yellow films for the markings. Ensure that these films are manufactured without the use of lead chromate pigments or other similar, lead-containing chemicals.
- Ensure that the white polyurea contains not less than 13% by weight rutile titanium dioxide pigment to insure adequate opacity, hiding power, and reflective properties.

### **B. Glass Spheres and Reflective Composite Optics**

Use glass spheres and/or reflective composite optics for the reflective media system that ensures the polyurea pavement markings meet the reflectance performance requirements in [Subsection 658.3.04](#). Do not use beads and/or optics containing greater than 200 ppm total arsenic, 200 ppm total antimony, or 200 ppm total lead when tested according to US EPA Methods 3052 and 6010C, or other approved methods.

Ensure glass spheres meet the requirements of AASHTO M 247. Use glass spheres produced from an approved source listed on QPL 71. Glass spheres conforming to an alternative gradation may be used provided all other requirements of AASHTO M 247 and this specification are met. Obtain approval from the Office of Materials and Research to use alternate gradations.

### **C. Finished Product Requirements:**

#### **1. Composition**

Ensure that the retroreflective pavement markings consist of a mixture of high-quality resins, curing agent and pigments, with a reflective layer bonded to the top surface consisting of glass spheres and/or reflective composite optics.

#### **2. Color**

Meet these color requirements:

- White markings are pure white and free from dirt or tint.
- Yellow markings are “Federal Yellow” in color.
- The material does not change its color and brightness characteristics after prolonged exposure to sunlight.

#### **3. Skid Resistance**

Ensure the surface of the retroreflective marking provides an initial average skid resistance value of 45 BPN when tested according to ASTM E303.

4. Color and Weathering Resistance

Ensure that the mixed polyurea compound, both white and yellow, when applied to 3 in (75 mm) x 6 in (150 mm) aluminum panels at  $15 \pm 1$  mils ( $0.381 \text{ mm} \pm 0.025 \text{ mm}$ ) wet thickness without glass beads and exposed in a Q.U.V. Environmental Testing Chamber, as described in ASTM G-53-77, conforms to the following minimum requirements:

- The color of the white polyurea compound is not darker than Federal Standard No. 595A-17778.
- The color of the yellow polyurea compound meets the requirements of the “Federal Yellow” color chart.

5. Drying Time (Laboratory)

When tested in accordance with ASTM D-711 the polyurea marking material shall reach a no-pick-up condition in 10 minutes or less. Perform this test with AASHTO M247 Type 1 beads applied at a rate of 0.099 pounds per square foot ( $0.483 \text{ kg/m}^2$ ). Ensure that the drying time does not increase substantially with decreasing temperature.

6. Drying Time (Field)

When installed at  $77^\circ\text{F}$  ( $25^\circ\text{C}$ ), at a thickness of  $25 \pm 2$  mils ( $0.508 \text{ mm} \pm 0.051 \text{ mm}$ ) above the surface of the pavement on open graded asphalt concrete friction courses and  $20 \pm 2$  mils ( $0.508 \text{ mm} \pm 0.051 \text{ mm}$ ) on all other pavement types, and reflectorized with glass spheres and/or reflective composite optics, ensure that the polyurea markings reach a no-track condition in less than 10 minutes. Dry to “no-tracking” will be considered as the condition where no visual deposition of the polyurea marking to the pavement surface is observed when viewed from a distance of 50 feet (15 m), after a traveling vehicle’s tires have passed over the marking.

7. Abrasion Resistance

Ensure that the wear index of the polyurea compound does not exceed 0.00026 lbs (120 mg) when tested in accordance with ASTM C4060 using a CS-17 wheel and under a load of 2.2 lbs (1000 g) for 1000 cycles.

8. Adhesion to Concrete

Ensure that the polyurea pavement marking materials, when tested according to ACI Method 503, have such a high degree of adhesion to the specified concrete surface that there is a 100% concrete failure in the performance of this test. Condition the prepared specimens at room temperature  $75^\circ \pm 2^\circ\text{F}$  ( $24^\circ\text{C}$ ) for a minimum of 24 hours and maximum of 72 hours prior to the performance of this test.

9. Adhesion to Asphalt

Ensure that the polyurea pavement marking materials, when tested according to ACI Method 503, have such a high degree of adhesion to the specified asphalt surface that there is a 100% asphalt failure in the performance of this test. Condition the prepared specimens at room temperature  $75^\circ \pm 2^\circ\text{F}$  ( $24^\circ\text{C}$ ) for a minimum of 24 hours and maximum of 72 hours prior to the performance of this test.

## 658.3 Construction Requirements

### 658.3.01 Equipment

#### A. Traveling Traffic Stripe Painter

To apply the traffic marking material, use a mobile, truck mounted and self contained pavement marking machine, specifically designed to apply two-component liquid materials, and glass beads, in a continuous and skip-line pattern.

Apply the two-component liquid materials through airless impingement mixing guns. The guns must accommodate a plural component material system at the manufacturer’s recommended volumetric mixing ratio. The guns must have the capacity to deliver materials from approximately 1.5 gal (5.7 L) to 3 gal (11.4 L) per minute to compensate for a typical range of application speeds of 3 mph (5 km/h) to 6 mph (10 km/h). Ensure that the machine travels at a uniform rate of speed both uphill and downhill.

Select the necessary accessories such as spray tip, mix chamber or static tube, and rod diameter to ensure proper mixing.

Ensure that the machine meets the following:

- The machine is capable of applying three separate stripes, either solid or skip, in any specified pattern by utilizing three adjacent spray nozzles at the same time.
- Each nozzle is equipped with satisfactory cutoff valves that will apply skip lines automatically.
- The application equipment is maneuverable to the extent that straight lines can be followed and normal curves can be made in a true arc.
- The truck-mounted unit is provided with accessories to allow for the marking of symbols and legends.

Ensure that the mobile applicator also includes the following features:

- The mobile applicator provides individual material reservoirs for the storage of Part A and Part B of the resin composition.
- The applicator is equipped with heating equipment of sufficient capacity to maintain the individual resin components at the manufacturer's recommended temperature for spray application.
- The applicator is equipped with separate temperature controls for each component.
- The applicator is equipped with glass spheres dispensing equipment and capable of applying the glass spheres at a uniform rate.
- The application equipment is equipped with metering devices or pressure gauges on the proportioning pumps as well as stroke counters to monitor volumetric usage. Ensure that the metering devices or pressure gauges and stroke counters are visible.
- The applicator is equipped with all the necessary spray equipment, mixers, compressors, and other appurtenances to allow for the placement of reflectorized pavement markings in a simultaneous sequence of operations.

#### **B. Cleaning Equipment**

Use brushes, brooms, scrapers, grinders, high-pressure water jets, or air blasters to remove dirt, dust, grease, oil, and other foreign matter from painting surfaces without damaging the underlying pavement.

#### **658.3.02 Preparation**

For asphaltic concrete pavement, do not begin placement of polyurea pavement markings until 30 calendar days after completion of the final surface course.

Notify the Engineer prior to the placement of the polyurea materials. Furnish the Engineer with the manufacturer's name and batch numbers of the polyurea materials and glass spheres to be used. Ensure that the approved batch numbers appear on the polyurea materials and glass spheres packages.

Before painting, thoroughly clean pavement surfaces of dust, dirt, grease, oil, and all other foreign matter.

Remove concrete curing compounds on new Portland cement concrete surfaces and existing pavement markings on both concrete and asphalt surfaces.

#### **658.3.03 Construction**

##### **A. Atmospheric Conditions**

Apply pavement markings only during conditions of dry weather and subsequently dry pavement surfaces. Ensure that the pavement surface temperature and the ambient temperature at the time of installation are both greater than 40 °F (4 °C) and that the relative humidity is not greater than 85%.

##### **B. Alignment**

Ensure that the traffic stripe is the specified length, width, and placement. On sections where no previously applied markings are present, ensure accurate stripe location by establishing control points at spaced intervals. The Engineer will approve control points.

##### **C. Application**

Apply the pavement markings as follows:

1. Apply the liquid marking material by spray method and according to the manufacturer's installation instructions.
2. Ensure marking configurations are in accordance with the "Manual on Uniform Traffic Control Devices."

3. Place the reflectorized pavement markings only on properly prepared surfaces and at the widths and patterns designated on the Plans. Do not begin marking operations until applicable surface preparation work is completed and approved by the Engineer.
  4. Air-blast the surface first, to remove any dirt and residues from the pavement. Then apply the pavement markings as a continuous operation.
  5. Heat Component A and Component B to the manufacturer's recommended temperatures.
  6. Ensure that mixing of the two components occurs in a static tube or impingement chamber prior to reaching the application spray nozzle.
  7. Spray the mixed resin onto the pavement at a rate to obtain a minimum uniform dry thickness of 25 mils  $\pm$  2 mils (0.635 mm  $\pm$  0.051 mm) above the surface of the pavement on open graded asphalt concrete friction courses and 20 mils  $\pm$  2 mils (0.508 mm  $\pm$  0.051 mm) above the surface of the pavement on all other pavement types.
  8. Immediately following application, drop the glass spheres and/or reflective composite optics onto the liquid marking at the application rates recommended by the binder manufacture.
  9. The work will be subject to application rate checks for both paint, spheres and/or reflective composite optics.
- Following an application of glass spheres and/or reflective composite optics, and upon curing, ensure that the resulting marking is an adherent reflectorized stripe of the specified thickness and width that is capable of resisting deformation by traffic.

#### **D. Protective Measures**

Protect newly applied paint as follows:

1. Traffic  
Control and protect traffic with warning and directional signs during painting. Set up warning signs before beginning each operation and place signs well ahead of the painting equipment. When necessary, use a pilot car to protect both the traffic and the painting operation.
2. Fresh Paint  
Protect the freshly painted stripe using cones or other satisfactory devices. Repair stripe damage or pavement smudges caused by traffic according to [Subsection 658.3.04](#).

#### **E. Appearance and Tolerance of Variance**

Continually deviating from stated dimensions is cause for stopping the work and removing the nonconforming stripe. (See [Section 656](#).) Adhere to the following measurements:

1. Width  
Do not lay stripe less than the specified width. Do not lay stripe more than 1/2 in (13 mm) over the specified width.
2. Length  
Ensure that the 10 ft (3 m) painted skip stripe and the 30 ft (10 m) gap between painted segments vary no more than  $\pm$  1 ft (300 mm) each.
3. Alignment
  - a. Ensure that the stripe does not deviate from the intended alignment by more than 1 in (25 mm) on straight lines or curves of 1 degree or less.
  - b. Ensure that the stripe does not deviate by more than 2 in (50 mm) on curves exceeding 1 degree.

### **658.3.04 Quality Acceptance**

#### **A. General**

For a minimum of 30 days from the time of placement, ensure the polyurea traffic pavement marking material shows no signs of failure due to blistering, excessive cracking, chipping, bleeding, staining, discoloration, oil content of the pavement materials, smearing or spreading under heat, deterioration due to contact with grease deposits, oil, diesel fuel, or gasoline drippings, spilling, poor adhesion to the pavement material, vehicular damage, and normal wear. In the event that failures mentioned above occur, ensure corrective work is completed at no additional cost to the Department.

Ensure that stripes and segments of stripes are clean-cut and uniform. Markings that do not appear uniform or satisfactory, either during the day or night, or do not meet Specifications or become marred or damaged by traffic or from other causes, will be corrected at the Contractor's expense.

Sections of painted stripe, words, and symbols placed according to the Plans and Specifications and have dried so that paint will not be picked up or marred by vehicle tires will be accepted.

Obtain pavement marking retroreflectivity values with a 30 meter geometry retroreflectometer.

1. Correction of Alignment

When correcting a deviation that exceeds the permissible tolerance in alignment, do the following:

- a. Remove the affected portion of stripe, plus an additional 25 ft (8 m) in each direction in accordance with Section 656.
- b. Paint a new stripe according to these Specifications.

2. Removal of Excess Paint

Remove misted, dripped, or spattered paint to the Engineer's satisfaction. Do not damage the underlying pavement during removal.

Refer to the applicable portions of Section 656.

**B. Initial Retroreflectivity**

1. Longitudinal Lines

Within 30 days of installation, ensure the in-place markings meet the following minimum reflectance values:

a. Standard Polyurea Traffic Material

	White	Yellow
Dry (ASTM E 1710)	600 mcd/lux/m <sup>2</sup>	400 mcd/lux/m <sup>2</sup>

b. Wet Weather Polyurea Traffic Material

	White	Yellow
Dry (ASTM E 1710)	600 mcd/lux/m <sup>2</sup>	400 mcd/lux/m <sup>2</sup>
Wet recovery (ASTM E 2177)	250 mcd/lux/m <sup>2</sup>	200 mcd/lux/m <sup>2</sup>

For each center line, edge line, and skip line, measure retroreflectivity 9 times for each mile; 3 times within the first 500 ft (152 m), 3 times in the middle, and 3 times within the last 500 ft (152 m). For projects less than one mile in length, measure retroreflectivity 9 times as above.

Record all retro reflectivity measurements on the form OMR CVP 66 in SOP 39.

2. Messages, Symbols, and Transverse Lines

Within 30 days of installation, ensure the in-place markings when tested according to ASTM E 1710 meet the following minimum reflectance value of 275 mcd/lux/m<sup>2</sup>.

Perform at a minimum, one retroreflectivity measurement at one message, one symbol and one transverse line per intersection. Take one measurement per mile for locations other than intersections (i.e. school messages, railroad messages, bike symbols etc.)

**C. Six Month Retroreflectivity (Longitudinal Lines)**

Maintain the following minimum reflectance values for 180 days after installation:

1. Standard Polyurea Traffic Material

	White	Yellow
Dry (ASTM E 1710)	600 mcd/lux/m <sup>2</sup>	400 mcd/lux/m <sup>2</sup>

2. Wet Weather Polyurea Traffic Material

	White	Yellow
Dry (ASTM E 1710)	600 mcd/lux/m <sup>2</sup>	400 mcd/lux/m <sup>2</sup>
Wet recovery (ASTM E 2177)	250 mcd/lux/m <sup>2</sup>	200 mcd/lux/m <sup>2</sup>

Retest the in-place markings according to [Subsection 658.3.04.B.1](#) 180 days after installation to ensure these minimum retroreflectance values are maintained.

**Note: The Contractor is responsible for retroreflectivity testing. Furnish initial test results to the Engineer within 30 days of application. Furnish 6 month test results to the Engineer within 180 days of application or prior to final acceptance, whichever comes first.**

#### **D. Thickness**

Check the thicknesses on all skip lines, edge lines and center lines by placing durable tape, film, or metal plate of known and uniform thickness on an area to be striped. After the striper has passed over, remove the sample and measure the thickness with calipers or a micrometer.

For each center line, edge line, and skip line, measure thickness above the pavement 3 times for each mile; once within the first 500 ft (152 m), once in the middle, and once within the last 500 ft (152 m). For projects less than one mile in length, measure the thickness above the pavement 3 times.

Record thickness measurements on the form OMR CVP 66 in SOP 39.

Submit results to Engineer.

#### **E. Corrective Work**

For each mile section, if polyurea traffic stripe fails to meet Plan details or Specifications or deviates from stated dimensions, correct it at no additional cost to the Department. If removal of pavement markings is necessary, perform it according to [Section 656](#) and place it according to this Specification. No additional payment will be made for removal and replacement of unsatisfactory striping. Ensure corrective work is completed at no additional cost to the Department. Perform testing according to this Specification. Any retest due to failures will be performed at no additional cost to the Department. Furnish all test reports to the Department.

**Retroreflectivity and Thickness Longitudinal Line Deficiency:** A deficiency will ensue when two or more Location Average results as recorded on form OMR CVP 66 within a One-Mile Section do not meet the performance criteria herein. The entire line within this one mile section will be determined to be deficient. If the evaluated section is less than 1.0 mile, a single Location Average result not meeting the performance criteria herein will result in the entire line to be determined to be deficient.

**Retroreflectivity Transverse Markings and Symbol Deficiency:** A single Location Average result on the marking or symbol not meeting the performance criteria herein will result in the marking or symbol to be determined to be deficient.

#### **658.3.05 Verification**

See SOP 39.

#### **658.4 Measurement**

When traffic stripe is paid for by the square yard (meter), the number of square yards (meters) painted is measured and the space between stripes is included in the overall measurement.

Linear measurements are made on the painted surface by an electronic measuring device attached to a vehicle. On curves, chord measurements, not exceeding 100 linear feet (30 linear meters), are used.

Traffic stripe and markings, complete in place, are measured and accepted for payment as follows:

##### **A. Solid Traffic Stripe**

Solid traffic stripe is measured by the linear foot (meter), linear mile (kilometer), or square yard (meter). Breaks or omissions in solid lines or stripes at street or road intersections are not measured.

## B. Skip Traffic Stripe

Skip traffic stripe is measured by the gross linear foot (meter) or gross linear mile (kilometer). Unpainted spaces between the stripes are included in the overall measurements if the Plan ratio of 1 to 3 remains uninterrupted. Measurement begins and ends on a stripe.

## C. Pavement Markings

Pavement markings, words and symbols completed according to Plan dimensions are measured by the unit.

### 658.5 Payment

Payment will be full compensation for the work under this Section, including the following:

- Cleaning and preparing surfaces
- Furnishing materials, including paints, beads, and thinners
- Applying, curing, and protecting paints
- Protecting traffic, including providing and placing necessary warning signs
- Furnishing tools, machines, and other equipment necessary to complete the Item

Payment will be made under:

Item No. 658	Solid polyurea traffic stripe, _____ in (mm), (color)	Per linear mile (kilometer)
Item No. 658	Skip polyurea traffic stripe, _____ in (mm), (color)	Per gross linear mile (kilometer)
Item No. 658	Solid polyurea traffic stripe, _____ in (mm), (color)	Per linear foot (meter)
Item No. 658	Skip polyurea traffic stripe, _____ in (mm), (color)	Per gross linear foot (meter)
Item No. 658	Polyurea pavement markings, words, and symbols, (color)	Per each
Item No. 658	Polyurea traffic stripe, _____ in (mm), (color)	Per square yard (meter)
Item No. 658	Wet weather solid polyurea traffic stripe, _____ in (mm), (color)	Per linear mile (kilometer)
Item No. 658	Wet weather skip polyurea traffic stripe, _____ in (mm), (color)	Per gross linear mile (kilometer)
Item No. 658	Wet weather solid polyurea traffic stripe, _____ in (mm), (color)	Per linear foot (meter)
Item No. 658	Wet weather skip polyurea traffic stripe, _____ in (mm), (color)	Per gross linear foot (meter)
Item No. 658	Wet weather polyurea pavement markings, words, and symbols, (color)	Per each
Item No. 658	Wet weather polyurea traffic stripe, _____ in (mm), (color)	Per square yard (meter)

Office of Materials & Research



# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## SUPPLEMENTAL SPECIFICATION

### Section 666—Vertical Drainage Wicks

*Delete Subsection 666.2 and substitute the following:*

#### 666.2 Materials

##### A. Drain Fabrication

Ensure the following:

- Use drainage wicks consisting of a band-shaped plastic case, permitting continuous vertical drainage, wrapped in a filter jacket, installed in the ground by displacement methods, and spaced and arranged as shown on the Plans. Ensure drainage wicks are a prefabricated type consisting of a plastic drainage core encased in or integrated with a nonwoven polyester filter jacket. Use a band-shaped drain with an aspect ratio (width divided by thickness) not exceeding 50. Ensure the jacket allows free passage of pore water to the core without loss of soil material or piping. Ensure the core provides continuous vertical drainage.
- Ensure the assembled drains are resistant to wet rot, mildew, bacterial action, insects, salts, acids, alkalis, solvents, or any other ingredients in the site groundwater harmful to the drains. Use drains free from defects, rips, holes or flaws.
- Ensure the filter jacket is capable of resisting all bending, puncturing, and tensile forces imposed during installation and during the design life of the drain. Use a jacket material resistant to localized damage (e.g., punching through the filter by sand or gravel particles) and sufficiently rigid to withstand lateral earth pressures due to embedment and surcharge so the vertical flow capacity through the core will not be adversely affected. Ensure the jacket material is sufficiently flexible to bend smoothly during installation and induced consolidation settlement without damage, and will not undergo cracking or peeling during installation of the drain.
- Ensure the core is a continuous plastic material fabricated to promote drainage along the axis of the vertical drain.

##### B. Physical Properties

Ensure that the drain meets minimum requirements according to the following:

		Filter
Breaking Load	ASTM D 4632	30 lbs/in width (5 N/mm width)
Mullenburst	ASTM D 751	85 lbs/in <sup>2</sup> (585 kPa)
Elmendorf Tear	ASTM D 1424	200 grams
Permeability Coefficient		1x10 <sup>-4</sup> in/sec (3x10 <sup>-3</sup> mm/s)

#### 666.2.01 Delivery, Storage, and Handling

##### A. Drain Protection

Ensure that the drain is wrapped in burlap or a similar heavy-duty covering during shipment and storage.

##### B. Storage Protection

Protect the storage area from sunlight, mud, dirt, dust, debris, and detrimental substances.

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Date: November 1, 2002  
First Use Date January 1, 2003  
Revised April 27, 2004  
First Use Date June 1, 2004  
Revised October 31, 2005  
Revised October 23, 2008  
Revised December 14, 2010  
Revised April 15, 2011

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### SPECIAL PROVISION

#### Section 700—Grassing

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*Delete Section 700 and substitute the following:*

##### **700.1 General Description**

This work includes preparing the ground, furnishing, planting, seeding, fertilizing, sodding, and mulching disturbed areas within the Right-of-Way limits and easement areas adjacent to the right-of-way as shown on the Plans except as designated by the Engineer to remain natural.

##### **700.1.01 Definitions**

General Provisions 101 through 150.

##### **700.1.02 Related References**

###### **A. Standard Specifications**

[Section 160—Reclamation of Material Pits and Waste Areas](#)

[Section 163—Miscellaneous Erosion Control Items](#)

[Section 718—Wood Fiber](#)

[Section 822—Emulsified Asphalt](#)

[Section 882—Lime](#)

[Section 890—Seed and Sod](#)

[Section 891—Fertilizers](#)

[Section 893—Miscellaneous Planting Materials](#)

[Section 895—Polyacrylamide](#)

###### **B. Referenced Documents**

[QPL 33](#)

[QPL 84](#)

##### **700.1.03 Submittals**

Submit manufacturer's product expiration date along with written instructions to ensure proper application, safety, storage, and handling of Polyacrylamide products used in The Work.

## Section 700—Grassing

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### 700.2 Materials

Use materials that meet the requirements of the following Specifications:

Material	Section
Wood Fiber Mulch	<a href="#">718.2</a>
Agricultural Lime	<a href="#">882.2.01</a>
Seed	<a href="#">890.2.01</a>
Sod	<a href="#">890.2.02</a>
Fertilizer	<a href="#">891.2.01</a>
Plant Topsoil	<a href="#">893.2.01</a>
Mulch	<a href="#">893.2.02</a>
Inoculants	<a href="#">893.2.04</a>
Tackifiers	<a href="#">QPL 33</a>
Anionic Polyacrylamide	<a href="#">QPL 84 &amp; Section 895</a>

#### A. Seeds

Whenever seeds are specified by their common names, use the strains indicated by their botanical names.

#### B. Water

Obtain the water for grassing from an approved source. Use water free of harmful chemicals, acids, alkalies, and other substances that may harm plant growth or emit odors. Do not use salt or brackish water.

#### C. Agricultural Lime

Agricultural lime rates will be based on a laboratory soil test report. The Contractor is responsible for ensuring the tests are performed by an approved laboratory. Provide a copy of test results to the Engineer. Refer to Section 882 Lime and GSP 18 of the Sampling and Testing Inspection manual for additional information on rates, use, handling and sampling procedures.

#### D. Fertilizer Mixed Grade

Fertilizer analysis and rates will be based on a laboratory soil test report. The Contractor is responsible for ensuring the tests are performed by an approved laboratory. Provide a copy of test results to the Engineer. Refer to Section 891 Fertilizer and GSP 18 of the Sampling and Testing Inspection manual for additional information on rates, use, handling and sampling procedures.

#### E. Mulch

Use straw or hay mulch according to [Subsection 700.3.05.G](#).

Use wood fiber mulch in hydroseeding according to [Subsection 700.3.05.F.1](#).

#### 700.2.01 Delivery, Storage, and Handling

General Provisions 101 through 150.

### 700.3 Construction Requirements

#### 700.3.01 Personnel

General Provisions 101 through 150.

#### 700.3.02 Equipment

Use grassing equipment able to produce the required results.

## Section 700—Grassing

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Never allow the grading (height of cut) to exceed the grassing equipment's operating range.

### A. Mulch Material Equipment

Use mulching equipment that uniformly cuts the specified materials into the soil to the required control depth.

### B. Hydroseeding Equipment

For hydroseeding equipment, see [Subsection 700.3.05.F](#).

### 700.3.03 Preparation

General Provisions 101 through 150.

### 700.3.04 Fabrication

General Provisions 101 through 150.

### 700.3.05 Construction

Follow the planting zones, planting dates, types of seed, seed mixtures, and application rates described throughout this Section. The Engineer has the authority to alter the planting dates as set forth by a period of 2 weeks. This 2-week period may be applied to either the beginning of the specified planting and/or to the end of the end of the specified planting season.

In general:

- Obtain the Engineer's approval before changing the ground cover type.
- Do not use annual rye grass seeds with permanent grassing.
- Follow the planting zones indicated on the [Georgia State Planting Zone Map](#), below.
- Sod may be installed throughout the year, weather permitting.
- For permanent grassing, apply the combined amounts of all seeds for each time period within each planting zone and roadway location listed in the [Seeding Table](#), below. Do not exceed the amounts of specified seed.



**NON-NATIVE GRASS SEEDING TABLE 1**  
(Temporary and Permanent Seed Types for Shoulders, Medians and Slopes 3:1 or Flatter)

Common Name	Botanical Name	Class/Type	Rate/Acre	Planting Zone	Planting Dates
Common Bermuda Grass (Hulled)	<i>Cynodon dactylon</i>	Required Permanent Grass	10 (11)	1	April 16 – August 31
Common Bermuda Grass (Unhulled)			10 (11)		
Common Bermuda Grass (Hulled)	<i>Cynodon dactylon</i>	Required Permanent Grass	10 (11)	2,3,4	April 1 – October 15
Common Bermuda Grass (Unhulled)			10 (11)		
Bahaia Grass	<i>Paspalum motatum</i>		10 (11)		
Rye Grass, Millet, Cereal Grass (Oats)	<i>Lolium penne spsp.</i> <i>Multiflorum,</i> <i>Echinochloa cursgalli,</i> <i>Avena sativa</i>	Temporary Grass	50 (56)	1	September 1- April 15
Rye Grass, Millet, Cereal Grass (Oats)	<i>Lolium penne spsp.</i> <i>Multiflorum,</i> <i>Echinochloa cursgalli,</i> <i>Avena sativa</i>	Temporary Grass	50 (56)	2,3,4	October 16- March 31

**NON-NATIVE SEEDING TABLE 2**

**(Temporary and Permanent Seed Types**

**for back slopes, fill slopes and areas which will not be subject**

**to frequent mowing, slopes steeper than 3:1)**

Common Name	Botanical Name	Class/Type	Rate/Acre	Planting Zone	Planting Dates
Interstate Lespedeza	<i>Lespedeza sericea</i>	Permanent Grass	50(56)	1,2	March 1 – August 31
Weeping Lovegrass	<i>Eragrostis curvula</i>	Temporary Grass	10(11)		
Interstate Lespedeza	<i>Lespedeza sericea</i>	Permanent Grass	75(84)	1,2	September 1- February 28
Tall Fescue	<i>Festuca arundinacea</i>	Temporary Grass	50(56)		
Interstate Lespedeza	<i>Lespedeza sericea</i>	Permanent Grass	50(56)	3,4	April 1 – October 31
Weeping Love Grass	<i>Eragrostis curvula</i>	Temporary Grass	10(11)		
Interstate Lespedeza	<i>Lespedeza sericea</i>	Permanent Grass	50(56)	3,4	November 1 – March 31
Weeping Love Grass	<i>Eragrostis curvula</i>	Temporary Grass	10(11)		

### NATIVE GRASS SEEDING TABLE 3

#### For Non-mowable Slopes or Areas Designated as Permanent Native Grass Plots.

Plant native seed mixes on back slopes, fill slopes and areas which will not be subject to frequent mowing (slopes steeper than 3:1).

Common Name	Botanical Name	Class/Type	Rate/Acre	Planting Zone	Planting Dates
Canada Wild Rye	<i>Elymus canadensis</i>	Cool Season	Minimum 2 (2)	1,2,3,4	October 31 - March 31
Virginia Wild Rye	<i>Elymus virginicus</i>	Cool Season	Minimum 2 (2)	1,2,3,4	October 31 - March 31
Bottle-brush Grass	<i>Hystrix patula</i>	Cool Season	Minimum 2 (2)	1,2,3,4	October 31 - March 31
Little Bluestem	<i>Schizachyrium scoparium</i> ( <i>Andropogon scoparius</i> )	Warm Season	Minimum 2 (2)	1,2,3,4	March 31- August 31
Indiangrass	<i>Sorghastrum nutans</i>	Warm Season	Minimum 2 (2)	1,2,3,4	March 31- August 31
Eastern Gama Grass	<i>Tripsacum dactyloides</i>	Warm Season	Minimum 2 (2)	1,2,3,4,1,2,3,4	March 31- August 31
Rice Cut Grass	<i>Leersia oryzoides</i>	Warm Season	Minimum 2 (2)	1,2,3,4	March 31- August 31
Deertongue	<i>Panicum clandestinum</i>	Warm Season	Minimum 2 (2)	1,2,3,4	March 31- August 31
Switchgrass	<i>Panicum virgatum</i>	Warm Season	Minimum 2 (2)	1,2,3,4	March 31- August 31
Woolgrass	<i>Scirpus cyperinus</i>	Cool Season	Minimum 2 (2)	1,2,3,4	October 31 - March 31
River Oats	<i>Chasmanthium latifolium</i>	Cool Season	Minimum 2 (2)	1,2,3,4	October 31 - March 31
Purple Top	<i>Tridens flavus</i>	Warm Season	Minimum 2 (2)	1,2,3,4	March 31- August 31

See plan sheets/plant lists for detailed native seed mix combinations to be applied at a minimum rate total of 10 (11) lbs per acre (kg/hectare) for each combined mix. If the mix is not provided in the plan sheets, use a minimum of 3 species based on planting dates shown above.



**HERBACEOUS PLANT SEEDING TABLE 4**  
**(Approved for Riparian Mitigation or for Seed Mixes**  
**on Slopes Steeper than 3:1-Requiring Permanent Planting)**

Common name	Botanical name	Class/type	Rate/Acre	Planting Zone	Planting Dates
Joe Pye Weed	<i>Eupatorium fistulosum</i>	Herbaceous Pe	Minimum 2 (2)	1,2,3,4	September 1 – May 1
Ironweed	<i>Vernonia novaboracensis</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	March 1 - August 31,
White snakeroot	<i>Ageratina altissima (Eupat rugosum)</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Swamp milkweed	<i>Asclepias incarnata</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	March 1 - August 31,
Frost aster	<i>Aster pilosus (Symphyotrich)</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Partridge pea	<i>Chamaecrista fasciculata ( fasciculata)</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	March 1 - August 31,
Lance-leaf coreopsis	<i>Coreopsis lanceolata</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Tall coreopsis	<i>Coreopsis tripteris</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Boneset	<i>Eupatorium perfoliatum</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Sneezeweed	<i>Helenium autumnale</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Swamp sunflower	<i>Helianthus angustifolius</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	March 1 - August 31,
Fringed loosestrife	<i>Lysimachia ciliata</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Wild bergamot	<i>Monarda fistulosa</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Mountain mint	<i>Pycnanthemum tenuifolium</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Black-eyed susan	<i>Rudbeckia hirta</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Goldenrod	<i>Solidago nemoralis</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	September 1 – May 1
Butterfly Weed	<i>Aesclepias tuberosa</i>	Herbaceous Perennial	Up to 10(11)	1,2,3,4	March 1 - August 31,

For riparian mitigation, use Table 4 for approved riparian herbaceous seed types in combination with Table 3 of native grass seeds..Riparian seed mixes should incorporate a mix of 60% native grass types (see Table 3) and 40% native herbaceous types (see Table 4) applied at a minimum rate total of 10 (11) lbs per acre (kg/hectare) for each combined mix.

**TABLE 5: TEMPORARY GRASS - SPECIES, SEEDING RATES AND PLANTING DATES**

Species	Rates per 1000 sq. ft.	Rates per Acre	Planting Date By Zone		
			1 & 2	2	3 & 4
Rye (Grain)	3.9 lbs	168 lbs	8/1 - 11/30	8/15 - 12/1	9/1 - 2/28
Ryegrass	0.9 lbs	40 lbs	8/1 - 11/30	9/1 - 12/15	9/15 - 1/1
Rye & Annual Lespedeza	0.6 lbs 0.6 lbs	28 lbs 24 lbs	3/1 - 4/1	2/1 - 3/1	2/1 - 3/1
Weeping Lovegrass	0.1 lbs	4 lbs	3/15 - 6/15	3/15 - 7/15	3/15 - 7/15
Sudangrass	1.0 lbs	60 lbs	4/1 - 8/31	4/1 - 8/31	3/15 - 8/1
Browntop Millet	1.1 lbs	50 lbs	4/1 - 6/30	4/1 - 7/15	4/1 - 7/15
Wheat	3.9 lbs	168 lbs	9/1 - 12/31	9/1 - 12/31	9/15 - 1/31

When stage construction or other conditions prevent completing a roadway section continuously, apply temporary grassing to control erosion. Temporary grassing is used to stabilize disturbed areas for more than sixty (60) calendar days. Temporary grass may be applied any time of the year, utilizing the appropriate seed species and application rate as shown in the chart above. Apply mulch to areas planted in temporary grass at the rate of  $\frac{3}{4}$  inch to 1.5 inches. Do not place slope mats on areas planted in temporary grass.

### A. Ground Preparation

Prepare the ground by plowing under any temporary grass areas and preparing the soil as follows:

1. Slopes 3:1 or Flatter

On slopes 3:1 or flatter, plow shoulders and embankment slopes to between 4 in and 6 in (100 mm and 150 mm) deep.

Plow front and back slopes in cuts to no less than 6 in (150 mm) deep. After plowing, thoroughly disk the area until pulverized to the plowed depth.

2. Slopes Steeper Than 3:1

Serrate slopes steeper than 3:1 according to Plan details when required.

On embankment slopes and cut slopes not requiring serration (sufficient as determined by the Engineer), prepare the ground to develop an adequate seed bed using any of the following methods as directed by the Engineer:

- Plow to a depth whatever depth is practicable.
- Use a spiked chain.
- Walk with a cleated track dozer.
- Scarify.

Disking cut slopes and fill slopes is not required.

3. All Slopes

a. Obstructions

Remove boulders, stumps, large roots, large clods, and other objects that interfere with grassing or may slide into the ditch.

b. Topsoil

Spread topsoil stockpiled during grading evenly over cut and fill slopes after preparing the ground.

Push topsoil from the top over serrated slopes. Do not operate equipment on the face of completed serrated cuts.

4. Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas

For Permanent Grassing in riparian areas, stream restoration areas, and wetland and stream mitigation areas, provide the minimum ground preparation necessary to provide seed to soil contact. Riparian areas may also be seeded using the no-till method. The no-till method is defined by planting permanent grass seeds using a drill-type seeder over existing vegetation without plowing or tilling soil. Ensure that existing vegetation is less than 3 inches in height (this may be achieved by mowing or using a mechanical string trimmer).

### B. Grassing Adjacent to Existing Lawns

When grassing areas adjacent to residential or commercial lawns, the Engineer shall change the plant material to match the type of grass growing on the adjacent lawn. The Contract Unit Price will not be modified for this substitution.

### C. Temporary Grassing

Apply temporary grassing according to [Subsection 163.3.05.F](#). Determine lime requirements by a laboratory soil test. Refer to seeding Table 5 for species, amounts of seed and planting dates.

In March or April of the year following planting and as soon as the weather is suitable, replace all areas of temporary grass with permanent grass by plowing or overseeding using the no-till method. If the no-till method is used, ensure that temporary grass is less than 3 inches in height (this may be achieved by mowing). Additional mulch will be required only if the temporary grass does not provide adequate mulch to meet the requirements of [Subsection 700.3.05.G, “Mulching.”](#)

Temporary grass, when required, will be paid for according to [Section 163](#).

Projects that consist of asphalt resurfacing with shoulder reconstruction and/or shoulder widening: Type II Wood Fiber Blanket is used to stabilize disturbed areas, no till seeding will be used when permanent grassing is applied and the areas will not be re-disturbed.

### D. Applying Agricultural Lime and Fertilizer Mixed Grade

Apply and mix lime and fertilizer as follows:

#### 1. Agricultural Lime

Uniformly spread agricultural lime on the ground at the approximate rate determined by the laboratory soil test.

A. Agricultural Lime may be used as filler material in mixed grade fertilizer in lieu of inert material. The use of agricultural lime as filler material is to be shown on the fertilizer bag or invoice from the supplier. Do not deduct any amount of fertilizer when lime is used as filler.

#### 2. Fertilizer Mixed Grade

Uniformly spread the fertilizer selected according to [Subsection 700.2.D](#) over the ground or by use of hydroseeding. For bid purposes base estimated quantities on an initial application of 400 lb/acre of 19-19-19.

#### 3. Mixing

Before proceeding, uniformly work the lime and fertilizer into the top 4 in (100 mm) of soil using harrows, rotary tillers, or other equipment acceptable to the Engineer.

On cut slopes steeper than 3:1, other than serrated slopes, reduce the mixing depth to the maximum practical depth as determined by the Engineer.

Omit mixing on serrated slopes.

#### 4. Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas

Omit the application of lime and fertilizer within riparian areas.

### E. Seeding

Prepare seed and sow as follows:

#### 1. Inoculation of Seed

Inoculate each kind of leguminous seed separately with the appropriate commercial culture according to the manufacturer's instructions for the culture.

When hydroseeding, double the inoculation rate.

Protect inoculated seed from the sun and plant it the same day it is inoculated.

#### 2. Sowing

Weather permitting, sow seed within 24 hours after preparing the seed bed and applying the fertilizer and lime.

Sow seed uniformly at the rates specified in the seeding tables. Use approved mechanical seed drills, rotary hand seeders, hydroseeding equipment, or other equipment to uniformly apply the seed. Do not distribute by hand.

To distribute the seeds evenly sow seed types separately, except for similarly sized and weighted seeds. They may be mixed and sown together.

Do not sow during windy weather, when the prepared surface is crusted, or when the ground is frozen, wet, or otherwise non-tillable.

#### 3. Overseeding

Temporary grass areas that were prepared in accordance with [Subsection 700.3.05.A](#), may be overseeded using the no-till method. The no-till method is defined by planting permanent grass seeds using a drill-type seeder over existing temporary grass without plowing or tilling soil and in accordance with [Subsection 700.3.05.C](#).

#### 4. Riparian Seed Mix shall be used when specified in the Plans. A mix of at least three (3) species from Seeding Table 3 (Native Grasses) and at least two (2) species from Seeding Table 4 (Approved Riparian Mitigation - Herbaceous Plants). The seed, shall be applied as Permanent Grassing within those areas designated on the Plans. The kinds of seed, shall be used according to the appropriate Planting Dates given in the tables.

### F. Hydroseeding

Hydroseeding may be used on any grassing area. Under this method, spread the seed, fertilizer, and wood fiber mulch in the form of a slurry. Seeds of all sizes may be mixed together. Apply hydroseeding as follows:

1. Use wood fiber mulch as a metering agent and seed bed regardless of which mulching method is chosen. Apply wood fiber mulch at approximately 500 lbs/acre (560 kg/ha).
2. Prepare the ground for hydroseeding as for conventional seeding in [Subsection 700.3.05.A](#).
3. Use specially designed equipment to mix and apply the slurry uniformly over the entire seeding area.
4. Agitate the slurry mixture during application.
5. Discharge slurry within one hour after being combined in the hydroseeder. Do not hydroseed when winds prevent an even application.
6. Closely follow the equipment manufacturer's directions unless the Engineer modifies the application methods.
7. Mulch the entire hydroseeded area according to [Subsection 700.3.05.F.1](#), above, and [Subsection 700.3.05.G](#), below.
8. Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas may be hydroseeded. When hydroseeding in these areas only use water, seed and wood fiber mulch.

### G. Mulching

Except as noted in [Subsection 700.3.05.B](#) and [Subsection 700.3.05.C](#), apply mulch immediately after seeding areas as follows:

Areas with permanent grass seed and covered with slope mats or blankets will not require mulch.

Evenly apply straw or hay mulch between 3/4 in and 1-1/2 in (20 mm and 40 mm) deep, according to the texture and moisture content of the mulch material.

Mulch shall allow sunlight to penetrate and air to circulate as well as shade the ground, reduce erosion, and conserve soil moisture. If the type of mulch is not specified on the Plans or in the Proposal, use any of the following as specified.

#### 1. Mulch with Tackifier

Apply mulch with tackifier regardless of whether using ground or hydroseeding equipment for seeding.

- a. Mulch uniformly applied manually or with special blower equipment designed for the purpose. When using a blower, thoroughly loosen baled material before feeding it into the machine so that it is broken up.
- b. After distributing the mulch initially, redistribute it to bare or inadequately covered areas in clumps dense enough to prevent new grass from emerging (if required).

Do not apply mulch on windy days.

- c. Apply enough tackifier to the mulch to hold it in place. Immediately replace mulch that blows away.

If distributing the mulch by hand, immediately apply the tackifier uniformly over the mulched areas.

- Tackifier: Use a tackifier listed in the Laboratory Qualified Products Manual shall be used at the manufacturer's recommended rates.

#### 2. Walked-in-Mulch

Apply walked-in-mulch on slopes ranging in steepness from 5:1 to 2:1 and treat as follows:

- a. Immediately walk it into the soil with a cleated track dozer. Make dozer passes vertically up and down the slope.
- b. Where walked-in-mulch is used, do not roll or cover the seeds as specified in [Subsection 700.3.05.E.3](#).

3. Apply only wheat straw mulch on Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas after they have been seeded. The wheat straw mulch is to be applied with a maximum thickness of 1 inch.

### H. Sod

Furnish and install sod in all areas shown on the Plans or designated by the Engineer.

#### 1. Kinds of Sod

Use only Common Bermudagrass (Cynodon dactylon) or one of the following Bermudagrass varieties:

Tifway 419  
Tifway II  
Tift 94  
Tifton 10  
Midlawn  
Midiron  
GN-1  
Vamont

No dwarf Bermuda types shall be used. Sod shall be nursery-grown and be accompanied with a Georgia Department of Agriculture Live Plant License Certificate or Stamp. Sod shall consist of live, dense, well-rooted material free of weeds and insects as described by the Georgia Live Plant Act.

#### 2. Type And Size Of Sod:

Furnish either big roll or block sod. Ensure that big roll sod is a minimum of 21 inches wide by 52 feet long. Minimum dimensions for block sod are 12 inches wide by 22 inches long. Ensure all sod consists of a uniform soil thickness of not less than 1 inch.

#### 3. Ground Preparation

Excavate the ground deep enough and prepare it according to [Subsection 700.3.05.A](#) to allow placing of sod. Spread soil, meeting the requirements of [Subsection 893.2.01](#), on prepared area to a depth of 4 inches.

#### 4. Application Of Lime And Fertilizer

Apply lime and fertilizer according to [Subsection 700.3.05.D](#) within 24 hours prior to installing sod.

#### 5. Weather Limitation

Do not place sod on frozen ground or where snow may hinder establishment.

#### 6. Install Sod

Install Sod as follows:

- Place sod by hand or by mechanical means so that joints are tightly abutted with no overlaps or gaps. Use soil to fill cracks between sod pieces, but do not smother the grass.
- Stake sod placed in ditches or slopes steeper than 2:1 or any other areas where sod slipping can occur.
- Use wood stakes that are at least 8 in (200 mm) in length and not more than 1 in (25 mm) wide.
- Drive the stakes flush with the top of the sod. Use a minimum of 8 stakes per square yard (meter) to hold sod in place.
- Once sod is placed and staked as necessary, tamp or roll it using adequate equipment to provide good contact with soil.
- Use caution to prevent tearing or displacement of sod during this process. Leave the finished surface of sodded areas smooth and uniform.

#### 7. Watering Sod

After the sod has been placed and rolled or tamped, water it to promote satisfactory growth. Additional watering will be needed in the absence of rainfall and during the hot dry summer months. Water may be applied by Hydro Seeder, Water Truck or by other means approved by the Engineer.

#### 8. Dormant Sod

Dormant Bermuda grass sod can be installed. However, assume responsibility for all sod through establishment and until final acceptance.

#### 9. Establishment

## Section 700—Grassing

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Sod will be inspected by the Engineer at the end of the first spring after installation and at the time of Final Inspection. Replace any sod that is not live and growing. Any cost for replacing any unacceptable sod will be at the Contractor's expense.

### **I. Application of Nitrogen**

Apply nitrogen at approximately 50 lbs/acre (56 kg/ha) when specified by the Engineer after plants have grown to 2 inches (50 mm) in height.

One application is mandatory and must be applied before Final Acceptance.

Apply nitrogen with mechanical hand spreaders or other approved spreaders capable of uniformly covering the grassed areas. Do not apply nitrogen on windy days or when foliage is damp.

Do not apply nitrogen between October 15 and March 15 except in Zone 4.

1. Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas

Do not apply nitrogen to these areas.

### **I. Application of Polyacrylamide (PAM)**

1. Prepare soil according to project Plans and Specifications prior to applying PAM.
2. Apply PAM according to manufacturer's recommendations and the requirements listed herein.
3. Apply Polyacrylamide (PAM) to all areas that receive permanent grassing.
4. Apply PAM (powder) before grassing or PAM (emulsion) to the hydroseeding operation.
5. Use only anionic PAM.
6. Ensure that the application method provides uniform coverage to the target and avoids drift to non-target areas including waters of the state.
7. Achieve > 80% reduction in soil loss as measured by a rainfall simulator test performed by a certified laboratory (1 hour storm duration, 3 inches (75 mm) rainfall per hour).
8. Ensure uniform coverage to the target area and minimize drift to non-target areas. Apply anionic PAM to all cut and fill slopes, permanently grassed or temporarily grassed, either prior to grassing or in conjunction with hydroseeding operations. Mulch will not be eliminated.
9. Use application rates in accordance with manufacturer's instructions.
10. Do not exceed 200 lbs/acre/year (224 kg/ha/year).
11. Do not include polyacrylamide when planting in Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas

### **700.3.06 Quality Acceptance**

The Engineer may require replanting of an area that shows unsatisfactory growth for any reason at any time.

Except as otherwise specified or permitted by the Engineer, prepare replanting areas according to the Specifications as if they were the initial planting areas. Use a soil test or the Engineer's guidance to determine the fertilizer type and application rate, then furnish and apply the fertilizer.

### **700.3.07 Contractor Warranty and Maintenance**

#### **A. Plant Establishment**

Before Final Acceptance, provide plant establishment of the specified vegetation as follows:

1. Plant Establishment  
Preserve, protect, water, reseed or replant, and perform other work as necessary to keep the grassed areas in satisfactory condition.
2. Watering  
Water the areas during this period as necessary to promote maximum growth.

## Section 700—Grassing

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### 3. Mowing

Mow seeded areas of medians, shoulders, and front slopes at least every 6 months. Avoid damaging desirable vegetation.

In addition, mow as necessary to prevent tall grass from obstructing signs, delineation, traffic movements, sight distance, or otherwise becoming a hazard to motorists.

Do not mow lespedezas or tall fescue until after the plants have gone to seed.

### 4. Do not mow riparian areas, stream restoration areas, or wetland and stream mitigation areas after planting.

## B. Additional Fertilizer Mixed Grade

Apply fertilizer based on the initial soil test report at half the recommended rate each spring after initial plant establishment. For bid purposes apply 200 lbs/acre of 19-19-19. Continue annual applications until Final Acceptance. This additional fertilizer will be measured and paid for at the Contract Unit Price for fertilizer mixed grade.

Do not apply additional fertilizer to Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas.

## C. Growth and Coverage

Provide satisfactory growth and coverage, ensuring that vegetation growth is satisfactory with no bare spots larger than 1 ft<sup>2</sup> (0.1 m<sup>2</sup>). Bare spots shall comprise no more than 1 percent of any given area. An exception is given for seed not expected to have germinated and shown growth at that time.

For wetland and stream mitigation areas, survival rates shall be 80% of typical required growth and coverage.

## D. Permissible Modifications

When all Items of the work are ready for Final Acceptance except for newly planted repaired areas or other areas with insufficient grass, the Contractor may fill the eroded areas or treat bare areas with sod obtained, placed, and handled according to [Subsection 700.3.05.H](#).

Carefully maintain the line and grade established for shoulders, front slopes, medians, and other critical areas.

Sod as described above will not be paid for separately, but will be an acceptable substitute for the satisfactory growth and coverage required under this Specification. These areas treated with sod are measured for payment under the Item for which the sod is substituted.

## 700.4 Measurement

### A. Permanent Grassing

Permanent Grassing will be measured for payment by the acre (hectare).

### B. Mulches

Straw or hay mulch applied to permanent grassing areas will be measured by the ton (megagram). Wood fiber mulch furnished by the Contractor for permanent grassing is not measured for separate payment.

### C. Quantity of Sod

Sod is measured for payment by the number of square yards (meters) , surface measure, completed and accepted.

### D. Water

Water furnished and applied to promote a satisfactory growth is not measured for payment.

### E. Quantity of Lime and Fertilizer Mixed Grade

Lime and fertilizer are measured by the ton (megagram). Lime used as a filler in fertilizer is measured by the ton (megagram).

### F. Quantity of Nitrogen Used for Permanent Grassing

Nitrogen is measured in pounds (kilograms) based on the weight of fertilizer used and its nitrogen content.



## Section 700—Grassing

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### G. Replanting and Plant Establishments

No measurement for payment is made for any materials or work required under [Subsection 700.3.06](#) and [Subsection 700.3.07](#).

### H. Temporary Grass

Temporary grass is measured for payment by the acre (hectare) according to [Section 163](#).

### I. Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas

Riparian areas, Stream Restoration area, and Wetland and Stream Mitigation areas will be measured by the acre (hectare).

### 700.4.01 Limits

General Provisions 101 through 150.

## 700.5 Payment

As grassing and planting progress, the Contractor will receive full measurement and payment on regular monthly estimates provided the work complies with the Specifications.

### A. Permanent Grassing

Permanent grassing will be paid for at the Contract Price per acre (hectare), complete and in place. Payment is full compensation for preparing the ground, seeding, wood fiber mulch, polyacrylamide, and providing plant establishment, soil tests and other incidentals.

### B. Straw or Hay Mulch

Straw or hay mulch required for Permanent Grassing will be paid for according to [Section 163](#).

### C. Fertilizer Mixed Grade

Fertilizer mixed grade will be paid for at the Contract Price per ton (megagram). Payment is full compensation for furnishing and applying the material.

### D. Lime

Lime will be paid for at the Contract Price per ton (megagram). Lime used as filler in fertilizer will be paid for per ton (megagram). Payment is full compensation for furnishing and applying the material.

### E. Nitrogen

Nitrogen will be paid for at the Contract Price per pound (kilogram) of nitrogen content. Payment is full compensation for furnishing and applying the material.

### F. Sod

Sod will be paid by the square yard (meter) in accordance with the following schedule of payments. Payment is full compensation for ground preparation, including addition of topsoil, furnishing and installing live sod, and for Plant Establishment.

1. 70% of the Contract Price per square yard will be paid at the satisfactory completion of the installation.
2. 20% of the Contract Price will be paid upon satisfactory review of sod which is healthy, weed free and viable at the inspection made at the end of the first spring after installation.,.
3. 10% of the contract price will be paid upon satisfactory review of sod that is healthy, weed free and viable at the Final Acceptance.

### G. Temporary Grass

Temporary Grass will be paid for under [Section 163](#).

## Section 700—Grassing

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### H. Riparian Areas, Stream Restoration Areas, and Wetland and Stream Mitigation Areas

Riparian areas, Stream Restoration area, and Wetland and Stream Mitigation areas will be paid for at the Contract Price per acre (hectare), complete and in place. Payment is full compensation for preparing the ground, seeding, and providing plant establishment and other incidentals.

Payment will be made under:

Item No. 700	Permanent grassing	Per acre (hectare)
Item No. 700	Agricultural lime	Per ton (megagram)
Item No. 700	Fertilizer mixed grade	Per ton (megagram)
Item No. 700	Fertilizer nitrogen content	Per pound (kilogram)
Item No. 700	Sod	Per square yard (meter)
Item No. 700	Riparian, Stream Restoration, Wetland & Stream Mitigation	Per acre (hectare)

#### 700.5.01 Adjustments

General Provisions 101 through 150.

REVISED 4-15-11

**Georgia Department of Transportation**  
**State of Georgia**  
**Special Provision**

**Section 702—Vine, Shrub, and Tree Planting**

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**702.1 General Description**

This Work includes furnishing and planting vines, shrubs, trees and plants, treating regenerated areas, and environmental mitigation planting for riparian buffers and tidal marsh areas.

**702.1.01 Definitions**

General Provisions 101 through 150.

**702.1.02 Related References**

**A. Standard Specifications**

Section 108—Prosecution and Progress

Section 214—Mitigation Site Construction

Section 700—Grassing

Section 882—Lime

Section 891—Fertilizers

Section 893—Miscellaneous Planting Materials

**B. Referenced Documents**

Standardized Plant Names

ANSI A300 Part 1 Pruning Standards

ANSI Z60.1 American Standards for Nursery Stock

**702.1.03 Submittals**

**A. Certificates of Inspection**

Submit certificates of inspection with the invoice for each shipment of plants as required by law for transportation.

File certificates with the Engineer before the material is accepted. Plants may be rejected at the site regardless of Federal or State government inspections at the place of growth.

**B. Substitutions**

When both primary and alternate plants are specified, use the alternate only after providing written proof that the primary plants specified are not available. In this case a Supplemental Agreement is not required to use the alternate plants.

When a primary or an alternate plant cannot be furnished, provide the Engineer written proof that neither is available. A Supplemental Agreement is required for substitute plants in this case.

Use approved substitute plants, as designated by the Engineer, equal in value to specified plants. Request substitutions at least thirty (30) days before the end of the planting season in the area.

## 702.2 Materials

Ensure that materials meet the requirements of the following Specifications:

Material	Section
Water	700.2.B
Agricultural Lime	882.2.01
Fertilizers	891.2.01
Plant Topsoil	893.2.01
Landscape Mulch	893.2.02
Vines, Shrubs, Trees, and Miscellaneous Plants	893.2.03
Tree Paint	893.2.06
Prepared Plant Topsoil	893.2.07
Stakes	893.2.08
Organic Soil Additives	893.2.09

### A. Plant Specifications

Furnish plants according to the plant name and Specifications included on the plan sheets..

#### 1. Plant Names

Ensure that the botanical and common names of plants specified conform with the most current edition of Standardized Plant Names, as adopted by the American Joint Committee on Horticultural Nomenclature.

#### 2. Plants should be clearly labeled at the nursery. Labels should remain on the plants until inspected by the engineer. Grades

Ensure that plants meet the grade requirements of the most current American Nursery and Landscape Association ANSI Z60.1 and any other requirements.

Caliper used for establishing plant grades or trunk sizes is measured according to the American Nursery and Landscape Association ANSI Z60.1. Plant trees with straight stems and symmetrical branches according to their natural growth. Trees with broken or damaged terminal or main stems will be rejected. There shall be a single dominant leader to the top of the all large canopy shade trees. There can be a double leader in the top 10% of the tree height.

Trees should be rooting into the root ball so that soil or media remains intact and trunk and root ball move as one when lifted, but not root bound. The trunk should bend when gently pushed and should not be loose so it pivots at or below the soil line.

There shall be no roots greater than 1/10 diameter of the trunk circling more than one-third the way around in the top half of the root ball. Roots larger than this may be cut provided they are smaller than one-third the trunk diameter.

The leaf-bearing crown should be full and uniform. Leaves should show no evidence of chlorosis, necrosis, disease or insect infestation.

#### 3. Bare root seedlings

Use nursery-grown bare root seedlings which are a minimum of three (3) feet (1 meter) in height above the ground with a 1/4 inch (6.35mm) caliper, and a minimum primary root length of five inches (5) unless specified differently on the plan drawings.

Use approved substitute plants, as designated by the Engineer, equal in value to specified plants. Request substitutions at least 30 calendar days before the end of the planting season in the area.

## **B. Nursery Plants**

Unless otherwise specified, use plants stock-grown in a licensed nursery under intensive care and cultivation for at least one year. The largest branches of shade trees should be spaced at least 6 inches apart. The branch system shall be normally developed and free of disease, injurious insects, disfiguring knots, sun-scald, injuries, bark abrasions, dead or dry wood, broken terminal growth, or other disfigurements. Stems should show no evidence of die-back. Ensure that proper certificates of inspection and a complete list of the nursery growers accompany nursery grown plants. See Subsection 893.2.03.

## **C. Approval and Selection of Materials and Work**

Select materials and execute operations required under the Specifications and drawings with the approval of the Engineer. Remove rejected materials from the site promptly.

### **702.2.01 Delivery, Storage, and Handling**

#### **A. Bare-Rooted Plants**

Protect bare root plants from drying out until planted. Uncovered roots without moisture-loss gel coating shall be exposed to air no longer than 15 minutes.

#### **B. Balled and Burlapped Plants (B&B)**

1. Burlap shall be a natural biodegradable material. Do not use synthetic burlap.
2. Replace plants rejected because of broken or loose balls, or balls of less diameter than that specified.
3. Protect the roots of balled and burlapped plants from moisture loss, unless they are planted immediately after they are delivered.
4. Plants shall be harvested with the ball of earth in which they are growing intact.

#### **C. Container-Grown Plants**

Keep container-grown plants moist but well drained until planted. Handle plants by the container or soil ball and not by the top growth.

#### **D. Heeled-in Plants**

Properly maintain heeled-in plants until they are planted. Do not allow plants to remain heeled-in over the summer or for over 30 days without the Engineer's consent.

#### **E. Injury Prevention**

Injured plants will be rejected. Protect tops of shrubs and trees while in transit to prevent windburn.

#### **F. Live Willow Stake Material**

Live stakes shall be moistened, capable of rooting, without injury and stripped of all stems and leaves with a minimum of scarring. The stakes shall be from 5 to 8 feet (1.5m to 2.4m) in length with a basal end of 0.5 to 1.5 inches (1.27cm to 3.8cm) in diameter. The top ends shall be blunt and cut square and the butt ends angled.

## **702.3 Construction Requirements**

### **702.3.01 Personnel**

General Provisions 101 through 150.

### **702.3.02 Equipment**

General Provisions 101 through 150.

### **702.3.03 Preparation**

#### **A. Inspect Plant Material Before Digging**

The Engineer will inspect trees or plants from the bidder's source for acceptability and conformity to specification requirements for approval by the Engineer. When rejecting the trees or plants, the Engineer reserves the right to pursue and examine other sources of plants to find acceptable specimens. This change will not constitute an increase in cost to the State.

#### **B. Clear and Grub**

Clear and grub the planting area before planting or beginning to prepare the plant bed, unless noted differently on the plans. See Section 201.

#### **C. Prepare Plant Bed**

Prepare for planting as follows:

##### **1. Planting Limits**

Stake planting limits according to Plan details and the Engineer. Have the Engineer approve the method of plant identification before planting.

For median plantings, keep any woody plant a minimum of 3 feet (1m) from the edge of the plant bed to avoid vegetative growth into the roadway.

For stream buffers identified as "Stream Buffer", on plans, the plant species shall be planted in a random, intermixed manner throughout the entire planting area. At the edges of the planting zone, keep new plants a minimum of 8 feet (2.4m) from existing trees or permanent structures.

##### **2. Applications of Soil Additives**

- a. Apply fertilizer and lime to the plant bed according to the soil test report.
- b. Spread an organic soil additive, (See Subsection 893.2.09), evenly throughout the designated area to at least 2 in (50 mm) deep. Thoroughly dig it into the soil to at least 6 in (150 mm) deep using a rotary hoe type tiller or other equipment that evenly mixes the soil, lime, fertilizer, and organic soil additive.
- c. Till the area until the surface is smooth and free of weeds, roots, rocks, and other debris, to the satisfaction of the Engineer.
- d. If the planting area lies within a stream buffer, wetland, or marsh the addition of fertilizer or lime is prohibited.

### **702.3.04 Fabrication**

General Provisions 101 through 150.

### **702.3.05 Construction**

#### **A. Seasonal Limitations for Planting**

For geographic seasonal limitations, refer to the Planting Zones Map found in Subsection 700.3.05. Plant in Zones 1 and 2 between October 15 and March 15. Plant in Zones 3 and 4 between November 1 and January 1.

#### **B. Planting Operations**

Plant using the method called for on the details and plan sheets. Before beginning planting of each area, have available the necessary materials including prepared plant topsoil (see Subsection 893.2.07), water, stakes, and mulch. Plants shall be installed as straight/upright as possible. Any plants found to be leaning or broken will not be accepted or paid for by the engineer.

When seasonal limitations and weather conditions permit, continuously water, mulch, guy, provide tree guards, and stake as indicated on the plans and details until completing the last operation.

After completing planting, provide a method for retaining water adjacent to the plant according to the details shown on the Plans or as directed by the Engineer.

Protect marsh restoration areas from vehicles and machinery. Typical protective barriers are not to be used in tidal areas. Stakes that remain secure and are taller than the highest tide, flagged with highly visible flagging tape, are required to mark the area to be protected and off-limits for vehicles and machinery.

#### 1. Planting By the Pit Method

##### a. Placing Bare-Rooted Plants

Plant bare-rooted plants delivered to the pit area. Protect roots from drying out until placing them in the pit.

1. Center plants in pits and spread roots as they originally grew.
2. Cover and prepare the topsoil according to details shown on the Plans.

##### b. Placing Balled and Burlapped Plants

Immediately plant these plants after they are delivered to the pit site.

1. The pit diameter shall be a minimum of 3 times the diameter of the rootball. Center the ball in the prepared pit, leaving the top of the ball 1 in (25 mm) above the top of the ground for settlement.
2. Cut away and remove the top 1/3 of burlap from the rootball. Cut all ropes and twine, pull the nails, and drop the remaining burlap to the bottom of the hole. Cut away and remove all wire from the root ball.
3. Partially fill the pit with prepared plant topsoil and compact the soil enough to hold the ball firmly. Add mycorrhizal inoculant to plant topsoil if specified in plans.

##### c. Placing Container-Grown Plants

When the container is delivered to the pit site, split the container from top to bottom and carefully remove the plant.

1. The pit diameter shall be a minimum of 3 times the diameter of the rootball. Spread into the hole any major roots growing around the container or prune them to remove any circular growth.
2. Place the ball in the center of the prepared pit, leaving the top of the ball 1 in (25 mm) above the top of the ground for settlement.
3. Partially fill the pit with prepared plant topsoil and compact the soil enough to hold the ball firmly. Add mycorrhizal inoculant to plant topsoil if specified in plans.

##### d. Completing Pit Plantings

After placing pit plantings, water plants thoroughly the same day regardless of weather or soil moisture conditions.

1. After the water has soaked in, add prepared plant topsoil and compact firmly up to 2 in (50mm) below the adjacent ground.
2. Stop compacting when the compacted prepared topsoil is 2 in (50 mm) below the adjacent ground.
3. Fill the remainder of each pit with loose, prepared plant topsoil according to the details shown on the Plans.
4. Prepare the loose topsoil to retain water adjacent to the plant according to the Plans or as directed by the Engineer.

##### e. Live Stake Plantings

1. Plant live willow stakes at four (4) –foot (1.2m) intervals or as indicated on the drawings with the buds facing upward.
2. Eighty (80) percent of the stake shall be installed below ground, leaving twenty (20) percent extending above ground.
3. Stakes shall be placed deep enough to reach the water table during the dry season at an angle perpendicular to the slope.
4. Pack soil firmly around the hole after installation.

5. Install live willow (*Salix spp.*) stakes only in the dormant season, according to the planting details and landscape plan notes.
  6. Replace any live stakes that split during installation.
2. Planting using a Dibble, Hoedad, or Reinforced Planting Shovel for Bare Root Seedlings.
- Planting shall only be done when there is adequate moisture in the ground and when the ground is not frozen.
- Provide proper root positioning and contact with the soil, and eliminate all air pockets around roots. Roots of seedlings shall not be pinched or bent in a sideways or upturned direction.
- Each tree shall be inserted into the hole such that the root collar of the tree will be at ground level after backfilling is complete. Allowance for burying the root collar below ground level shall not exceed one-half inch in depth. In no case shall planting result in the root collar remaining above ground level. The soil back-filled around the root system shall be compacted sufficiently to support the sapling. Mow or use a string trimmer to a height of 1 in (25 mm) in the area designated for restoration.
- Grass the area designated for restoration with a riparian seed mix and apply wheat straw mulch to the area before planting seedlings.
- Plant within 48 hours after mowing or string trimming the site.
3. Restoration and enhancement of tidal marsh areas are subject to possible wave energy, requiring the use of a plant anchor for each plant. See planting plan sheets and details for plant anchor and anchoring descriptions.

### C. Landscape Mulching

1. For Pit Plantings
 

Follow these requirements when mulching for pit plantings:

  - a. Where the distance between plants is 8 ft (2.4 m) or less, spread mulch throughout and 3 ft (900 mm) beyond the outermost plants. Where plants are more than 8 ft (2.4 m) apart, apply mulch in a circular fashion around each plant, forming a ring 5 ft (1.5 m) in the outside diameter.
 

If plant pits are greater than 5 ft (1.5 m) in diameter, ensure that the mulch extends out to cover the berm as shown in the planting details on the Plans.
  - b. Apply mulch within 3 days of planting at least 4 in (100 mm) in depth to obtain a compacted depth of at least 3 in (75 mm).
 

Compaction occurs naturally. Check compaction at least two months after spreading and exposing the mulch to the elements.

If the compacted depth is less than 3 in (75 mm), apply additional mulch to deficient areas within 1 month following notification.
  - c. Apply mulch to a uniform depth and remove lumps for a neat appearance. Tuck mulch neatly against all paving edges, drainage structures, and where planting beds meet grassed areas.
  - d. Leave a 1 in (25 mm) to 2 in (50 mm) ring of non-mulched area directly around all tree trunks.
  - e. Do not mulch with Cypress Mulch.
2. For Plantings using a Dibble, Hoedad, or Reinforced Shovel
 

Apply landscape mulch according to Subsection 702.3.05.C.1 with the following exceptions:

  - a. Apply mulch before planting.
  - b. Use only wheat straw mulch in restoration areas.
  - c. Ensure that the mulch coverage is open enough to allow seed germination to take place and dense enough to conserve moisture in the seed bed.
3. For Stream Buffer Restoration Planting Areas wheat straw shall be the only types of mulch used.



4. Do not use mulch in a tidal marsh area.

#### **D. Wrapping**

Do not wrap the trunks of trees unless specified in the plans. When wrapping is specified, tightly wrap the trunks of deciduous trees over 1.25 in (32 mm) in caliper. Wrap in strip burlap or waterproof crepe tree wrapping paper or other approved materials.

1. Begin wrapping at the ground and extend spirally up and beyond the first rosette of branches with an overlap of one half the width of the wrapping material.
2. Tie the wrapping material securely with binder twine spaced every 12 in (300 mm) for the full length of the wrapping. Wrap immediately after planting.

#### **E. Staking and Guying**

1. Do not use staking and guying unless specified in the plans or details.
2. **Perimeter Staking**  
Place perimeter stakes 2 in x 2 in x 36 in (50 mm x 50 mm x 900 mm). Stake the perimeter of indicated regenerated areas within specified planting dates according to the Plans or as directed by the Engineer. Keep staking for tidal marsh areas secured with supports taller than the highest tide with highly visible flagging tape to mark the area as off-limits for vehicles and machinery.
3. **Vine, Shrub, and Miscellaneous Plant Staking**  
Use stakes to identify isolated vines, shrubs, and miscellaneous plants outside of solid mulched beds according to Plan details.
4. **Tree Staking and Guying**  
Stake trees using a system that will prevent trees from leaning or tilting and keep the root ball stable until the roots become anchored. The system should allow the top some movement and flexibility without damaging the tree.

#### **F. Pruning**

1. Prune plants on the site before planting and after initial inspection by the Engineer as needed for the health of the plant. Never prune severely to get plants to meet Specifications.
  - a. Follow ANSI A300 Part 1 standards and use approved tools designed for pruning.  
Lopping, topping, or shearing trees or shrubs is not permitted.
  - b. Prune back damaged, scarred, frayed, split, and skinned branches, limbs, and roots to live wood nearest to the next sound, outside lateral bud, branch, limb, or root.
  - c. Leave the terminal leaders or buds in trees intact.
  - d. Prune roots, when necessary, as directed by the Engineer.
  - e. Prune Crape Myrtles to maintain natural form only. Severely cutting back or stump pruning crape myrtles is not permitted. Remove sucker growth from Crape Myrtles.
  - f. Damaged, scarred, frayed, split and skinned branches, limbs and roots shall be pruned back to live wood nearest to the next viable outside lateral bud, branch, limb or root.

#### **G. Watering**

1. Apply water in a manner to prevent erosion. Water plants deeply and thoroughly at the time of planting. Water after applying fertilizer called for in Subsection 702.3.05.H and as necessary to maintain enough moisture to promote plant growth. Use water reservoir bags if specified in plans or details.
  - a. Apply enough water to wet the soil to a depth slightly below the roots. Direct the water to the ground around the plant, not the tops.
  - b. Do not allow plant foliage to dry out or plants to defoliate from lack of water. Remove plants in such condition from the site immediately. Apply supplemental watering to maintain vigorous growth and to keep plants moist and as directed by the Engineer.

- c. Apply water once per week throughout the planting season in which the plants are installed. Follow Subsection 702.3.07.B and 702.3.07.C for shrub and tree watering requirements throughout the life of the project.

## **H. Spring Application of Fertilizer**

### **1. Method and Rate of Application**

Follow these requirements when applying fertilizer in the spring:

#### **a. Trees**

Apply a slow-release fertilizer according to soil test results. Assume 8-12-12 with a rate of 1 cup (0.25 L) per caliper inch of tree for bidding purposes.

#### **b. Shrubs and vines**

Fertilize shrubs according to soil test results with a slow release fertilizer by spreading fertilizer around the base of the plant and working it into the soil by hand. Assume 6-12-12 with a rate of 0.5 cup (0.12 L) per foot of shrub height for bidding purposes.

#### **Bed Areas**

Spread fertilizer on bed areas (defined by method of planting in Subsection 702.3.05.B), over the mulch according to soil test results. Assume 3 lbs/100ft<sup>2</sup> of 6-12-12 for bidding purposes. Thoroughly water in the plants.

#### **c. Stream Buffer Areas**

**The addition of fertilizer or lime is prohibited within the stream buffer planting area.**

#### **d. Tidal March Areas**

**The addition of fertilizer or lime is prohibited within marsh areas.**

### **2. Time of Spring Fertilizer Application**

Apply fertilizer in the spring in Zones 1 and 2 (with reference to the Planting Zones specified in Subsection 702.3.05.A) between April 1 and April 15. Apply between March 15 and April 1 for Zones 3 and 4.

For late plantings, do not apply fertilizer less than 30 days after the plantings.

### **3. Additional Fertilizer**

Approximately one month after the spring fertilizer is applied; the Engineer will inspect planted areas and determine if an additional application of fertilizer is needed for any plant or group of plants.

If the Engineer determines additional fertilizer is required, apply fertilizer according to soil test results between June 15 and July 15th.

## **I. Tree Guards for Stream Buffer Saplings**

Each planted bare root, sapling-sized plant shall be fitted with a tree guard to protect the saplings from wildlife browsing. The tree guards shall be at least 36 inches tall, with appropriately sized wooden stakes or bamboo to securely support the tree guard [i.e., a 4-foot (1.2 meter) stake for a 36 inch (914.4 mm) guard]. Mesh tube-type tree guards are required. Vexar tubes, or equivalent, are to be used. All tree guards shall be removed from the saplings at final inspection.

## **J. Restoration and Cleanup**

Restore areas where existing grass has been damaged or scarred during planting operations at no expense to the Department. Restore the disturbed areas to their original conditions as directed by the Engineer. Clean up debris, spoil piles, and containers and leave the Project area clean.

Clean up and remove all debris, spoil piles, containers, water reservoirs, trash, etc. and leave the project area in an acceptable condition. Inspect all installed erosion control devices weekly and clean out or repair as required. Remove all erosion control devices at final acceptance unless otherwise instructed by the Engineer.

### **702.3.06 Quality Acceptance**

Preserve the plants in a healthy growing condition and keep plants moist, particularly during drought conditions (no rain for any two week period). The acceptability of the plant material planted and maintained as specified will be determined at the end of an establishment period.

The plant establishment period is the period from the last planting specified in Subsection 702.3.05.B until the following October 1. Plant all plants in one planting season unless otherwise approved by Engineer.

#### **A. First Establishment Period**

At the end of the first planting season, the first establishment period begins. The Department will make the first semi-final inspection 30 days before the end of the first establishment period. Replace dead, dying, diseased, unsatisfactory, and missing plants, by January 20 of the next (second) planting season. For stream buffer areas, all replacement plants shall be tagged with 18 inch (457.2 mm) lengths of brightly-colored survey tape. Tree guards shall be placed around all replacement saplings. All costs for replanting, tagging and tree guards for replacement trees shall be included in the contract price bid for the original planting.

#### **B. Second Establishment Period**

At the end of the second planting season, the second plant establishment period begins. The Department will make the second semi-final inspection 30 days before the end of the second establishment period. Again, replace dead, dying, diseased, unsatisfactory, and missing plants, by January 20 of the next (third) planting season. For stream buffer areas, all replacement plants shall be tagged with 18 inch (457.2 mm) lengths of brightly-colored survey tape. Tree guards shall be placed around all replacement saplings. All costs for replanting, tagging and tree guards for replacement trees shall be included in the contract price bid for the original planting.

#### **C. Final Inspection**

The Department will make the final inspection of the plants during May, following any needed replacements during the previous planting season. Assume responsibility for the plants until the Final Acceptance of the Project or a portion of the Project.

### **702.3.07 Contractor Warranty and Maintenance**

Project maintenance includes, but is not limited to, watering, cultivating, weeding, pruning, repairing, adjusting guys and stakes, and performing other work as ordered by the Engineer until final acceptance.

Promptly remove from the Project area dead plants or those that no longer conform to the requirements of Subsection 702.2.A.2.

Mow the entire right-of-way within the limits of the Project up to a maximum of four times per calendar year. Do not mow riparian mitigation sites.

#### **A. Leaning Trees**

Straighten leaning trees as directed by the Engineer. Follow Staking and Guying requirements for replacements or repairs as per Subsection 702.3.05.E.

#### **B. Shrub Maintenance**

##### **1. Pruning**

Prune dead or diseased limbs to provide for plant health and appearance as directed by the Engineer.

##### **2. Landscape Mulching**

Continuously maintain shrub and tree beds with a clean, freshly mulched appearance using the mulch originally specified. See Subsection 702.3.05.C. Do not mulch shrub and tree beds within riparian mitigation sites.

- a. Apply a 2 in (50 mm) loose layer of specified mulch (top-dressing) on top of all areas, including tree pits, initially mulched, at the following times:
    1. In August, during the first plant establishment period.
    2. In April, during the second plant establishment period.
    3. In August, during the second plant establishment period.
    4. In April, prior to the final inspection.
3. Applying Fertilizer  
See Subsection 702.3.05.H.
4. Applying Pesticides
  - a. Inspect all planted or seeded vegetation for insects, grubs, mites, diseases, etc., once every two weeks. Apply insecticides, fungicides, and herbicides according to the manufacturer's recommendations to effectively control or eradicate the problem.
  - b. Perform all pesticide applications under the direct supervision of a trained licensed commercial pesticide operator whose license includes subcategory 27 – Right of Way Pest Control. Carry the pesticide license/certification on the work site during applications. Carry all labeling associated with the chemical being applied at the work site.
  - c. Submit all product information data sheets and EPA approval numbers on all pesticides proposed to be used prior to application for approval.
  - d. Notify the Engineer a minimum of 48 hours prior to any and all pesticide applications.
  - e. Add a blue dye to all spray applications unless approved otherwise by the Engineer.
  - f. Monitor the weather and spray under proper weather conditions. Spraying shall not occur when the weather is greater than 10 miles per hour.
  - g. Wear the proper safety attire. Wear long sleeve shirts, long pants, gloves, and safety glasses. Wear or use any additional protective safety attire or gear as recommended by the product's manufacturer.
  - h. Repair any damage that is a result of mishandling or misuse of materials, at no expense to the Department, to the satisfaction of the Engineer.
  - i. For stream buffer and marsh restoration areas, pesticides are not to be used unless approved by the Department Ecology Manager.
5. Edging
  - a. Edge all shrub pits, shrub beds, and tree pits once a month throughout the life of the project such that the vee-cut edging detail specified on the plans is maintained. Prevent grass and weeds from growing over or into the shrub beds and tree pits.
  - b. Use equipment specifically designed for edging. Line trimming equipment shall not be used.
6. Watering
  - a. Check all planted material once a week throughout the contract for dryness by removing the mulch from their base and "sampling the soil" approximately 4 in (100mm) deep. Water if the soil is not moist.
  - b. Water all planted material if a drought (no rain for two weeks) occurs. Provide the water required to meet the watering requirements.
  - c. Water each plant thoroughly until the ground is saturated to a depth slightly below the root ball. Apply water in a manner to prevent erosion.
7. Weed Control  
Perform weed control throughout the project, a minimum of once every two weeks, in all areas within the project limits to maintain tree pits, shrub beds, sidewalks, curb and gutter, walkways, ditch paving, concrete medians, and other pavement weed free. Meet the following conditions:
  - a. Perform weed control to prevent weeds from becoming established, setting seed, or from becoming visible in the planting beds.

- b. Completely remove all undesirable plants (weeds) by hand pulling. Removal of weeds may be accomplished using herbicides if approved by the Engineer. However, the use of herbicides is prohibited in stream buffer areas unless approved by the Department Ecology Manager.
  - c. Apply an approved pre-emergent herbicide twice each year, once in the spring and once in the fall, throughout the contract. The use of pre-emergent herbicides is prohibited in stream buffer areas. Apply pre-emergent to all shrub beds and tree pits. Notify the Engineer 48 hours prior to spraying. Use a blue dye in all applications unless approved otherwise by the Engineer.
  - d. Eradicate all invasive exotic pest plants found within the project limits throughout the life of the project, including stream buffer and marsh areas. Volunteer, non-invasive plant material within stream buffer restoration areas is acceptable.
  - e. Dispose off site on a daily basis all weed, exotic plants, clippings, litter, and debris generated.
8. Policing  
Remove debris such as paper, broken limbs, bottles, cans, etc., a minimum of the first and third week of each month from all areas within the project limits while maintaining the site.
9. Mitigation Areas  
Pruning, mulching, edging, and applying spring fertilizer are not required within stream buffer and regenerated forest areas.

### C. Tree Maintenance

- 1. Watering  
See Subsection 702.3.07.B.6
- 2. Landscape Mulch  
See Subsection 702.3.07.B.2
- 3. Fertilizer  
See Subsection 702.3.05.H.
- 4. Abnormal Conditions  
Periodically (once every two weeks) observe trees and shrubs for abnormal conditions such as insects, borers, web worms, red spiders, etc., and immediately treat.
- 5. Sucker Growth  
Remove sucker growth once a month. Sucker growth is the shoots that sprout out around the base of the tree trunk.
- 6. Pruning and Deadwood  
Remove deadwood at least two times a year. Prune dead branches. Paint cuts, and wounds or scars with tree paint only when specified in the plans. Do not top Crape Myrtles. See Subsection 702.3.05.F.
- 7. Pesticide Control

**Apply pesticides as necessary to control harmful insects and diseases. Follow the manufacturer's instructions. . See Subsection 702.3.07.B.4. NOTE: Use chemicals according to Federal, State and county directives on environmental control that carry an EPA approval number.**

- 8. Weed Control  
See Subsection 702.3.07.B
- 9. Staking and Guying  
Remove all support guy wires, strapping and stakes from plants which have gone through one complete growing season.

## **702.4 Measurement**

### **A. Plants**

Plants of the name and size specified are measured for payment according to the number planted that are still living and viable and in an acceptable condition at the time of Final Acceptance. A viable plant must have a minimum of 75 percent of the leaf-bearing crown with healthy foliage.

### **B. Fertilizer**

Spring application fertilizer applied to planted and regenerated areas will be the actual number of pounds (kilograms) placed and accepted. Fertilizer, lime, and plant topsoil used in prepared plant topsoil or plant bed preparation are not measured for separate payment. For stream buffer and marsh areas, the addition of fertilizer or lime is prohibited.

### **C. Perimeter Stakes**

Perimeter stakes is not measured for payment unless such item is shown as a separate Pay Item in the Proposal.

### **D. Clearing and Grubbing**

Clearing and grubbing is not measured for payment unless the Item is shown as a separate Pay Item in the Proposal.

### **E. Landscape Mulch**

The quantity of landscape mulch and top-dressing measured for payment will be the actual number of square yards (meters) completed as specified and accepted. The presence of weeds or other growth, or foreign material, will be cause for rejection.

#### **702.4.01 Limits**

General Provisions 101 through 150.

## **702.5 Payment**

### **A. Plants**

Plants measured for payment will be paid for as follows:

1. After planting satisfactorily, the Department will pay 50 percent of the Contract Unit Price bid per each on the next estimate.
2. Until Final Acceptance, perform all required maintenance according to Subsection 702.3.07 when necessary or as ordered by the Engineer.  

If the Contractor fails to properly maintain the landscaping, daily charges shall be assessed against any money due or that may become due the Contractor in accordance with the schedule of deductions shown in Subsection 108.08, but not less than \$150 per calendar day, and will continue until project maintenance is approved by the Engineer.

The charges are in addition to those specified for delay or failure in completing the Work within the specified time.
3. After the first semi-final inspection, the Department will pay 15 percent of the Contract Unit Price bid per each of the live, viable plants.
4. After the second semi-final inspection, the Department will pay 15 percent of the Contract Unit Price bid per each of the live, viable plants.
5. At Final Acceptance, the Department will pay the remaining 20 percent less the Full Contract Unit Price bid per each plant not accepted.

Payments are full compensation for furnishing, planting, replanting as required, pruning, staking, guying, soil conditioning, and preparing plant beds, including applying additives, digging plant pits, preparing plant topsoil and mulch, disposing of waste material, and maintaining the plants during the plant-establishment period.

## **B. Fertilizer**

All grades of fertilizer applied in the spring, measured as specified above, are paid for at the Contract Price per pound (kilogram) or per ton (megagram), whichever is indicated in the Proposal. Payment is full compensation for furnishing and applying and for watering regenerated areas.

For stream buffer and marsh restoration areas, the addition of fertilizer or lime is prohibited.

## **C. Perimeter Stakes**

Perimeter stakes will not be measured for payment. The cost will be included in the overall contract price.

## **D. Landscape Mulch**

Landscape mulch measured for payment will be paid for as follows:

1. After mulching satisfactorily, the Department will pay 40% of the Contract Unit Price bid per square yard (meter).
2. After satisfactorily completing mulch (topdressing) in August of the first plant establishment period, the Department will pay 15% of the Contract Unit Price bid per square yard (meter).
3. After satisfactorily completing mulch (topdressing) in April of the second plant establishment period, the Department will pay 15% of the Contract Unit Price bid per square yard (meter).
4. After satisfactorily completing mulch (topdressing) in August of the second plant establishment period, the Department will pay 15% of the Contract Unit Price bid per square yard (meter).
5. After satisfactorily completing mulch (topdressing) in April of the final planting season, (a month before the Final Inspection), the Department will pay 15% of the Contract Unit Price bid per square yard (meter). Such payment shall be full compensation for furnishing, installing, topdressing, and maintaining mulch as required.
6. Do not mulch marsh restoration areas.
7. Do not apply additional applications of mulch after the initial application in stream buffer restoration areas.

Payment will be made under:

Item No. 702	Plant name and size	Per each
Item No. 702	Fertilizer, spring application	Per ton (megagram)
Item No. 702	Landscape Mulch	Per square yard (meter)
Item No. 702	Spring application fertilizer	Per pound (kilogram)
Item No. 702	Live Willow Cuttings and Planting	Per each
Item No. 702	Perimeter Stakes	Per each
Item No. 700	Agricultural Lime	Per ton (megagram)

## **702.5.01 Adjustments**

General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 800—Coarse Aggregate**

---

*Delete Section 800 and substitute the following:*

**800.1 General Description**

This section includes requirements for coarse aggregate. All aggregate shall be the specified type, class, and grade, and shall meet the requirements for the intended use.

**800.1.01 Related References**

**A. Standard Specifications**

[Section 424—Bituminous Surface Treatment](#)

**B. Referenced Documents**

<b>AASHTO</b>	<b>ASTM</b>
T 11	C 295
T 27	E 30
T 96	G 23
T 104	
T 303	

[GDT 104](#)

[GDT 129](#)

[GDT 133](#)

[QPL 2](#)

[SOP 1](#)

**800.2 Materials**

**800.2.01 Coarse Aggregate**

**A. Requirements**

The Contractor shall use the type, group, class, and grade of coarse aggregate specified. For coarse aggregate sources, see [QPL 2](#).

1. Coarse Aggregate Types

<b>Type</b>	<b>Characteristics</b>
Crushed stone	Sound, durable rock particles.
Gravel	Sound, durable rock without damaging coatings.



Type	Characteristics
Air-cooled blast furnace slag	Sound, durable particles with uniform density and quality, or other slags that have a good service record.  Dry slag shall weigh at least 70 lb/ft <sup>3</sup> (1120 kg/m <sup>3</sup> ) compacted and shall contain less than 30% glassy particles by weight. Do not use slag as aggregate for Portland cement concrete.
Synthetic aggregate	Sound, durable, expanded clay, shale, or other manufactured product.

## 2. Coarse Aggregate Groups

- Group I: Limestone, dolomite, marble, or any combination thereof. Ensure Group I aggregates meet the abrasion requirement for Class A stone when used in Portland cement concrete of any type or class.
- Group II: Slag, gravel, granitic and gneissic rocks, quartzite, synthetic aggregate, or any combination thereof.

## 3. Classes

Aggregates are classified by physical properties that determine how they are used.

- Do not blend aggregates that meet abrasion requirements with aggregates that do not meet requirements.
- “Class A” and “Class B” aggregate used in Portland cement concrete, asphaltic concrete, and bituminous surface treatment shall meet these limits:

Percent Wear AASHTO T 96 (“B” Grading)		
	Class A	Class B
Group I Aggregates	0-40	41-55
Group II Aggregates	0-50	51-60

- “Class B” aggregates used in all applications other than Portland cement concrete, asphaltic concrete, or bituminous surface treatment shall meet these limits:

Percent Wear AASHTO T 96 (“B” Grading)	
	Class B
Group I Aggregates	41-55
Group II Aggregates	51-65

## 4. Soundness

Test coarse aggregate used in Portland cement concrete, bituminous surfaces, bituminous bases, aggregate bases, or surface treatment with five alternations of the magnesium sulfate soundness test.

- Use aggregate with a weight loss of less than 15 percent.
- The 15 percent soundness loss for a Class “CS” concrete is waived if it has a 5-year service record.
- If the material meets all the requirements except for the 15 percent soundness requirement, the material may be used in Zones 3 and 4 (see [Subsection 424.3.05](#), “Construction Requirements”) under the following conditions:
  - The aggregate in bituminous courses and in all types and classes of Portland cement concrete construction, except as stated in Group I, has a satisfactory five-year service record under similar service and exposure.
  - The Engineer’s investigation shows that it equals or exceeds the quality of approved aggregate (in cases where the material’s uniformity changes at the source, or does not have a five-year service record).

## 5. Grades

Use coarse aggregate that is well graded within the limits and sizes specified in [Table 800.1](#).

## 6. Detrimental Substances

- Detrimental substances include shale, weathered or decomposed rock, friable particles, or any substance that may be detrimental for the use intended.

- b. Do not use any aggregate that can cause a deleterious reaction.
- c. Do not use aggregates that contain Chrysotile (defined as fibrous serpentinite) as a temporary or permanent unbound surfacing for roads, nor as stabilizer for soil used as subgrade, base, or surface course.
- d. Detrimental substances shall not exceed the following limits:
  - 1) For Portland Cement Concrete:

Substance	Max % Allowed
Mica schist—Materials defined in ASTM C 294 as phyllite or schist. Use <a href="#">GDT 104</a> to analyze these materials.	5
Materials that pass the No. 200 (75 µm) sieve.	1.5
Flat and elongated pieces (with lengths more than five times the average thickness).	10
Sulphur content computed as sulfide sulphur (for bridge-type structures)—If the sulphur content exceeds 0.01%, do not use the aggregate unless it passes a petrographic analysis and a weathering test equivalent to 6 months or more of exposure.	0.01
Other local detrimental substances. (Any Combination)	2.0
NOTE: Do not use aggregate in Portland Cement concrete that is capable of producing a deleterious reaction when combined with Portland Cement.	

- 2) For Asphaltic Concrete:

Substance	Max. % Allowed
Mica schist—Materials defined in ASTM C 294 as phyllite or schist. Use <a href="#">GDT 104</a> to analyze these materials. (Use this requirement for Interstate Construction only.)	10
Flat or elongated particles (with lengths more than five times the average thickness).	10
Glassy particles (slag).	30
Other local detrimental substances. (Any combination)	2.0

- 3) For Bituminous Surface Treatment:

Substance	Max. % Allowed
Mica schist—Materials defined in ASTM C 294 as phyllite or schist. Use <a href="#">GDT 104</a> to analyze these materials.	10
Material finer than No. 200 (75 µm) sieve.	
#5 Stone	0.5
#6 Stone	0.7
#7 Stone	0.7
#89 Stone	1.0
Flat and elongated particles (with lengths more than five times the average thickness).	10
Glassy particles (slag).	30
Other local detrimental substances. (Any combination)	2

- 7. Ensure that gravel used in Asphaltic Concrete and Bituminous Surface Treatment meets the following additional requirements:
  - Consists of siliceous particles.
  - A minimum of 85%, by count, of the material retained on the No. 4 (4.75 mm) sieve has one or more fractured faces.
  - The fracture is for the approximate average diameter or thickness of the particle.

8. Ensure that No. 7 stone used in Bituminous Surface Treatment meets the following gradation:

¾" (19 mm)	½" (12.5 mm)	3/8" (9.5 mm)	No. 4 (4.75 mm)	No. 8 (2.36 mm)
100	85-100	40-70	0-15	0-5

## B. Fabrication

General Provisions 101 through 150.

## C. Acceptance

Test as follows:

Test	Method
Material that passes the No. 200 (75 µm) sieve	AASHTO T 11
Sulphur content	ASTM E 30, Leco method
Weathering	ASTM G 23
Petrographic analysis	ASTM C 295
Soundness (magnesium sulfate)	AASHTO T 104
Percent wear	AASHTO T 96
Aggregate gradation	AASHTO T 27
Reactivity	AASHTO T 303
Schist or phyllite	<a href="#">GDT 104</a>
Flat and elongated particles	<a href="#">GDT 129</a>
Friable Particles	<a href="#">GDT 133</a>

## D. Materials Warranty

General Provisions 101 through 150.

**TABLE 800.1 - SIZES OF COARSE AGGREGATES**

SIZE NO	NOMINAL SIZE SQUARE OPENINGS		AMOUNTS FINER THAN EACH LABORATORY SIEVE (SQUARE OPENINGS). %, BY WEIGHT										
	(1)	mm	2 ½"	2"	1 ½"	1"	¾"	½"	3/8"	No. 4	No. 8	No-16	No. 50
			63 mm	50 mm	37.5mm	25 mm	19 mm	12.5 mm	9.5 mm	4.75 mm	2.36mm	1.18 mm	300 µm
3	2-1	50 - 25	100	90-100	35-70	00-15	-----	00-5	----	-----	-----	-----	-----
357	2-No. 4	50 - 4.75	100	95-100	-----	35-70	-----	10-30	----	00-5	-----	-----	-----
4	1 ½ - ¾	37.5 - 19	-----	100	90-100	20-55	00-15	-----	00-5	-----	-----	-----	-----
467	1 ½-No. 4	37.5 - 4.75	-----	100	95-100	-----	35-70	-----	10-30	00-5	-----	-----	-----
5	1-1/2	25 - 12.5	-----	-----	100	90-100	20-55	00-10	00-5	-----	-----	-----	-----
56	1-3/8	25 - 9.5	-----	-----	100	90-100	40-75	15-35	00-15	00-5	-----	-----	-----
57	1-No. 4	25 - 4.75	-----	-----	100	95-100	-----	25-60	-----	00-10	00-5	-----	-----
6	¾-3/8	19 - 9.5	-----	-----	-----	100	90-100	20-55	00-15	00-5	-----	-----	-----
67	¾-No. 4	19 - 4.75	-----	-----	-----	100	90-100	-----	20-55	00-10	00-5	-----	-----
68	¾-No. 8	19 - 2.36	-----	-----	-----	100	90-100	-----	30-65	05-25	00-10	0-5	-----
7	½-No. 4	12.5 - 4.75	-----	-----	-----	-----	100	90-100	40-70	00-15	00-5	-----	-----
78	½-No. 8	12.5 - 2.36	-----	-----	-----	-----	100	90-100	40-75	05-25	00-10	0-5	-----
8	3/8-No. 8	9.5 - 2.36	-----	-----	-----	-----	-----	100	85-100	10-40	0-10	0-5	-----
89	3/8-No. 16	9.5 - 1.18	-----	-----	-----	-----	-----	100	90-100	20-55	0-15	0-10	0-5
9	No. 4-No. 16	4.75 - 1.18	-----	-----	-----	-----	-----	-----	100	85-100	10-40	0-10	0-5

(1) In inches, except where otherwise indicated. Numbered sieves are those of the United States Standard Sieve Series.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 814—Soil Base Materials**

---

*Delete 814.2.02 and substitute the following:*

**814.2.02 Soil-Cement Material**

**A. Requirements**

1. Ensure that the material for soil-cement base will:
  - a. Meet the requirements of [Subsection 810.2.01](#) for Classes IA1, IA2, IA3, or IIB1 with the following modifications:

Clay content	5 to 25%
Volume change	18% maximum
Liquid Limit	25% maximum
Plasticity Index	10% maximum
Maximum dry density	95 lb/ft <sup>3</sup> (1520 kg/m <sup>3</sup> ) minimum
Sulfates	4000 ppm maximum
pH	4.0 minimum

- b. Be friable and not contain large amounts of heavy or plastic clay lumps, organic material, roots, or other substances that would interfere with how the Portland cement sets, plant production, or the finished surface of the base and meet the requirements of [Subsection 301.3.05.A.2, “Pulverization”](#) or [Subsection 301.3.05.B.1, “Soil”](#).
  - c. Produce a laboratory unconfined compressive strength of at least 450 psi (3.1 MPa). To make the sample, mix in a minimum of 5 percent to a maximum of 9 percent Type I Portland cement, moist-cure for 7 days, and test with [GDT 65](#).
2. Analyze the soil-cement design and create a Job Mix Formula for each Project where soil-cement base or subbase is specified. Have the Job Mix Formula approved by the Engineer before starting base or subbase construction.
3. You may use fly ash or slag that meets the requirements of [Subsection 831.2.03](#) as admixtures for poorly reacting soils when the blend of soil and fly ash, or slag, meets the design requirements in this Subsection.
4. Ensure that subgrade material used underneath the soil-cement base meets the sulfate and pH requirements of this subsection (See Subsection 209.3.05.A.7).

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

Test as follows:

Test	Method
Soil gradation	<a href="#">GDT 4</a>
Volume Change	<a href="#">GDT 6</a>
Maximum density	<a href="#">GDT 7</a> or <a href="#">GDT 67</a>
Soil-Cement Design	<a href="#">GDT 65</a>
pH	<a href="#">GDT 98</a>
Sulfates	ASTM D 516
Liquid Limit	AASHTO T 89
Plastic Limit and Plasticity Index	AASHTO T 90

**D. Materials Warranty**

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 815—Graded Aggregate**

---

*Delete Section 815 and substitute the following:*

**815.1 General Description**

This section includes the requirements for material to be used for base, subbase, or shoulder course material, and includes graded aggregate, unconsolidated limerock base, and recycled concrete base.

**815.1.01 Related References**

**A. Standard Specifications**

[Section 800—Coarse Aggregate](#)

**B. Referenced Documents**

AASHTO T 11

AASHTO T 27

AASHTO T 193

ASTM C 295

ASTM D 3042

FL DOT Method FM5-515

SOP-1

QPL-2

[GDT 63](#)

EPA Method 3050/6010

EPA Method 1311

EPA Polarized Light Microscopy Method

EPA Transmission Electron Microscopy Method

**815.2 Materials**

**815.2.01 Graded Aggregate**

**A. Requirements**

1. Type

Use graded aggregate base, subbase, or shoulder course material of uniform quality.

- a. Obtain the graded aggregate from an approved source or deposit that will yield a satisfactory mixture meeting all requirements of this Specification.

- b. Use material that is crushed or processed as a part of the mining operations, or, mix two grades of material so that when combined in the central mix plant, the mixture meets the specifications.
2. Retained on the No. 10 (2 mm) sieve  
Ensure the material retained on the No. 10 (2 mm) sieve is Class A or B aggregate that meets the requirements of [Section 800](#).
3. Passing the No. 10 (2 mm) sieve  
Ensure material passing the No. 10 (2 mm) sieve is relatively free of detrimental substances, such as soil overburden, decomposed rock, and/or swelling silts.
4. Stabilized Mixtures  
Ensure mixtures to be stabilized react satisfactorily when mixed with Portland cement. The Engineer will specify the percentage of Portland cement to use.
5. Gradation  
Grade the graded aggregate base, subbase, or shoulder material as follows:

Sieve Size	Percent Passing By Weight
<b>Group I Aggregates</b>	
2 in (50 mm)	100
1-1/2 in (37.5 mm)	95-100
3/4 in (19.0 mm)	60-95
No. 10 (2 mm)	25-50 (Note 1, 2 and 3)
No. 60 (250 µm)	10-35
No. 200 (75 µm)	7-15
<b>Group II Aggregates</b>	
2 in (50 mm)	100
1-1/2 in (37.5 mm)	95-100
3/4 in (19 mm)	60-90
No. 10 (2 mm)	25-45 (Note 2 and 4)
No. 60 (250 µm)	5-30
No. 200 (75 µm)	4-11
NOTE 1: Group I aggregates having less than 37% passing the No. 10 (2 mm) sieve, shall have at least 9 percent passing the No. 200 (75 µm) sieve.	
NOTE 2: For graded aggregate stabilized with Portland Cement, 30-50 percent by weight shall pass the No. 10 (2 mm) sieve. All other requirements remain the same.	
NOTE 3: Material passing the No. 10 (2 mm) sieve shall have a sand equivalent of at least 20 for Group I aggregates.	
NOTE 4: Material passing the No. 10 (2 mm) sieve shall have a sand equivalent of at least 28 for Group II aggregates. Sand Equivalent values as low as 20 will be acceptable provided they are attributed exclusively to rock flour and the percent passing the No. 10 (2 mm) sieve does not exceed 40.	

## B. Fabrication

General Provisions 101 through 150.

## C. Acceptance

Test as follows:



Test	Method
Material that passes a No. 200 (75µm) sieve	AASHTO T 11
Gradation	AASHTO T 27
Sand Equivalent	<a href="#">GDT 63</a>

#### D. Materials Warranty

General Provisions 101 through 150.

### 815.2.02 Unconsolidated Limerock Base

#### A. Requirements

##### 1. Type

Use limerock base, subbase, or shoulder course material of uniform quality.

- To ensure uniform quality, the Department may restrict approved sources to specific mining areas, mining processes at a specific mining site, or both.
- Use a limerock base that yields a mixture to meet these Specifications.
- Use material that is crushed or processed as a part of the mining operations, or mix two grades of material so that when combined in the central mix plant the mixture meets the specifications.
- Use limerock base, subbase, or shoulder material that has the following characteristics:

Limerock bearing ratio	At least 100.
Deleterious substances	Do not allow chert or other extremely hard pieces that will not pass the 2 in (50 mm) sieve. Do not allow clay, sand, organics, or other materials in quantities that may damage bonding, finishing, or strength. All material passing the No. 40 (425 µm) sieve shall be non-plastic.
Carbonate content (magnesium or calcium)	At least 80%.

##### 2. Gradation

Grade the limerock base so at least 97 percent by weight passes the 3-1/2 in (90 mm) sieve.

- Grade the material uniformly to dust. The fine portion passing the No. 10 (2 mm) sieve shall all be dust of fracture.
- Crush or break the limerock base, if necessary to meet size requirements before placing the material on the road.
- Ensure materials having soundness losses of 20% or less, comply with the following gradation requirements:

#### Gradation Requirements

Sieve Size	Percent Passing By Weight
2" (50 mm)	100
1-1/2" (37.5 mm)	95-100
3/4" (19 mm)	60-95
No. 10 (2.00 mm)	25-45
No. 60 (250 µm)	10-30
No. 200 (75 µm)	7-20

## B. Fabrication

General Provisions 101 through 150.

## C. Acceptance

Test as follows:

Test	Method
Material that passes a No. 200 (75µm) sieve	AASHTO T 11
Gradation	AASHTO T 27
Limerock bearing ratio	FL DOT Method FM5-515
Petrographic analysis	ASTM C 295
Total carbonates (insoluble residue)	ASTM D 3042

## D. Materials Warranty

General Provisions 101 through 150.

### 815.2.03 Recycled Concrete Base

#### A. Requirements

##### 1. Sources

Use recycled concrete materials from sources approved by the Office of Materials and Research and listed on Qualified Products List 2. The criteria for approval will be as outlined in Standard Operating Procedure No. 1, "Monitoring the Quality of Coarse and Fine Aggregates" except the raw material will be recyclable concrete as specified herein rather than a geological deposit of aggregate.

##### 2. Type

###### a. Recycled Concrete Base From Known Sources

Use recycled concrete derived exclusively from Portland cement concrete pavement or structural concrete as a base, subbase, or shoulder course.

Contaminants -

Ensure the recycled concrete is free of foreign material such as wood, steel reinforcement, clay balls, soils, epoxy expansion material, delivery unit washout material, miscellaneous paving materials, and non-construction materials.

###### b. Recycled Concrete Base From Unknown Sources

Use recycled concrete derived from sources of demolition materials that comply with the following requirements as a base, subbase or shoulder course. Due to the condition and type of raw material used to produce this base and the resulting difficulty in producing a consistent product, refer to SOP-1 for environmental requirements and preferred production procedures.

Ensure the finished product does not exceed the regulatory limit for asbestos of 1% (based on microscopy) and the regulatory limit for lead of 5 ppm. These determinations must be made prior to shipping.

Ensure the California Bearing Ratio (CBR) of the finished product is not less than 140.

Contaminants -

Ensure the recycled concrete is substantially free of foreign materials such as steel reinforcement, wood, clay balls, soils, epoxy expansion material and non-construction materials.

**Note** - Substantially free, in the context of this specification, shall mean concentrations of the above mentioned foreign materials individually shall not exceed 0.1 percent by weight, nor shall the total concentration of these materials exceed 0.5 percent by weight.

Keep the following ancillary materials within these limits:

Substance	Maximum Percent by Weight
Brick	3
Asphaltic Concrete	7
Weathered Rock	2
Any combination of Brick, Asphaltic Concrete or Weathered Rock	10

3. Gradation

Ensure the finished product meets the quality and gradation requirements of Subsection 815.2.01 for Group II aggregates, except the material finer than a #200 (75µm) sieve shall be 2 – 11%.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

Test as follows:

Test	Method
Gradation	AASHTO T 27
Material that passes a #200 (75µm) sieve	AASHTO T 11
Sand Equivalent	<u>GDT 63</u>
California Bearing Ratio (CBR)	AASHTO T 193
Petrographic Analysis	ASTM C 295
Total Lead	EPA Method 3050/6010
Toxicity Characteristic Leaching Procedure	EPA Method 1311
Asbestos	EPA Polarized Light Microscopy Method <u>Or</u> EPA Transmission Electron Microscopy Method

**D. Materials Warranty**

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 820—Asphalt Cement**

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*Delete Section 820 and substitute the following:*

**820.1 General Description**

This section includes the requirements for asphalt cements prepared from crude petroleum.

**820.1.01 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

**B. Referenced Documents**

Standard Operating Procedure (SOP 4)

AASHTO R 28

AASHTO T 48

AASHTO T 179

AASHTO T 240

AASHTO T 313

AASHTO T 314

AASHTO T 315

AASHTO T 316

AASHTO TP70 / ASTM D7405

**820.2 Materials**

**820.2.01 Asphalt Cement**

**A. Requirements**

**1. Type**

Use a material homogenous and water-free and will not foam when heated to 347 °F (175 °C).

Ensure blend used to produce a specified performance grade meets the following requirements:

- Is uniform and homogeneous without separation
- Uses PG 64-22 or PG 67-22 described below for the base asphalt
- Consists of production materials not being “air-blown” or acid modified.

## 2. Grade

Use the various grades of asphalt cement meeting the requirements shown in the test requirements for Petroleum Asphalt Cements.

Add Styrene-Butadiene-Styrene (SBS) or Styrene-Butadiene (SB) to neat asphalt to produce a binder meeting requirements for PG 76-22. For Stone Matrix Asphalt Mixtures and porous (PEM or OGFC) terminally blended SBR or Crumb rubber modified PG 76-22 is an acceptable alternative to SBS or SB modified asphalt cement at contractor's discretion, provided the SBR or crumb rubber modified asphalt cement meets the tests' requirements of PG 76-22. For SBR modified PG 67-22 to meet PG 76-22, use only SBR currently approved on QPL-65 "Georgia's List of Approved Latex Suppliers". For crumb rubber modified PG 67-22 to meet PG 76-22, use 30 mesh size ambient or cryogenic ground tire rubber at minimum 10% of weight of total asphalt cement content. Percentage of ambient or cryogenic ground tire rubber is neat asphalt source dependent to meet specification requirements for PG76-22. Ensure Trans-Polyoctenamer, or other additives approved by the Office of Materials and Research, be added at 4.5% of the weight of the crumb rubber to achieve better particle distribution. Varying blends of crumb rubber and approved additives may be used, at the discretion of the Office of Materials and Research, provided the end product meets all specified requirements of PG76-22 including Phase Angle. Ensure the end product is homogenous and shows no separation or coagulation.

For non Stone Matrix Asphalt Mixtures (SMA) and porous (PEM or OGFC) Asphaltic Concrete mixes requiring PG 76-22, Crumb rubber (dry-method) modified PG 76-22 is an acceptable alternative to SBS, SB or terminally blended SBR or Crumb rubber modified asphalt cement at contractor's discretion, provided the SBR or crumb rubber modified asphalt cement meets the tests' requirements of PG 76-22. Crumb rubber modified PG 67-22 to meet PG 76-22, use 30 mesh size ambient or cryogenic ground tire rubber at minimum 10% of weight of total asphalt cement content. Percentage of ambient or cryogenic ground tire rubber is neat asphalt source dependent to meet specification requirements for PG76-22. Ensure Trans-Polyoctenamer, or other additives approved by the Office of Materials and Research, be added at 4.5% of the weight of the crumb rubber to achieve better particle distribution.

The maximum Phase Angle requirement is not applicable to the crumb rubber modified PG 76-22 (see notes f and g).

### Test Requirements for Petroleum Asphalt Cements

Test And Method	Test Temperature				Original Binder	Residue Of Binder After:	
	PG 58-22 (Note e)	PG 64-22	PG 67-22	PG 76-22 (Note d)		Rolling Thin Film Oven, AASHTO: T 240	Pressure Aging AASHTO: R 28
Flash Point, Min., AASHTO T 48					446 °F (230 °C)		
Viscosity, Max., AASHTO T 316, (Note a)	275 °F (135 °C)				3Pa-S (3000C P)		
Mass Loss (%), Max., AASHTO T 240, (Note b)						0.5	
Dynamic Shear, G*/sin δ, AASHTO T 315, 10 Rad/Sec	136 °F (58 °C)	147 °F (64 °C)	153 °F (67 °C)	169 °F (76 °C)	≥ 1.0 kPa	≥ 2.2 kPa	
Dissipated Energy, Dynamic Shear, G*/sin δ, AASHTO T 315, 10 Rad/Sec	72 °F (22 °C)	77 °F (25 °C)	80 °F (26.5 °C)	88 °F (31 °C)			≤ 5000 kPa
Creep Stiffness, 60 sec., AASHTO T 313, (Note c)	10 ° F (- 12 °C)						S ≤ 300 000 kPa m ≥ 0.300
Direct Tension, 1.0 mm/min., AASHTO T314, Failure Strain	10 ° F (- 12 °C)						Report

Multiple Stress Creep & Recovery (MSCR) test, ASTM D7405, AASHTO TP70 (proposed), $J_{nr}$ 3.2 kPa, (Note f)(Note g)		64 °C		$\leq 1.0$	
Polymer Separation Test ASTM D7173 AASHTO T53 Softening Point (°F) (°C) [h]		( $\leq 18$ °F) ( $\leq 10$ °C) Difference between top and bottom specimens			

**Notes:**

- a. The Department may waive this requirement if the supplier warrants the asphalt binder can be adequately pumped and mixed at temperatures meeting all applicable safety standards.
- b. Heat loss by AASHTO: T 179 may be accepted in lieu of mass loss by AASHTO: T 240.
- c. If the creep stiffness is below 300 000 kPa, the direct tension test is not required. If the creep stiffness is  $\geq 300$  000 kPa, report the Direct Tension Failure Strain value. Satisfy the m-value requirement in either case.
- d. Ensure the maximum Phase Angle measured by DSR is  $\leq 75$  degrees.
- e. The maximum Mass Loss shall be  $\leq 1\%$ , when used in conjunction with Bituminous Surface Treatment (Section 424).
- f. MSCR requirement is applicable to the SBR, Crumb Rubber & TOR combination modified PG PG76-22 asphalt cement. Additionally, ensure the materials meet all PG 76-22 requirements except for phase angle.
- g. Ensure MSCR requirement for Percent recovery at 3.2 kPa is  $\geq 40$ .
- h. Polymer Separation Test is for SBS, SB, SBR and crumb rubber modified PG76-22

Thoroughly blend the composite materials at the supply facility prior to being loaded into the transport vehicle if modification is required. Ensure all blending procedures, formulation, and operations are approved by the Office of Materials and Research.

**3. Certification:**

Provide certified test results from an approved, certified laboratory of blends for proposed PG asphalt for each specification characteristic of the asphalt cement proposed for shipment. Provide the certified results to the State Materials and Research Engineer as required in Standard Operating Procedure (SOP 4).

The State Materials and Research Engineer may interrupt production until test results are known in the event there is reason to suspect a sample will be outside specification limits.

**B. Materials Warranty**

General Provisions 101 through 150.

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## SPECIAL PROVISION

### Section 822 — Emulsified Asphalt

*Delete Section 822 and substitute the following:*

#### 822.1 General Description

This section includes the requirements for homogenous emulsions of asphalt, water, and emulsifying agents.

##### 822.1.01 Related References

###### A. Standard Specifications

[Section 820—Asphalt Cement](#)

###### B. Referenced Documents

AASHTO T 50

AASHTO T 59

#### 822.2 Materials

##### 822.2.01 Emulsified Asphalt

###### A. Requirements

###### 1. Type

Use materials not containing lumps and not showing separation during handling or storage of up to 30 days.

###### 2. Grade

Use the various grades of emulsified asphalts meeting or exceeding the requirements in [Table 1](#).

**Table 1—Requirements for Emulsified Asphalt**

Type	Rapid Setting		Slow Setting				Prime	
Grade	RS-2h Min. Max.		SS-1h Min. Max.		SS-1 Min. Max.		NTSS-1HM Min. Max.	EAP-1 Min. Max.
Tests on Emulsion: Viscosity Saybolt Furol at 77 °F (25 °C), (Sec.)			20	100	20	100	20	100
Viscosity Saybolt Furol at 122 °F (50 °C), (Sec.)	75	400						
(a).Settlement 5 Days, (Percent)		5		5		5		5
(b).Storage Stability Test 1 Day, (Percent)		1		1		1		1
(c).Demulsibility, 35 ml, 0.02N. CaCl <sub>2</sub> , (Percent)	60							
(d).Cement Mixing Test, (Percent)				2.0		2.0		

<b>Sieve Test, (Percent)</b>	0.10	0.10	0.10	0.30	0.10
<b>Oil Distillate by Volume (Percent)</b>				1	5
<b>Residue by Distillation (Percent AC)</b>	63	57	57	50	50
<b>Tests on Residue from Distillation Test: Penetration 77 °F (25 °C) 100 gm/5 Sec. (dmm)</b>	80	140	40	110	100
<b>Ductility at 77 °F (25 °C) 5 cm/min. (cm)</b>	40	40	40	20	
<b>Solubility in Trichloroethylene, (Percent)</b>	97.5	97.5	97.5	97.5	97.5
<b>Float at 140 °F (60 °C), (Sec.)</b>					20
<b>Softening Point, °C</b>				65	
<b>Original DSR @ 86°C G*/Sinδ, 10 rad/s, kPa</b>				1.0	

- (a) The test requirement for settlement may be waived when the emulsified asphalt is used in less than five (5) days; or the Engineer may require that the settlement test be run from the time the sample is received until it is used, if the elapsed time is less than five (5) days, if there is an issue of quality.
- (b) The 24-hour (1 day) storage stability test may be used but does not predict that the 5 day settlement test will pass.
- (c) Ensure the demulsibility test is made within 30 days from date of shipment.
- (d) Ensure the cement mixing test will be applicable only if material is used in Asphalt Slurry Seal.
- (e) Anionic emulsified asphalt is not compatible with cationic emulsions (CRS, CMS, CSS, CQS etc.). Ensure all equipment is thoroughly cleaned if cationic emulsion was previously present.

#### **B. Fabrication**

General Provisions 101 through 150.

#### **C. Acceptance**

Test as follows:

<b>Test</b>	<b>Method</b>
Testing emulsified asphalts	AASHTO T 59
Float test	AASHTO T 50

#### **D. Materials Warranty**

General Provisions 101 through 150.



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 824 — Cationic Asphalt Emulsion**

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*Delete Subsection 824.1.01.B and substitute the following:*

**B. Referenced Documents**

AASHTO T 49  
AASHTO T 51  
AASHTO T 53  
AASHTO T 59  
AASHTO T 72  
AASHTO T 301  
AASHTO T 302  
ASTM D 5546 - 01

[QPL 65](#)

[GDT 44](#)

[GDT 91](#)

[GDT 135](#)

*Add the following:*

**824.2.02 Latex-Modified Cationic Asphalt Emulsion**

**A. Requirements**

1. Latex Rubber Additive (LRA)
  - a. Ensure the LRA is a natural latex or an unvulcanized styrene-butadiene rubber in an emulsified latex form.
  - b. Ensure that the LRA comes from an approved source listed in the Department's current [QPL 65](#) for use in cationic asphalt emulsion.
2. Latex-Modified Cationic Asphalt Emulsion
  - a. Use PG58-22 as the base asphalt.
  - b. Add the LRA in the necessary proportions to result in a minimum of 3% polymer by weight of the asphalt residue.
  - c. Co-mill the LRA and asphalt cement while manufacturing the emulsified asphalt to produce a homogeneous mixture.
  - d. Ensure the latex-modified cationic asphalt emulsion, when undisturbed for 24 hours, shows no separation of emulsion and LRA and no color striations, but has a uniform color throughout.
  - e. Use a latex-modified cationic asphalt emulsion that meets the requirements in Table 2.

**Table 2 – Requirements for Latex-Modified Cationic Asphalt Emulsion**

Type	Rapid Setting	
Tests	CRS-2L	
Tests on Emulsion	Min	Max
Viscosity, Saybolt Furol @ 122 °F (50 °C), sec.	100	400
Storage stability, 24 hours, percent		1
Settlement, 5 days, percent		5
Demulsibility, 35 ml, 0.8% dioctyl sodium sulfosuccinate, percent	40	
Particle charge test	Positive	
Sieve test, percent		0.10
Residue by distillation, percent <sup>1</sup>	65	
Tests on Emulsion Residue	Min	Max
Penetration @ 77 °F (25 °C), 100g, 5 sec., (dmm)	70	150
Ductility, @ 77 °F (25 °C), 5 cm/min., (cm)	100	
Elastic recovery @ 50°F (10 °C), percent <sup>2</sup>	55	
Ring & ball softening point, °F	125	
Solubility in toluene by centrifuge, percent	97.5	
Polymer solids content, percent	3.0	
1. AASHTO T-59 modified to include a maximum temperature of 400°F ± 10°F (204°C ± 5°C) to be held for a period of 15 minutes. 2. GDT-135, Residue by evaporation.		

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

Test as follows:

Test	Method
Penetration of bituminous materials	AASHTO T 49
Ductility	AASHTO T 51
Softening point of bitumen	AASHTO T 53
Testing emulsified asphalts	AASHTO T 59
Viscosity	AASHTO T 72
Elastic recovery	AASHTO T 301
Polymer content of polymer-modified emulsions	AASHTO T 302
Solubility of asphalt binders in toluene by centrifuge	ASTM D 5546 – 01
Residue by evaporation of latex-modified asphalt emulsions	GDT-135

**D. Materials Warranty**

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**Special Provision**

**Section 828—Hot Mix Asphaltic Concrete Mixtures**

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*Delete Section 828 and substitute the following:*

**828.1 General Description**

This specification includes the requirements for hot mix asphaltic concrete mixtures, including:

- Open-graded surface mixtures (OGFC and PEM)
- Stone Matrix Asphalt mixtures (SMA)
- Superpave mixtures
- Fine-graded (4.75 mm) mixtures

**828.1.01 Definitions**

The Nominal Maximum Sieve Size is one standard sieve size larger than the first sieve to retain more than ten percent of the aggregate, per AASHTO R35. Mixture types in this section are identified according to Nominal Maximum Sieve Size.

**828.1.02 Related References**

**A. Standard Specifications**

[Section 400—Hot Mix Asphaltic Concrete Construction](#)

[Section 800—Coarse Aggregate](#)

[Section 802—Aggregates for Asphaltic Concrete](#)

[Section 819—Fiber Stabilizing Additives](#)

[Section 820—Asphalt Cement](#)

[Section 831—Admixtures](#)

[Section 882—Lime](#)

[Section 883—Mineral Filler](#)

**B. Referenced Documents**

AASHTO R30

AASHTO R35

AASHTO T-321

AASHTO T 112

AASHTO T 209

AASHTO T 305

AASHTO T 312

AASHTO T-245

AASHTO TP63

[SOP-36](#)

[SOP-2](#)

[GDT 1](#)

[GDT 56](#)  
[GDT 63](#)  
[GDT 66](#)  
[GDT 114](#)  
[GDT 115](#)  
[GDT 123](#)  
[QPL 1](#)  
[QPL 2](#)  
[QPL 7](#)  
[QPL 26](#)  
[QPL 41](#)  
[QPL 77](#)  
[QPL 81](#)

## 828.2 Materials

### A. Requirements

Use approved hot mix asphalt concrete mixtures that meet the following requirements:

1. Produce each asphalt mixture according to a Job Mix Formula and Asphalt Mix Design approved by the Department for submittal and approval of Job Mix Formulas, see [Subsection 400.1](#).
2. Ensure that individual acceptance test results meet the Mixture Control Tolerances specified in the appropriate table below, [Subsections 828.2.01](#) through [828.2.04](#).
3. Ensure that the Engineer approves all materials used to prepare and place the mixtures before incorporating them into the Work. Use only the ingredients listed in the approved Asphalt Mix Design and Job Mix Formula. For virgin aggregates use sources which meet the requirements of [Section 802](#) and are listed in [QPL 1](#) or [QPL 2](#); for mixes in which local sand is permitted, use the approved sand source identified in the mix design. For mixtures containing Reclaimed Asphalt Pavement (RAP), use only RAP from the approved stockpile identified in the mix design. Use asphalt cement meeting the requirements of [Section 820](#), from a source listed in [QPL 7](#).
4. Obtain approved SMA mix designs, Superpave mix designs and 4.75 mm mix designs from a mix design laboratory certified by the Department. Obtain approved mix designs for types PEM and OGFC mixtures from the Department's Office of Materials and Research, which produces and furnishes these mix designs.
5. Ensure all SMA mix designs are designed in accordance with GDT-123 ("Determining the Design Proportions of Stone Matrix Asphalt Mixtures"). SMA mix designs shall be verified and approved by the Department prior to use. Ensure that Superpave and 4.75 mm mix designs are designed in accordance with [SOP-2 \("Control of Superpave Bituminous Mixture Designs"\)](#) and are approved by the Department as provided therein. Ensure that these mixes are designed by a laboratory and technician certified in accordance with [SOP-36, \("Certification of Laboratories and Personnel for Design of SMA and Superpave Asphalt Mixtures"\)](#).
6. Use only mixtures composed of the aggregate groups and blends indicated in the Proposal and Plans by their pay item designations, defined as follows:

Pay Item Designation	Allowable Aggregate Groups
Group I or II	Group I, Group II, or Blend I
Group II only	Group II only
Blend I	Either 100% Group II material or a blend of Group I and Group II. Do not use Group I material for more than 60%, by weight, of the total aggregate nor more than 50%, by weight, of the coarse aggregate fraction.

7. For patching or leveling use Group I, Group II, or Blend I. Mix types for patching and leveling are specified in [Subsection 400.3.03.B](#).

8. Include lime (hydrated lime) from an approved source and meeting the requirements of [Section 882](#) in all paving courses except as otherwise provided in the Contract. For a list of approved sources of lime, see [QPL 41](#).
  - a. Add lime to each mixture at the rate prescribed in the approved mix design.
  - b. Mix designs using only virgin aggregate shall include lime at a minimum rate of 1.00 % of the total dry aggregate weight. Mix designs using RAP shall include lime at a minimum rate equal to 1.00 % of the virgin aggregate fraction plus 0.50 % of the aggregate in the RAP fraction.
  - c. If necessary to meet requirements for mixture properties, and pursuant to an approved mix design, add more lime or add lime plus an approved Heat-Stable Anti-Stripping Additive that meets the requirements of [Section 831](#). However, the Department will not make additional payment for these materials. For a list of sources of Heat-Stable Anti-Stripping Additives, see [QPL 26](#).
  - d. Where specifically allowed in the contract on LARP, airport, and parking lot projects, an approved Heat-Stable Anti-Stripping Additive that meets the requirements of [Section 831](#) may be substituted for hydrated lime. In this case the mix gradation shall be adjusted as necessary to replace the lime with an equivalent volume of fines passing the 0.075 mm sieve. Add Heat-Stable Anti-stripping Additive at a minimum rate of 0.5 percent of the asphalt cement portion.
9. Use performance grade PG 64-22 or PG 67-22 asphalt cement in all mix designs and mixtures except as follows:
  - a. For mixtures containing  $\geq 25\%$  equivalent binder replacement for RAP/RAS mixtures, the State Bituminous Construction Engineer will determine the performance grade to be used, based on Table 2 – Binders Selection Guideline for Reclaimed Asphalt Pavement (RAP) Mixtures, AASHTO M323 and laboratory testing results as required in Section 828.2.B.
  - b. Use only grade PG 76-22, excluding shoulder construction in the following mixes: all SMA, 12.5 mm PEM, 9.5 mm and 12.5 mm OGFC, 12.5 mm Superpave, on projects with ADT greater than 25,000; and in all mixtures for which polymer-modified asphalt is specified in the pay item.
10. Use of local sand is restricted as follows:
  - a. Do not place mixtures containing local sand on the traveled way of the mainline or ramps of the Interstate System. Mixtures with local sand may be used for shoulder construction on these facilities.
  - b. Local sand shall not constitute more than 20 % of the total aggregate weight of any mix design or production mix.
  - c. Subject to the above limits, 19 mm, 12.5 mm, and 9.5 mm Superpave mix designs and 4.75 mm mix designs containing local sand may be used on projects with a current ADT not exceeding 2,000.
  - d. 25 mm Superpave mix designs containing not more than 20 % local sand may be used on all facilities except the main line and ramps of the Interstate System.
  - e. Obtain local sand for use in asphalt mixtures from a source approved by the Department.
  - f. Approval of local sand sources: The Department will sample, test, and approve sources of local sand. Local sand shall not contain more than 7.0 % clay by weight and shall be free of foreign substances, roots, twigs, and other organic matter. It shall be free of clay lumps, as determined by AASHTO T 112, and shall have a sand equivalent value exceeding 25%, as determined by [GDT 63](#).

## **B. Fabrication**

1. Design procedures: For all Superpave and 4.75 mm mixes, designers shall adhere to the Superpave System for Volumetric Design (AASHTO T 312 and AASHTO R30), as adapted in SOP-2. All Superpave mixes are to be designed at a design gyration number ( $N_{des}$ ) of 65 gyrations and initial gyration number ( $N_{ini}$ ) of 6 gyrations. For 4.75 mm mixes, ( $N_{des}$ ) shall be 50 gyrations, and ( $N_{ini}$ ) shall be 6 gyrations. The Department will design open-graded mixes according to [GDT 114](#). In all cases, the procedure for measuring Maximum Specific Gravity ( $G_{mm}$ ) shall be AASHTO T 209. In addition to gradation and volumetric analysis, mix designs shall include the following performance tests, as applicable.
  2. Performance Test:
    - a. Permeability test: Superpave and Stone Matrix mix designs shall include testing according to [GDT -1 Measurement of Water Permeability of Compacted Asphalt Paving Mixtures](#). Specimen air voids for this test shall be  $6.0 \pm 1.0\%$ . The average permeability of three specimens may not exceed 3.60 ft per day ( $125 \times 10^{-5}$  cm per sec).
    - b. Moisture susceptibility test: Mix designs of all types except open-graded surface mixes shall include testing for moisture susceptibility according to [GDT 66](#). Specimen air voids for this test shall be  $7.0 \pm 1.0\%$  for all mixes excluding Stone Matrix mixes. Specimen air voids for this test shall be  $6.0 \pm 1.0\%$  for Stone Matrix mixes. The minimum tensile splitting ratio is 0.80, except that a tensile splitting ratio of no less than 0.70 may

be acceptable if all individual strength values exceed 100 psi (690 kPa). Average splitting strength of the three conditioned and three controlled samples shall be not less than 60 psi (415 kPa) for either group. Retention of coating as determined by [GDT 56](#) shall be not less than 95%.

- c. Rutting susceptibility test. Mix designs of all types except Open-graded Surface Mixes (OGFC and PEM), and mixtures designed exclusively for trench widening shall include testing according to [GDT 115 or AASHTO TP63](#). Design limits for this test are as follows: Specimen air voids for this test shall be  $5.0 \pm 1.0\%$  for all mix types. Testing temperature shall be 64°C (147°F) for all mix types except 19 mm and 25 mm Superpave mixes, which shall be tested at 49°C (120°F). Maximum deformation shall be 5.0 mm for all mixes except 4.75 mm mix, 9.5 mm Type I and 9.5 mm Type II Superpave mixes. Maximum deformation for the 9.5 mm Type II Superpave mix shall be 6.0 mm at 64°C (147°F) and 8.0 mm at 64°C (147°F) for the 4.75 mm and 9.5 mm Type I Superpave mix.
- d. Fatigue testing: The Department may verify Superpave designs by fatigue testing according to AASHTO T 321 or other procedure approved by the Department.

### C. Acceptance

See [Subsection 106.03](#) and [Section 400](#). Ensure that individual test results meet the Mixture Control Tolerances listed in [Subsections 828.2](#), [828.2.01](#), [828.2.02](#), [828.2.03](#), or [828.2.04](#), whichever applies with the following exception. Field verification results for rutting susceptibility tests performed on laboratory fabricated and/or roadway cores obtained from asphalt plant produced mixtures shall meet specified requirements with a tolerance of +2.0 mm.

### D. Materials Warranty

See General Provisions 101 through 150.

## 828.2.01 Open-Graded Surface Mixtures

### A. Requirements

Produce the mixture according to an approved mix design and Job Mix Formula. Ensure that Open-Graded Surface Mixtures meet the following mixture control tolerances and mix design criteria:

Sieve Size	Mixture Control Tolerance, %	Design Gradation Limits, % Passing		
		9.5 mm OGFC	12.5 mm OGFC	12.5 mm PEM
3/4 in (19 mm) sieve	±0.0		100*	100*
1/2 in (12.5 mm) sieve	±6.1	100*	85-100	80-100
3/8 in (9.5 mm) sieve	±5.6	85-100	55-75	35-60
No. 4 (4.75 mm) sieve	±5.7	20-40	15-25	10-25
No. 8 (2.36 mm) sieve	±4.6	5-10	5-10	5-10
No. 200 (75 µm) sieve	±2.0	2-4	2-4	1-4
Range for % AC	±0.4	6.0-7.25	5.75-7.25	5.5-7.0
Class of stone ( <a href="#">Section 800</a> )		"A" only	"A" only	"A" only
Drain-down (AASHTO T305), %		<0.3	<0.3	<0.3

\* Mixture control tolerance is not applicable to this sieve for this mix.

- In 12.5 mm and 9.5 mm OGFC and 12.5 mm PEM mixes, use only PG 76-22 asphalt cement (specified in [Section 820](#)).
- All OGFC and PEM mixes shall include a stabilizing fiber of the type (cellulose or mineral) specified in the mix design and meeting the requirements of [Section 819](#). The dosage rate shall be as specified in the mix design and shall be sufficient to prevent drain-down exceeding the above tolerance.

### B. Fabrication

See Section 400.

## 828.2.02 Stone Matrix Asphalt Mixtures

### A. Requirements

Produce the mixture according to an approved mix design and Job Mix Formula. Ensure that Stone Matrix Asphalt mixtures meet the following mixture control tolerances and mix design criteria:

Sieve Size	Mixture Control Tolerance	Design Gradation Limits, Percent Passing		
		9.5 mm SMA	12.5 mm SMA	19 mm SMA
1- in (25 mm) sieve	±0.0			100*
3/4 in (19 mm) sieve	±7.0	100*	100*	90-100
1/2 in (12.5 mm) sieve	±6.1	98-100**	85-100	44-70
3/8 in (9.5 mm) sieve	±5.6	70-100	50-75	25-60
No. 4 (4.75 mm) sieve	±5.7	28-50	20-28	20-28
No. 8 (2.36 mm) sieve	±4.6	15-30	16-24	15-22
No. 50 (300 µm) sieve	±3.8	10-17	10-20	10-20
No. 200 (75 µm) sieve	±2.0	8-13	8-12	8-12
Range for % AC (Note 1)	±0.4 (Note 2)	6.0-7.5	5.8-7.5	5.5-7.5
Design optimum air voids (%)		3.5 ±0.5	3.5 ±0.5	3.5 ±0.5
% aggregate voids filled with AC (VFA)		70-90	70-90	70-90
Tensile splitting ratio after freeze-thaw cycle GDT-66		80%	80%	80%
Drain-down (AASHTO T305), %		<0.3	<0.3	<0.3

\*Mixture control tolerance is not applicable to this sieve for this mix.

\*\*Mixture control tolerance shall be ± 2.0% for this sieve for 9.5 mm SMA mixes placed at spread rates greater than 135 lb/yd<sup>2</sup>. For 9.5 mm SMA mixes placed at spread rates of 135 lb/yd<sup>2</sup> or less, 100 % passing is required on this sieve.

Note 1: Range for % AC is Original Optimum AC (OOAC) at 35 gyrations (Gyratory compactor) or 50 blows (Marshall compactor) prior to Corrected Optimum AC (COAC) calculation detailed in GDT 123 (Appendix A)

Note 2: Quality Acceptance Test Results for AC content that deviate > ± 0.3% from the approved Job Mix Formula (JMF) consistently over three lots may subject the mix to a revised AC content on project JMF at the discretion of the Office of Materials and Research based on deviation trend.

1. SMA mixtures shall be compacted at 35 gyrations with the Superpave Gyratory compactor or 50 blows with the Marshall compactor.
2. All SMA mixtures shall contain mineral filler and fiber stabilizing additives and shall meet the following requirements:
  - a. Asphalt cement grade PG-76-22 (specified in [Section 820](#)) is required in all SMA mixtures.
  - b. Aggregates for SMA shall meet the requirements of [Subsection 802.2.02.A.3](#).
  - c. Use the approved mineral filler specified in the mix design and meeting the requirements of [Section 883](#). Approved sources of mineral filler are listed in [QPL 81](#).

Use the approved Fiber Stabilizing Additive of the type (cellulose or mineral) specified in the mix design and meeting the requirements of [Section 819](#). Approved sources of Fiber Stabilizing Additive are listed in [QPL 77](#). The dosage rate will be as specified in the mix design and shall be sufficient to prevent drain-down exceeding the above tolerance.

## B. Fabrication

See [Section 400](#).

### 828.2.03 Superpave Asphalt Concrete Mixtures

#### A. Requirements for Superpave Mixtures (except Parking Lot Mixtures)

Produce the mixture according to an approved mix design and Job Mix Formula. Ensure that Superpave Asphalt Concrete mixtures meet the following mixture control tolerances and mix design limits:

1. Gradation limits for Superpave mixtures are as follows:

Sieve Size	Mixture Control Tolerance	Design Gradation Limits, Percent Passing				
		9.5 mm Superpave Type I	9.5 mm Superpave Type II	12.5 mm Superpave (Note 1)	19 mm Superpave	25 mm Superpave
1½ in (37.5 mm)						100*
1- in (25.0 mm)	± 8.0			100*	100*	90-100
3/4 in (19.0 mm)	±8.0**	100*	100*	98-100****	90-100	55-89**
1/2 in (12.5 mm)	±6.0***	98-100****	98-100****	90-100	60-89***	50-70
3/8 in (9.5 mm)	±5.6	90-100	90-100	70-89	55-75	
No. 4 (4.75 mm) s	±5.6	65-85	55-75			
No. 8 (2.36 mm)	±4.6	48-55	42-47	38-46	32-36	30-36
No. 200 (75 µm)	±2.0	5.0-7.0	5.0-7.0	4.5-7.0	4.0-6.0	3.5-6.0
Range for % AC (Note 3)	± 0.4 (Note 2)	5.5-7.25	5.25-7.00	5.00-6.25	4.25-5.50	4.00-5.25

\* Mixture control tolerance is not applicable to this sieve for this mix.

\*\* Mixture control tolerance shall be ± 10.0% for this sieve for 25 mm Superpave.

\*\*\*Mixture control tolerance shall be ± 8.0% for this sieve for 19 mm Superpave.

\*\*\*\*Mixture control tolerance shall be ± 2.0% for this sieve for 12.5 mm and 9.5 mm mixes.

Note 1: Use PG 76-22 in 12.5 mm Superpave, excluding shoulder construction, on all projects with ADT greater than 25,000 as detailed in the Contract Pay Item.

Note 2: Quality Acceptance Test Results for AC content that deviate > ± 0.3 % from the approved Job Mix Formula (JMF) consistently over three Lots may subject the mix to a revised AC content on project JMF at the discretion of the Office of Materials and Research based on statistical trend.

Note 3: Range for % AC is Original Optimum AC (OOAC) at 65 gyrations prior to the Corrected Optimum AC (COAC) calculation detailed in [SOP 2 \(Appendix D\)](#).

2. Volumetric limits are as follows:

Design Parameter	Mix Type	Limits
% of Max. Specific Gravity ( $G_{mm}$ ) at design gyrations, $N_{des}$	All	96%
% $G_{mm}$ at the initial number of gyrations, $N_i$	All	91.5% maximum
% voids filled with asphalt (VFA) at $N_{des}$	9.5 mm Type I	Min. 72; Max. 80
	9.5 Type II and 12.5 mm	Min. 72; Max. 76
	19 mm	Min. 71; Max 76
	25 mm	Min. 69; Max 76
Fines to effective asphalt binder ratio ( $F/P_{be}$ )	9.5 mm Type I	0.6 to 1.4
	All other types	0.8 to 1.6
Minimum Film Thickness (microns)*	All	> 7.00



Minimum % Voids in Mineral Aggregate (VMA) Note: VMA shall be calculated using the effective specific gravity of the aggregate ( $G_{se}$ ). See SOP-2SP.	25 mm	13.0
	19 mm	14.0
	12.5 mm	15.0
	9.5 Type I	16.0
	9.5 Type II	16.0

\* Superpave Mixtures approved prior to January 31, 2012, may be grandfathered in to meet Minimum Film Thickness requirement by mixture adjustments made by the State Bituminous Construction Engineer.

## **B. Requirements for Superpave Parking Lot Mixes (NOT FOR STANDARD HIGHWAY/STREET PAVING)**

### **1. Surface Layers for parking facilities:**

Sieve Size	Mixture Control Tolerance	Design Gradation Limits, Percent Passing		
		4.75 mm Mix	9.5 mm Superpave Type I	9.5 mm Superpave Type II
1- in (25.0 mm) sieve	± 8.0			
3/4 in (19.0 mm) sieve	±8.0**		100*	100*
1/2 in (12.5 mm) sieve	±6.0	100*	98-100****	98-100****
3/8 in (9.5 mm) sieve	±5.6	90-100	90-100	90-100
No. 4 (4.75 mm) sieve	±5.6	75-95	65-85	55-75
No. 8 (2.36 mm) sieve	±4.6	60-65	48-55	42-47
No. 50 (300 µm) sieve	±3.8	20-50		
No. 200 (75 µm) sieve	±2.0	4-12	5.0-7.0	5.0-7.0
Range for Total AC	± 0.4	6.00 - 7.50	5.40 - 7.25	5.25 - 7.00

\* Mixture control tolerance is not applicable to this sieve for this mix.

\*\*\*\*Mixture control tolerance shall be ± 2.0% for this sieve for 12.5 mm and 9.5 mm mixes.

### **2. Subsurface Layers for parking facilities:**

Sieve Size	Mixture Control Tolerance	Design Gradation Limits, Percent Passing		
		12.5 mm Superpave	19 mm Superpave	25 mm Superpave
				100*
1- in (25.0 mm) sieve	± 8.0	100*	100*	90-100
3/4 in (19.0 mm) sieve	±8.0**	98-100****	90-100	55-89**
1/2 in (12.5 mm) sieve	±6.0***	90-100	60-89***	50-70
3/8 in (9.5 mm) sieve	±5.6	70-89	55-75	
No. 8 (2.36 mm) sieve	±4.6	38-46	32-36	30-36
No. 200 (75 µm) sieve	±2.0	4.5-7.0	4.0-6.0	3.5-6.0
Range for Total AC	± 0.4	5.00 - 6.25	4.25 - 5.50	4.00 - 5.25

\*Mixture control tolerance is not applicable to this sieve for this mix.

\*\*Mixture control tolerance shall be  $\pm 10.0\%$  for this sieve for 25 mm Superpave mixes.

\*\*\*Mixture control tolerance shall be  $\pm 8.0\%$  for this sieve for 19 mm Superpave mixes.

\*\*\*\*Mixture control tolerance shall be  $\pm 2.0\%$  for this sieve for 12.5 mm and 9.5 mm Superpave mixes.

### 3. Volumetric limits for parking facilities are as follows:

Design Parameter	Mix Type	Limits
% of Max. Specific Gravity ( $G_{mm}$ ) at design gyrations, $N_{des}$	All	96%
% $G_{mm}$ at the initial number of gyrations, $N_i$	All	91.5% maximum
% voids filled with asphalt (VFA) at $N_{des}$	9.5 mm Type I	Min. 72; Max. 80
	9.5 Type II and 12.5 mm	Min. 72; Max. 78
	19 and 25 mm	Min. 71; Max 76
Fines to effective asphalt binder ratio ( $F/P_{be}$ )	9.5 mm Type I	0.6 to 1.4
	all other types	0.8 to 1.6
Minimum Film Thickness (microns)*	4.75 mm	> 6.00
	All other types	> 7.00
Minimum % Voids in Mineral Aggregate (VMA) Note: VMA shall be calculated using the effective specific gravity of the aggregate ( $G_{se}$ ). See <a href="#">SOP-2</a> .	25 mm	13.0
	19 mm	14.0
	12.5 mm	15.0
	9.5 mm Types I,II	16.0

\* Mixtures approved prior January 31, 2012, may be grandfathered in to meet Minimum Film Thickness requirement by mixture adjustments made by the State Bituminous Construction Engineer.

#### C. Fabrication

See [Section 400](#).

### 828.2.04 Fine-Graded Mixtures

#### A. Requirements

Produce the mixture according to an approved mix design and Job Mix Formula. Ensure that fine-graded mixtures meet the following mixture control tolerances and design limits:

ASPHALTIC CONCRETE - 4.75 mm Mix		
Sieve Size	Mixture Control Tolerance	Design Gradation Limits, % passing
1/2 in (12.5 mm) sieve*	$\pm 0.0$	100*
3/8 in (9.5 mm) sieve	$\pm 5.6$	90-100
No. 4 (4.75 mm) sieve	$\pm 5.7$	75-95
No. 8 (2.36 mm) sieve	$\pm 4.6$	60-65

No. 50 (300 µm) sieve	±3.8	20-50
No. 200 (75 µm) sieve	±2.0	4-12
Range for % AC	±0.4	6.00 – 7.50
Design optimum air voids (%)		4.0 – 7.0
% Aggregate voids filled with AC		60 - 80
Minimum Film Thickness (microns)**		> 6.00

\* Mixture control tolerance is not applicable to this sieve for this mix.

\*\* 4.75 mm Mixtures approved prior January 31, 2012, may be grandfathered in to meet Minimum Film Thickness requirement by mixture adjustments made by the State Bituminous Construction Engineer.

#### **B. Fabrication**

See [Section 400](#).

#### **C. Acceptance**

See [Subsection 106.3](#) and [Section 400](#). Ensure that individual test results meet the Mixture Control Tolerances listed in Subsections [828.2](#), [828.2.01](#), [828.2.02](#), [828.2.03](#), [828.2.04](#), whichever applies.

#### **D. Materials Warranty**

See General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 831—Admixtures**

---

*Delete Subsection 831.2.01.A and substitute the following:*

**831.2.01 Air-Entraining Admixtures**

**A. Requirements**

1. Use air-entraining admixtures listed in [QPL 13](#).
2. Use air-entraining admixture materials meeting AASHTO M 154, Performance and Uniformity requirements.
3. Test compression and flexure strengths at 7 and 28 days.
4. Use air-entraining admixtures evaluated by the National Transportation Product Evaluation Program (NTPEP) test facility or other approved test facility.

*Delete Subsection 831.2.02.A and substitute the following:*

**831.2.02 Chemical Admixtures for Concrete**

**A. Requirements**

1. Use chemical admixtures listed in [QPL 14](#).
2. Use chemical admixture materials meeting AASHTO M 194 Physical requirements and Uniformity and Equivalence requirements for Types A, B, C, D, E, F, or G, unless otherwise specified.
  - a. Waive the length change requirements.
  - b. Ensure that the admixtures contain no more than 0.8 percent chloride, calculated as calcium chloride.
  - c. Ensure that the air content does not exceed 4 percent when prepared in a standard batch without an added air-entraining agent.
3. Use chemical admixtures evaluated by the National Transportation Product Evaluation Program (NTPEP) test facility or other approved test facility.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 832—Curing Agents**

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*Delete Subsection 832.2.01.A and substitute the following:*

**832.2.01 Burlap or Cotton Fabric**

**A. Requirements**

1. Use burlap or cotton fabric meeting these requirements:
  - Burlap that is 10 to 18 oz./yd<sup>2</sup> (340 to 610 g/m<sup>2</sup>) or two layers of 6 or 7 oz./yd<sup>2</sup> (200 or 235 g/m<sup>2</sup>)
  - Cotton fabric that is white, loosely woven, and not less than 7 oz./yd<sup>2</sup> (235 g/m<sup>2</sup>)
  - Strips of burlap or cotton fabric that are between 3 and 6 ft (0.9 and 1.8 m) wide and 3 ft (1 m) longer than the width of the slab to be covered
2. Use burlap and cotton fabrics that do not contain starch or other material that could stain the concrete. If the fabric is new, soak and dry it before use.

*Delete Subsection 832.2.03.A and substitute the following:*

**832.2.03 Membrane Curing Compound**

**A. Requirements**

1. Use membrane curing compounds listed in [QPL 16](#)
2. Use liquid membrane-forming compounds meeting AASHTO M 148 requirements.
3. Use membrane curing compounds evaluated by the National Transportation Product Evaluation Program (NTPEP) test facility or other approved test facility.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**SUPPLEMENTAL SPECIFICATION**

**Section 833—Joint Fillers and Sealers**

*Delete Subsection 833.2.06 and substitute the following:*

**A. Requirements**

1. Silicone

Furnish silicone sealant in a one-part or two part silicone formulation. Use sealant that is compatible with the surface to which it is applied. Do not use acid-cure sealants on Portland cement concrete.

- a. Use silicone that meets the physical requirements in [Table 1](#). For a list of silicone joint sealant sources, please see [QPL 66](#). Identify silicones as the following types:
  - 1) Type A—A one part, low modulus, non-sag silicone. Used to seal horizontal and vertical joints in Portland cement concrete pavements and bridges. Tooling is required.
  - 2) Type B—A one part, very low modulus, self-leveling silicone. Used to seal horizontal joints in Portland cement concrete pavements and bridges. Tooling is not normally required.
  - 3) Type C—A one part, ultra-low modulus, self-leveling silicone. Used to seal horizontal joints in Portland cement concrete pavements and bridges and joints between Portland cement concrete pavement and asphaltic concrete shoulders. Tooling is not normally required.
  - 4) Type D—A two part, ultra low modulus, self-leveling, rapid cure silicone. Used to seal horizontal joints in Portland cement concrete pavements and bridges and joints between Portland cement concrete pavement and asphaltic concrete shoulders. Tooling is not required.
- b. Use silicone sealant evaluated by the National Transportation Product Evaluation Program (NTPEP).
- c. Use sealant that is compatible with the surface to which it is applied. Do not use acid-cure sealants on Portland cement concrete.
- d. Use silicone that meets the following physical requirements:

**Table 1—Physical Requirements for Silicone Sealants**

Type Silicone	A	B	C	D
Tensile Stress at 150% Strain, Max. psi (kPa) (Note 1)	45 (310)	40 (275)	15 (105)	25 (175)
Durometer Hardness, Score [0 °F and 77 °F ± 3 °F (-18 °C and 25 °C ± 2 °C)] (Note 1)	"A" 10-25	"00" 40-80	"00" 20-80	"00" 40-80
Bond to Concrete Mortar, Min. psi (kPa) (Note 1) (Note 3)	50 (345)	40 (275)	35 (240)	35 (240)
Tack Free Time (Skin-over) (Max. Minutes) (Note 2)	90	90	90	30
Extrusion Rate (Min. Grams/Minute) (Note 4)	75	90	100	200-550
Non-volatile (Min. %)	90	90	90	90
Specific Gravity	1.1 - 1.5	1.1 - 1.5	1.1 - 1.5	1.2 - 1.5
Shelf Life (from date of shipment)	6 Months	6 Months	6 Months	6 Months
Movement Capability & Adhesion (Note 1)	No adhesive or cohesive failure after 10 cycles at 0 °F (-18 °C).			

## Section 833-Joint Fillers and Sealers

Type Silicone	A	B	C	D
Ozone and U.V. Resistance (Note 1)	No chalking, cracking or bond loss after 5,000 hours.			
Note 1: The cure time for these specimens shall be 21 days for Type A and 28 days for Type B, C and D. Specimens shall be cured at 77 °F ± 3 °F (25 °C ± 2 °C) and 50±5% relative humidity.				
Note 2: At conditions of 77 °F ± 3 °F (25 °C ± 2 °C) and 50±5% relative humidity.				
Note 3: Type C and D silicone shall also meet its bond strength requirement to asphalt concrete.				
Note 4: Type D extrusion rate shall be within the range specified.				

### 2. Bond Breakers

Bond breakers shall be chemically inert and resistant to oils, gasoline, solvents, and primer, if one is required. Install silicone sealants over a bond breaker to prevent the sealant from bonding to the bottom of the joint.

- Use bond breakers that are chemically inert and resistant to oils, gasoline, solvents, and primer, if one is required.
- Do not use bond breaker that will stain or adhere to the sealant.
- Use either a backer rod or tape bond breaker.

#### 1) Backer Rods

Type L	Closed-cell, expanded polyethylene foam
Type M	Closed-cell, polyolefin foam with a closed-cell skin over an open-cell core

Use backer rods that meet the following physical requirements:

Physical Property	Requirement
Density	2 lb/ft <sup>3</sup> (30 kg/m <sup>3</sup> ) min.
Tensile strength	25 psi (170 kPa) min.
Water absorption	0.02 g/cm <sup>3</sup> max.

#### 2) Bond Breaking Tapes

Type N bond breaking tapes are made from extruded polyethylene with a pressure-sensitive adhesive on one side.

Bond breaking tapes may be used with all three types of silicone, but is suitable for bridge joints only.

Bond breaking tapes shall have a minimum thickness of .005 in (0.13 mm.).

### 3. Joint Sealant Certification

Submit, at no cost to the Department, a minimum of 30 gal (100 L) of material and certified test results on each lot of joint sealant furnished to a Project.

Submit a certification that verifies the sealant meets all the test requirements of this Specification, except the Bond to Concrete Mortar and Shore Durometer Hardness at 0 °F (-18 °C).

## B. Fabrication

Prepare and install silicone and bond breakers according to [Section 461](#).

## C. Acceptance

### 1. Silicone

Test the silicone as follows:

Test	Method
Tensile stress	ASTM D 412 (die C)
Durometer hardness	ASTM D 2240
Bond to concrete mortar	<a href="#">GDT 106</a>

## Section 833-Joint Fillers and Sealers

Test	Method
Tack free time (skin-over)	<a href="#">GDT 106</a> *
Extrusion rate	<a href="#">GDT 106</a>
Non-volatile	<a href="#">GDT 106</a>
Specific gravity	ASTM D 792 (Method A)
Movement capability and adhesion	<a href="#">GDT 106</a>
Ozone and UV resistance	ASTM C 793
*In cases of dispute, use ASTM C 679 as a referee test.	

### 2. Bond Breakers

Test the bond breaker backer rods as follows:

Test	Method
Density	ASTM D 1622
Tensile strength	ASTM D 1623
Water absorption	ASTM C 1016

### 3. Department Responsibility

The Department will:

- a. Evaluate the sealant in the field before accepting any silicone sealants that meet the requirements of this Specification.
- b. Install the material submitted by the Contractor in roadway and/or bridge joints. The material shall be in place for two winters without failure before being accepted.
- c. Reject any sealant or bond breaker that is evaluated and approved, yet fails in actual use.

### D. Materials Warranty

General Provisions 101 through 150.



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

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**Section 845—Smooth Lined Corrugated Polyethylene (PE) Culvert Pipe**

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*Delete Section 845 and substitute the following:*

**845.1 General Description**

This section includes the requirements for smooth-lined, corrugated polyethylene culvert pipe.

**845.1.01 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

**B. Referenced Documents**

AASHTO M 294

AASHTO Standard Specifications for Highway Bridges, Division II

[\*\*QPL 51\*\*](#)

**845.2 Materials**

**845.2.01 Smooth-lined, Corrugated Polyethylene (PE) Culvert Pipe**

**A. Requirements**

1. Use pipe meeting the requirements of AASHTO M 294, Type S.
2. Use pipe evaluated by the National Transportation Product Evaluation Program (NTPEP) test facility or other approved test facility.
3. Ensure pipe is produced from an approved source listed on [\*\*QPL 51\*\*](#).
4. Use fittings and couplings as recommended by the manufacturer and approved by the Office of Materials and Research. The fittings and couplings shall comply with the joint performance criteria of AASHTO Standard Specifications for Highway Bridges, Division II. Ensure that the joints are “soiltight” per the AASHTO bridge specifications.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

General Provisions 101 through 150.

**D. Materials Warranty**

General Provisions 101 through 150.

Office of Materials and Research

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## Supplemental Specification

### Section 853—Reinforcement and Tensioning Steel

---

*Delete Section 853 and Substitute the following:*

#### 853.1 General Description

This section includes the requirements for reinforcement and tensioning steel, including:

- Steel bars
- Pretensioning steel wire strand
- Post-tensioning steel wire
- Post-tensioning steel bars
- Plain steel bars with threaded ends
- Steel wire
- Steel welded wire reinforcement
- Dowel bars
- Dowel (tie) bars
- Bar supports
- Epoxy coating

#### 853.1.01 Related References

##### A. Standard Specifications

[Section 514—Epoxy Coated Steel Reinforcement](#)

##### B. Referenced Documents

AASHTO	ASTM	
M 32/ M 32M	A 153/ A 153 M	A 653/ A653M
M 55/ M 55M	A 416/ A 416M	A 709/ A 709M
M 221/ M 221M	A 421/ A 421M	A 722/ A 722M
M 225/ M 225M		D 1248
M 284/ M 284M		

[QPL 12](#)

[QPL 55](#)

[QPL 61](#)

CRSI Manual of Standard Practices

### 853.2 Materials

#### A. Requirements

**NOTE: Notify the Office of Materials and Research at least two weeks before blast cleaning the steel reinforcement bars and applying the epoxy coating. This time will allow the Department to schedule an inspection.**

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

General Provisions 101 through 150.

#### 853.2.01 Steel Bars for Concrete Reinforcement

##### A. Requirements

###### 1. Type

- a. Use deformed billet steel bars from rolling mills listed on [QPL 61](#) and from fabricators listed on [QPL 12](#)
- b. Use deformed billet steel bars that meet the requirements of ASTM A 615/ A 615M for bar reinforcement in concrete, unless otherwise designated.
- c. Use deformed billet steel for longitudinal bars in continuously reinforced concrete pavement that meet the requirements of ASTM A 615/ A 615M, Grade 60 (420).

##### B. Fabrication

General Provisions 101 through 150.

##### C. Acceptance

The Department will accept the material based on either [QPL](#) approval or on tests conducted by the Department.

The Department will not accept bent bars that have been straightened and rebent.

##### D. Materials Warranty

General Provisions 101 through 150.

#### 853.2.02 Pretensioning Steel Wire Strand

##### A. Requirements

###### 1. Type

Use steel wire that meets all the requirements of ASTM A 416/A 416M. Use Grade 270 for prestressed concrete bridge members.

- a. If you plan to use strands that differ in size from those covered in ASTM A 416/A 416M submit to the Engineer complete data on the proposed strands, as stated below.

###### 2. Certification

Submit a certification from the manufacturer that shows the results of the required tests, including stress-strain curves, and conformance to these Specifications.

##### B. Fabrication

General Provisions 101 through 150.

##### C. Acceptance

The Department will accept the steel based on the results of tests made by the Department and the certification from the manufacturer.

##### D. Materials Warranty

General Provisions 101 through 150.

## Section 853—Reinforcement and Tensioning Steel

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### 853.2.03 Post-tensioning Steel Wire

#### A. Requirements

1. Type  
Use steel cable for post-tensioning that meets ASTM A 421/ A 421M, Type BA or WA, as specified.
2. Certification  
Submit a certification from the manufacturer that shows the results of the required tests, including stress-strain curves, and conformance to these Specifications.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

The Department will accept the steel based on the results of tests made by the Department and the certification from the manufacturer.

#### D. Materials Warranty

General Provisions 101 through 150.

### 853.2.04 Post-tensioning Steel Bars

#### A. Requirements

1. Type  
Use high-strength steel bars for post-tensioning that meet the requirements of ASTM A 722/ A 722M, Type II.
2. Drawings
  - a. Show all appurtenances to be used with the bars on shop drawings.
  - b. Show all dimensions and steel requirements on the drawings.
  - c. Use the appropriate ASTM designation for the steel, if possible.
3. Certification  
Submit a certification that shows the results of the required tests, including stress-strain curves, and conformance to this Specification.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

The Department will accept the steel based on the results of the tests made by the Department and on the certification from the manufacturer.

#### D. Materials Warranty

General Provisions 101 through 150.

### 853.2.05 Plain Steel Bars—Threaded Ends

#### A. Requirements

Use plain steel bars with threaded ends that meet the requirements of ASTM A 709/ A 709M, Grade 36 (250), 50(345), or 70W(485W).

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

The Department will accept the steel based on the certification from the manufacturer.

#### D. Materials Warranty

General Provisions 101 through 150.

# Section 853—Reinforcement and Tensioning Steel

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## 853.2.06 Steel Wire for Concrete Reinforcement

### A. Requirements

Use steel wire that meets the requirements of AASHTO M 32/ M 32M and AASHTO M 225/ M 225M and is the size shown on the Plans.

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

The Department will accept the steel based on the results of the tests made by the Department or on the certification from the manufacturer.

### D. Materials Warranty

General Provisions 101 through 150.

## 853.2.07 Steel Welded Wire Reinforcement

### A. Requirements

1. Use steel welded wire reinforcement of the size and dimension shown on the Plans and that meets the requirements of AASHTO M 55/ M 55M and AASHTO M 221/ M 221M.
2. Use a vendor listed on [QPL 55](#).

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

The Department will accept the material based on either [QPL](#) approval or on tests conducted by the Department.

### D. Materials Warranty

General Provisions 101 through 150.

## 853.2.08 Dowel Bars

### A. Requirements

Type: Use dowel bars for concrete pavement that are plain, round steel bars that meet or exceed the tensile requirements of Table 2—Tensile Requirements for Deformed Bars, ASTM A 615/ A 615M, Grade 40 (300).

### B. Fabrication

Coat dowel bars with either high density polyethylene or epoxy, as follows:

#### 1. High Density Polyethylene

Use polyethylene with the following characteristics

Thickness	12 to 20 mils (0.30 to 0.51 mm)
Texture	Smooth and dense enough to provide adequate bond-breaking characteristics
Undercoating (adhesive)	Modified rubber blend; 2 to 7 mils (0.05 to 0.18 mm) thick

Ensure that the undercoating retains its elasticity and effectively seals small cuts or abrasions from moisture migrating under the polyethylene plastic outer coating.

#### 2. Epoxy

Prepare the dowels for coating, select the epoxy material, apply the epoxy, and sample and test the properties of coated bars according to the requirements of [Section 514](#).

- a. Apply a uniform, smooth coating to the bars that results in a film 12 mils,  $\pm 2$  mils (0.30mm,  $\pm 0.05$  mm) thick after curing.
- b. Do not coat the cut ends.

## Section 853—Reinforcement and Tensioning Steel

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- c. Handle the coated dowels carefully to prevent damage to the coating or bar. However, bars can be welded through the epoxy to one side of the supportive basket.

### C. Acceptance

The Department will accept the steel based on the results of the tests made by the Department or on the certification of the manufacturer.

The Department will reject dowel bars with burred or deformed ends.

### D. Materials Warranty

General Provisions 101 through 150.

## 853.2.09 Dowel (Tie) Bars

### A. Requirements

Use uncoated, plain or deformed billet-steel bars that meet the requirements of ASTM A 615/ M, Grade 40 (300) for dowel bars or tie bars in curbs, concrete medians, and other areas specified on the Plans.

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

The Department will accept the steel based on the results of the tests made by the Department or on the certification of the manufacturer.

### D. Materials Warranty

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 863—Preservative Treatment of Timber Products**

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*Delete Section 863 and Substitute the following:*

**863.1 General Description**

This section includes the requirements for applying preservatives, conditioning, treating, inspecting, marking, testing, and documenting the necessary information for treated timber used in Department Work.

**863.1.01 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

**B. Referenced Documents**

American Wood Preservers Association (AWPA), C14, “Wood for Highway Construction—Preservative Treatment by Pressure Method”

AWPA C2

AWPA M2

AWPA M3

AWPA P9

AASHTO M 133

[QPL 50](#)

**863.2 Materials**

**863.2.01 Conditioning and Preservative Treatment**

**A. Requirements**

1. Condition and preservative treat all timber products to meet the requirements of American Wood Preservers Association (AWPA) Standard C14, “Wood for Highway Construction—Preservative Treatment by Pressure Method,” except as described in this Section.

2. Treatment Plants

Ensure treatment plants comply with quality control procedures in AWPA M3.

- a. To expedite the work, a commercial inspection agency approved by the Department will inspect and test all treated timber products, including any preservative treatment at the treatment plant before it is delivered to the project. The treatment plant shall bear all the cost associated with the inspection and test.
- b. Before requesting an inspection, the authorities of the treatment plant shall acquaint themselves with the timber specification requirements and shall segregate the material to be inspected for Department work from other stock.

3. Preservatives

Use preservatives that meet the requirements in the AWPA Standard, unless otherwise specified in the Plans or the Specifications.

- a. You may select one of three preservatives (creosote, pentachlorophenol, Chromated Copper Arsenate (CCA)) from the Materials and Usage Table in AWPA C14.

- b. Ensure pentachlorophenol solutions have at least 5 percent pentachlorophenol, by weight, dissolved in the petroleum solvents specified or pentachlorophenol in AWP A P9, Type "A."

## B. Fabrication

1. As practicable, cut, frame, and bore timber before treatment.
2. Condition the timber first. For Southern Pine species, use the following treatment:

Penta-petroleum	Dry in kiln to 30% average moisture content or less or condition in steam
Chromated Copper Arsenate (CCA)	Dry in kiln to 25% average moisture content or less

**NOTE: Do not heat the wood in the preservative, and do not use Boulton drying.**

3. Preservative Penetration  
Ensure the preservative penetrates at least 3 in (75 mm) or 90 percent of the sapwood for all lumber, timber, wood fence posts, and ties in contact with the ground.
  - a. Ensure lumber, timber, and ties that do not contact the ground meet AWP A C2 requirements.
  - b. Ensure preservative penetrates all other materials, piles, and poles according to applicable AWP A requirements.
4. Preservative Retention  
Treat guard rail posts and offset blocks with pentachlorophenol or CCA with a minimum 0.6 lb/ft<sup>3</sup> (9.6 kg/ m<sup>3</sup>) retained in the outer 0.6 in (15 mm), as required in AWP A C14 and C2.
5. Retreatment:  
You may retreat a charge of material, or a portion of it, if the initial treatment does not meet requirements for retention, penetration, or appearance. The Department will allow only one retreatment.

**NOTE: The Department will reject any damage due to retreatment.**

6. Conditioning after Treatment
  - a. Condition material that is dust-free.
  - b. For lumber or timber that is treated with water-borne preservative and is to be painted, dry by air, kiln, or some method of artificial conditioning, to a moisture content of not more than 19 percent of the weight of the oven-dry wood.
  - c. Protect the treated lumber from the elements with a prime coat of paint or other approved means.
  - d. Ensure the moisture content does not rise above 19 percent before applying the first coat of paint.
  - e. Dry material treated with water-borne preservative that will not be painted to surface dryness in air or otherwise before installing it.

## C. Acceptance

1. Inspection  
The Department will sample and test preservatives according to the requirements of AASHTO M 133.

**NOTE: Check [QPL 50](#) for pre-approved manufacturers that supply material compliant with this specification.**

- a. The Department will determine the level of preservative retention by testing the 0.6 to 1.5 in (15 to 38 mm) assay zone.
- b. Unless otherwise provided, an approved commercial inspection agency will inspect treated timber products according to AWP A M2.
- c. The Inspector will test before, during, and after treating.
2. Marking  
The Inspector will mark each acceptable piece with a hammer stamp before and after treatment.
  - a. Stamp only 25 percent of the offset blocks after treatment.
  - b. Ensure that both inspection stamps identify the Inspector. Ensure that the before-treatment stamp is clearly distinguished from the after-treatment stamp.



3. Reporting

The Inspector from an approved commercial inspection agency shall:

- a. Prepare reports of the treating process and results of the inspection that confirm treatment was completed according to these Specifications.
- b. Furnish these reports to the Office of Materials and Research.
- c. Report according to AWP M2.
- d. Get a shipping report from the treatment plant showing the project number, purchaser, sizes and amounts of materials, and preservative type for each shipment for Department Work.
- e. Furnish the shipment report and the treatment report to the Office of Materials and Research.

**D. Materials Warranty**

1. Retest treated material that has been in stock for two years before using.
2. The Department will reject any materials that fail to meet specifications unless they are retreated to meet all applicable requirements.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**SUPPLEMENTAL SPECIFICATION**

**Section 870—Paint**

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*Delete Section 870 and substitute the following:*

**870.1 General Description**

This section includes the requirements for all paints, including pigments, vehicles, and the compositions of prepared paints for all purposes specified.

**870.1.01 Related References**

**A. Standard Specifications**

General Provisions 101 through 150

**B. Referenced Documents**

[QPL 46](#)

SOP 14

AASHTO M 69

Military Specifications MIL-E-698 B

MIL-P-23236 or US Corps of Engineers Specification C-200

Federal Test Methods, Standard No. 141

Federal Specifications		ASTM			
TT-E-489	TT-P-791a	D 209	D 476	D 768	D 3021
TT-P-103b	TT-P-1952E	D 211	D 600	D 822	D 3721
TT-P-104b	TT-R-266	D 234	D 602	D 1199	D 4462
TT-P-320c	TT-T-291	D 235	D 604	D 1648	E 97
TT-P-460	TT-V-119	D 263	D 605	D 2805	G 23
		D 324	D 711		

**870.2 Materials**

**A. Requirements**

1. Ingredients

The Engineer shall approve all paint ingredients. Mix the paints in the proportions specified in this section for each kind of paint. The formulas given represent the proportions by weight of the materials to be used.

2. Condition of Mixed Paints

Ensure that mixed paints do not liver or curdle, and that the pigments remain in suspension to a reasonable degree satisfactory to the Engineer.

3. Filling and Packaging

The manufacturer shall strain paints before filling the containers. The manufacturer also shall ship paints in strong, substantial containers (according to [QPL 46](#)) plainly marked with the paint name and number, color, volume, manufacturer name and address, date of manufacture, and the manufacturer's lot number on every package. The inspection stamp on the paint container will be evidence of approval.

Traffic line paint manufactured for the Department shall be delivered in 55 gallon (208 L) drums or 250 gallon (946 L) totes. The manufacturer shall stencil on the head of each drum the kind of paint, requisition number, purchase order number, and gross and net weights. Ensure that the drums are the removable head types. Ensure the totes are labeled appropriately.

4. Finished Paints

Unless otherwise specified, deliver paints to the Project or the Department completely mixed and ready for use without adding oils or thinner. Use well ground paints that do not settle or badly cake in the container, and can readily be broken up to a smooth, uniform paint with good brushing consistency.

When brushed or rolled on a smooth, vertical surface, the paint shall dry hard and elastic without running, streaking, sagging, or spotting. Use paint for spray application that sprays satisfactorily and does not run, sag, or streak.

The first coat of paint applied in the shop or in the field to uncoated structural steel or wood is called the primer coat. The paint covering the primer coat is called the second coat, and the paint covering the second coat is called the third coat.

## B. Fabrication

The formulas given in this specification represent proportions by weight.

## C. Acceptance

1. Testing

Test methods for paint analyses shall be according to the Federal Test Methods, Standard No. 141 or the ASTM standard methods of tests for paint.

2. Color

Match color visually by comparing with standard color chips obtained from the Office of Materials and Research.

3. Inspection

Inspection and analysis will be made at the point of manufacture according to SOP 14. The manufacturer shall assist as necessary, permit the Inspector to test the ingredients before the paint is made, and witness the paint grinding.

The Department reserves the right to sample and test all paint at any time before it is used.

4. Tolerances

The Department will accept a tolerance of 1 percent of the required value for the paint formulation and property requirements.

<b>EXCEPTION: This tolerance does not apply where maximum and minimum values are noted.</b>
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## D. Materials Warranty

The following people shall furnish the Department a certificate of analysis and manufacturer's guarantee:

- The manufacturer of each brand of paint submitted for acceptance under these Specifications
- All Contractors proposing to use any paint specified in this Section

Ensure that the certificate of analysis shows the paint trade name to be furnished, including a facsimile of the label if the paint is ready-mixed, and an analysis showing the percentage of each of the chemical elements and compounds in the pigment and vehicle. The guarantee shall assert that all paint furnished conforms to the analysis shown on the certificate filed and to the statement of percentages of ingredients shown on the labels, which are required to be on each container. The guarantee shall be sworn to by a person having authority to bind the manufacturer into an agreement.

## 870.2.01 Paints for Structural Steel

### A. Requirements

1. Use structural steel paint that meets the applicable requirements of [Subsection 870.2](#) and the following:
  - No. 1A, Red Primer (see [Table 1](#)). Apply this paint with brush, roller, or airless spray.
  - No. 1W, Waterborne Red Primer (see [Table 2](#)).
  - No. 1 Z, Inorganic Zinc Rich Primer (See [Table 3](#))
  - No. 2A, Buff (see [Table 4](#)). Apply this paint with brush, roller, or airless spray.
  - No. 2B, Aluminum (See [Table 5](#) and [Subsection 870.2.01.B, "Fabrication"](#) ).
  - No. 2W, Waterborne Intermediate Coat (see [Table 6](#)).
  - No. 3A, Brown (see [Table 7](#)). Apply this paint with brush, roller, or airless spray.
  - No. 3B, Green (see [Table 8](#)). Apply this paint with brush, roller, or airless spray.
  - No. 3W, Waterborne Green (see [Table 9](#)).

**Table 1—No. 1A, Red Primer, Brushing, Roller, or Airless Spray Type**

Requirement	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	—	53
Vehicle	47	—
Coarse Particles, total residue retained on No. 325 sieve, based on paint, percent by weight	1.0	—
Fineness of Grind, North Standard	—	4.5
Viscosity, Krebs Units	81	75
Moisture Content, percent by weight	0.5	—
Drying Time, hours		
Set to touch	6	—
Dry through	18	—
Weight, lbs/gal (kg/L)	—	12.7 (1.52)
Pigment Composition, percent by weight		
Zinc Hydroxy Phosphite, ASTM D 4462	—	73

Requirement	Maximum	Minimum
Red Iron Oxide ASTM D 3721	—	24
Organo Montmorillonite <sup>1</sup>	1.0	0.8
Vehicle Composition, percent by weight		
Non-Volatile <sup>2</sup>	—	66
Raw Linseed Oil, ASTM D 234		
Alkyd Resin Solution, Federal		
Specification TT-R-266, Type I,		
Class “A”		
Thinners and Driers	34	—
Thinners, Federal Specification		
TT-T-291		
Driers, ASTM D 600 Class “C”		
<b>Notes:</b> <sup>1</sup> Prewet Organo Montmorillonite with 20-30% (95%) methyl alcohol by weight. <sup>2</sup> Ensure that the non-volatile vehicle is composed of 1:1 proportions by weight of raw linseed oil and alkyd resin, respectively.		

**Table 2—No. 1W, Waterborne Red Primer**

Requirement	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	—	24
Vehicle	76	—
Coarse Particles, total residue retained on 60 µm sieve, based on paint, percent by weight	0.5	—
Fineness of Grind, North Standard	—	4
Viscosity, Krebs Units	100	90
Drying Time, hours		
Set to touch	3	—
Dry through	24	—
Weight, lbs/gal (kg/L)	—	9.85 (1.18)
Pigment Composition, percent by weight		
Red Iron Oxide	—	45
Zinc Phosphate	—	15
Vehicle Composition, percent by weight		
Non-Volatile Binder Solids, HG-54 or HG-56 <sup>1</sup>	—	30
Methyl Carbitol	—	5

Requirement	Maximum	Minimum
Texanol	—	2
Dibutyl Phthalate	—	2
Other Additives	5	—
<b>NOTE:</b> <sup>1</sup> or approved equivalent		

**Table 3—No. 1Z, Inorganic Zinc Rich Primer**

Requirement	Maximum	Minimum
Zinc dust, percent by weight		
Zinc	—	99.00
Lead	0.6	—
Percent by weight of zinc in dried paint film	—	85
Elcometer Adhesion of dried paints, psi (MPa)	—	300 (2.1)
Note: The primer shall be self-curing and shall consist of two components, Zinc dust and Ethyl Silicate vehicle. A manufacturer's product data sheet and a material safety data sheet (MSDS) shall accompany each shipment of Inorganic Zinc Rich Primer. The product data sheet shall contain the following information for the mixed primer: Unit Weight, Viscosity, Volatile Organic Content (VOC), Pot Life, Percent Solids by Volume.		

**Table 4—No. 2A, Buff, Brushing, Roller, or Airless Spray Type**

Requirement	Max.	Min.
Paint composition, percent by weight		
Pigment	—	52
Vehicle	48	—
Coarse particles, total residue retained on No. 325 (45 µm) sieve, based on paint, percent by weight	1.0	—
Fineness of grind, North Standard	—	4
Viscosity, Krebs units	82	75
Moisture content, percent by weight	0.5	—
Drying time, hours	18	—
Weight, lbs/gal (kg/L)	—	12.5 (1.50)
Color: Match the Department's Standard Color Chip		

Requirement	Max.	Min.
Pigment composition, percent by weight		
Zinc Hydroxy Phosphite, ASTM D 4462	—	75
Titanium Dioxide ASTM D 476 Type IV	—	19
Organo Montmorillonite—prewet with 20-30% (95%) methyl alcohol by weight	1.0	0.75
Tinting Pigments (may be added as predisperesed pigments):	3.5	3.0
Yellow Oxide ASTM D 768		
Red Iron Oxide ASTM D 3721		
Lampblack ASTM D 209		
Vehicle composition, percent by weight		
Non-Volatile, 1:1 proportions by weight, of:	—	66
Raw Linseed Oil, ASTM D 234		
Alkyd Resin Solution, Federal Specification TT-R-266, Type I, Class "A"		
Thinners and Driers	34	—
Thinners, Federal Specification TT-T-291		
Driers, ASTM D 600 Class "C"		
<p>Note 1: For the greatest effectiveness, the Organo Montmorillonite should be prewetted with 20 – 30% (95%) methyl alcohol by weight.</p> <p>Note 2: The non-volatile vehicle shall be composed of 1:1 proportions by weight of raw linseed oil and alkyd resin, respectively.</p>		

**Table 5—No 2B, Aluminum**

Requirement	Maximum	Minimum
Paint Composition		
Aluminum Paste, AASHTO M 69, lbs (kg)	—	2 (0.24)
Aluminum Vehicle, AASHTO M 69, gal (L)	1 (1)	—
Drying Time, hours		
Set to touch	8	2
Dry through	24	—
Note: Refer to <a href="#">Subsection 870.2.01.B, "Fabrication"</a> , for additional requirements.		

**Table 6—No. 2W, Waterborne Intermediate Coat**

Requirement	Maximum	Minimum
Pigment Composition, percent by weight		
Pigment	—	38
Vehicle	62	—

Requirement	Maximum	Minimum
Coarse Particles, total residue retained on 60 µm sieve, based on paint, percent by weight	0.5	—
Fineness of Grind, North Standard	—	4
Viscosity, Krebs Units	100	90
Drying Time, hours		
Set to touch	3	—
Dry through	24	—
Weight, lbs/gal (kg/L)	—	11.0 (1.32)
Pigment Composition, percent by weight		
Zinc Phosphate	—	10
Calcium Carbonate	—	30
Magnesium Silicate ASTM D 605	12	—
Titanium Dioxide ASTM D 476 Type IV	—	40
Vehicle Composition, percent by weight		
Non-Volatile Binder Solid, HG-54 or HG-56 <sup>1</sup>	—	30
Methyl Carbitol	—	5
Texanol	—	2
Dibutyl Phthalate	—	2
Other Additives	5	—
<b>Notes:</b> <sup>1</sup> or approved equivalent		

**Table 7—No. 3A, Brown, Brush, Roller, or Airless Spray Type**

Requirement	Maximum	Minimum.
Paint composition, percent by weight		
Pigment	47.0	45.0
Vehicle	55.0	53.0
Pigment composition, percent by weight		
Basic Lead Silico Chromate, ASTM D 1648	38.0	36.0
Red Iron Oxide—85%, ASTM D 3721	28.0	27.0
Titanium Dioxide, Rutile, Chalk		
Resistant, ASTM D 476, Type IV	16.5	15.5
Barium Sulfate, ASTM D 602	—	14.5
Organo Montmorillonite	—	0.6
Tinting Colors (Phthalocyanine blue, Lampblack, and Yellow Iron Oxide)	Remainder	



Requirement	Maximum	Minimum.
Vehicle composition, percent by weight		
Alkyd Resin, TT-R-266, Type I, Class A	—	57.0
Raw Linseed Oil, ASTM D 234	—	20.0
Mineral spirits, driers, antiskinning agents and methanol/water 95/5—prewet Organo Montmorillonite with 95/5 methanol/ water before adding to grind	23.0	—
Percent non-volatile vehicle	—	59.0
Color: Match Federal Standard Colors No. 595-30111		
Properties of finished paint		
Weight, lbs/gal (kg/L)	—	11.5 (1.38)
Viscosity, Krebs units	75	68
Fineness of grind, North Standard	—	4.0

**Table 8—No. 3B, Green, Brushing, Roller, or Airless Spray Type**

Requirement	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	—	40
Vehicle	60	—
Coarse Particles, total residue retained on No. 325 sieve, based on paint, percent by weight	0.5	—
Fineness of Grind, North Standard	—	4
Viscosity, Krebs Units	85	75
Moisture Content, percent by weight	0.5	—
Drying Time, hours	8	—
Weight, lbs/gal (kg/L)	—	10.1(1.21)
Color: Shall match the Department's Standard Color Chip		
Pigment Composition, percent by weight		
Zinc Hydroxy Phosphite, ASTM D 4462	—	25
Titanium Dioxide, ASTM D 476, Type IV	—	2
Magnesium Silicate, ASTM D 605	45	40
Organo Montmorillonite <sup>1</sup>	1.5	1.2
Chromium Oxide, ASTM D 263	18	15
Pure Tinting Colors (No chrome green allowed)	Remainder	
Yellow Iron Oxide, ASTM D 768		
Red Iron Oxide, ASTM D 3721		
Lamp Black, ASTM D 209		

Requirement	Maximum	Minimum
Phthalocyanine Green, <sup>2</sup> ASTM D 3021		
Vehicle Composition, percent by weight		
Non-Volatile	—	55
Alkyd Resin Solution, Federal Specification TT-R-266, Type I, Class "A"		
Thinners and Driers	45	—
Thinners, Federal Specifications, TT-T-291		
Driers, ASTM D 600 Class "C"		
<b>NOTE:</b> <sup>1</sup> Prewet Organo Montmorillonite with 20-30% (95%) methyl alcohol by weight.		
<sup>2</sup> Chlorinated Copper Phthalocyanine, full strength, oil dispersable.		

**Table 9—No. 3W, Waterborne Green**

Requirement	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	—	15
Vehicle	85	—
Coarse Particles, total residue retained on 60 µm sieve, based on paint, percent by weight	0.5	—
Fineness of Grind, North Standard	—	4
Viscosity, Krebs Units	100	90
Drying time, hours		
Set to touch	3	—
Dry through	24	—
Weight, lbs/gal (kg/L)	—	9.35 (1.12)
Color: Shall match the Department's standard color chip		
Pigment Composition, percent by weight		
Zinc Phosphate	—	10
Titanium Dioxide, ASTM D 476, Type IV	—	5
Magnesium Silicate ASTM D 605	25	—
Calcium Carbonate	35	—
Pure Tinting Colors (No chrome green allowed)	Remainder	
Yellow Iron Oxide ASTM D 768		
Red Iron Oxide ASTM D 3721		
Lamp Black ASTM D 209		
Phthalocyanine Green ASTM D 3021		

Requirement	Maximum	Minimum
Vehicle Composition, percent by weight		
Non-Volatile Binder Solids, HG-54 or HG-56 <sup>1</sup>	—	30
Methyl Carbitol	—	5
Texanol	—	4
Other Additives	5	—
<b>NOTE:</b> <sup>1</sup> or approved equivalent		

## B. Fabrication

### 1. No. 2B, Aluminum

Prepare the aluminum paint by thoroughly mixing aluminum paste with mixing vehicle.

- Ensure the paints are well ground, do not settle or cake badly in the container, and are readily broken up to a smooth, uniform paint of good brushing consistency.
- Use 2 lbs (0.24 kg) of paste to 1.0 gal (1.0 L) of vehicle. Mix this at the factory.
- Ensure a thorough mix with a minimum of stirring. Ensure that the paint shows satisfactory leafing qualities and solidly covers in one coat without running, streaking, or sagging.
- If applying two coats of aluminum paint, tint the first coat with iron blue paste to help distinguish the two coats.

## C. Acceptance

See [Subsection 870.2.C](#).

## D. Materials Warranty

See [Subsection 870.2.D](#).

## 870.2.02 Traffic Line Paints

### A. Requirements

Use traffic line paints that meet the applicable requirements of [Subsection 870.2](#) and the following:

#### 1. No. 4C, Black Traffic Line Paint

- Paint Composition: (See [Table 10](#)).
- Finished Paint:
  - Flexibility: Ensure paint flexibility by following this procedure:
    - Use a doctor blade or other suitable means to apply the paint to a 30-gauge (0.39 mm) clean tin plate panel. Apply to a wet film thickness of approximately 2 mils (0.05 mm).
    - Dry the panel in a horizontal position for 18 hours, and then bake it for 5 hours at 220 °F to 225 °F (105 °C to 110 °C).
    - Cool the panel to approximately 77 °F (25 °C) and bend double over a ½ inch rod (13 mm rod). Ensure that the film does not show cracking or flaking upon bending or straightening.
  - Color: Ensure that the paint dries to a pure, flat black and furnishes the maximum amount of opacity and visibility under both daylight and artificial light.  
Ensure that the paint does not discolor when exposed to weather or traffic and does not appreciably discolor with stains during service life on either concrete or bituminous surfaces.
  - Weight per gallon (liter): Use paint weighing at least 14.0 lb/gal (67 kg/L) at 77 °F (25 °C).

- 4) Consistency: The paint viscosity when measured at 77 °F shall be 85 to 100 Krebs Units.
- 5) Moisture content: The paint shall contain no more than 0.5% water.
- 6) Drying: The paint shall dry to no pickup within 45 minutes when tested according to ASTM D 711.
- 7) Spraying: The paint shall be factory-mixed ready for application through spray machines without using thinners.
- 8) Storage: The paint shall not cake, liver, thicken, curdle, gel, or show other objectionable properties after storage for 6 months.
- 9) Coarse particles and skins: The paint shall not contain more than 1.0 percent of coarse particles and skins.
- 10) Fineness of Grind: The paint shall have a grind of 3 to 5 Hegman scale.
- 11) Packaging: The finished paint shall be passed through a No. 40 mesh screen while filling the containers.

**Table 10—No 4C, Black Traffic Line Paint**

Requirement	Maximum	Minimum
Paint composition, percent by weight		
Pigment	43.0	41.0
Vehicle	59.0	57.0
Non-volatile vehicle, percent by weight of vehicle	—	42.0
Pigment composition, percent by weight		
Lamp Black, ASTM D 209	—	3.0
Calcium Carbonate, ASTM D 1199, Type GC (Note 1), Grade 1	34.0	32.0
Diatomaceous Silica, ASTM D 604, Type B	23.0	21.0
Magnesium Silicate, ASTM D 605	44.0	42.0
Organo Montmorillonite (Note 2)	0.8	0.3
Vehicle Composition, percent by weight		
Alkyd resin solution	—	70.0
Petroleum thinner, driers, and other additives	30.0	—
Alkyd Resin Solution Characteristics		
Type	Pure Drying Alkyd	
Type of oil	Soya, Linseed, or a mixture of the two	
Non-volatile, percent by weight	61	59
Volatile type	VM & P Naphtha	
Viscosity, Gardner-Holdt	Z <sup>5</sup>	Z <sup>3</sup>
Viscosity, at 45% solids	G	D
Color, Gardner—1953	10	3
Acid number, solids basis	8	—
Alkyd Resin Solution Characteristics,		
lbs/gal (kg/L) solution	7.75 (0.93)	7.66 (0.92)

Requirement	Maximum	Minimum
Modifying oil iodine number (Note 3)	—	115
Phthalic Anhydride, percent by weight of non-volatile	—	33
Oil Acids, percent	55	48
Compatibility	500% in VM & P Naphtha	
Resin and/or Derivatives	None	
Phenolic Resin Modifiers	None	

**Notes for Table 10:**

1. You may use the following chemical composition requirements for calcium carbonate in lieu of those for Type GC. However, all physical properties prescribed for Type GC, Grade 1, are required.

Requirement	Maximum	Minimum
Moisture and other volatile matter, percent by weight	0.2	—
Total Calcium and Magnesium Carbonates, percent by weight Magnesium Carbonate	— 3	95

2. Prewet Organo Montmorillonite with 20-30% (95%) methyl alcohol by weight.
3. Use modifying oil acids, isolated by Federal Test Method No. 141, Method 7031 that have an Iodine Number as specified in Table 870.8, Alkyd Resin Solution Characteristics.

2. No. 5A, Waterborne White Traffic Line Paint

a. Paint Composition: (See [Table 11](#)).

b. Finished Paint

- 1) Flexibility: Apply the paint to a 30 gauge (0.39 mm), clean tin plate panel, to a wet film thickness of approximately 2 mils (0.05 mm). Use a doctor blade or other suitable means.
  - a) Dry the panel horizontally for 18 hours.
  - b) Bake the panel for 5 hours at 220 ° to 230 °F (105 ° to 110 °C).
  - c) Cool the panel to about 77 °F (25 °C) and bend it double over a 1/2 in (13 mm) rod. Ensure that the film does not crack or flake when bent or straightened.
- 2) Bleeding: Ensure that the paint does not bleed over a bituminous surface type used in Georgia.
- 3) Color: Ensure that the paint dries to a pure, intense white and furnishes the maximum amount of opacity and visibility under both daylight and artificial light.  
Ensure that the paint does not discolor when exposed to weather or traffic and does not appreciably discolor with stains during service life on either concrete or bituminous surfaces.
- 4) Consistency: Use paint with a viscosity of 80 - 100 Krebs units at 77 °F (25 °C).
- 5) Drying: Ensure that the paint dries to no-pick-up within six minutes when tested according to ASTM D 711. Ensure that the paint dries through within 20 minutes when applied at 15 mils (0.38 mm) wet thickness at 77 °F (25 °C).
- 6) Spraying: Mix the paint at the factory so it can be applied by spray machines without adding thinners.
- 7) Storage: Ensure that the paint does not cake, liver, thicken, curdle, gel, or show any other objectionable properties after storage for six months.
- 8) Coarse Particles and Skins: Ensure that the paint contains less than 1 percent of coarse particles and skins.

- 9) Fineness of Grind: Ensure that the paint has a grind of 2 to 5 Hegman scale.
- 10) Weight per gallon (liter): Use paint weighing at least 14.00 lb/gal. at 77 °F (1.68 kg/L at 25 °C).
- 11) Packaging: Pass the finished paint through a No. 40 (425 µm) screen while filling the containers.
- 12) Freeze-Thaw and Heat Stability: Ensure that the paint shows no coagulation, discoloration, or change in consistency greater than 10 Krebs units, when tested according to TT-P-1952E.
- 13) pH: Ensure that the pH is greater than 9.5.

**Table 11—No. 5A Waterborne White Traffic Line Paint**

Requirement	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	63.0	60.0
Vehicle	40.0	37.0
Non-Volatile Vehicle, percent by weight of vehicle	50.0	42.0
Pigment Composition, percent by weight		
Titanium Dioxide, ASTM D 476		
Type II, Rutile	—	13.0
Calcium Carbonate, ASTM A 1199		
Type GC Grade 1	87.0	—
Vehicle Composition, percent by weight		
Acrylic Emulsion E-2706 or DT211NA (50% NV) <sup>1</sup>	90.0	85.0
Methanol	3.0	1.0
Texanol Coalsecent	5.0	4.0
Other Additives	5.0	0.0
Propylene Glycol	—	3.0
<b>NOTE:</b> <sup>1</sup> Or approved equivalent		

3. No. 5B, Waterborne Yellow Traffic Line Paint
  - a. Paint Composition: (See [Table 12](#)).
  - b. Finished Paint:
    - 1) Flexibility: Apply the paint with a doctor blade to a 30 gauge (0.39 mm), clean tin plate panel, to a wet film thickness of approximately 2 mils (0.05 mm).
      - a) Dry the panel horizontally for 18 hours.
      - b) Bake the panel for 5 hours at 220 ° to 230 °F (105 ° to 110 °C).
      - c) Cool the panel to about 77 °F (25 °C) and bend it double over a 1/2 in (13 mm) rod. Ensure that the film does not crack or flake when bent or straightened.
    - 2) Bleeding: Ensure that the paint does not bleed on any bituminous surface type used in Georgia.
    - 3) Color: Ensure that the paint dries to a bright yellow that matches color chip #33538 of Federal Color Standard #595B, within the limits of the Highway Yellow Color Tolerance Chart.

Ensure that the paint does not discolor when exposed to weather or traffic and does not appreciably discolor from stains during service life on either concrete or bituminous surfaces.

- 4) Consistency: Ensure a viscosity of 80 - 100 Krebs units at 77 °F (25 °C).
- 5) Drying: Ensure that the paint dries to no-pick-up within 6 minutes when tested according to ASTM D 711.  
Ensure that the paint dries through within 20 minutes when applied at 15 mils (0.38 mm) wet thickness at 77 °F (25 °C).
- 6) Spraying: Mix the paint at the factory so it can be applied by spray machines without adding thinners.
- 7) Storage: Ensure that the paint does not cake, liver, thicken, curdle, gel, or show any other objectionable properties after storage for 6 months.
- 8) Coarse Particles and Skins: Ensure that the paint contains less than 1 percent of coarse particles and skins.
- 9) Fineness of Grind: Ensure that the paint has a grind of 3 to 5 Hegman scale.
- 10) Weight per gallon (liter): Use paint weighing at least 13 lb/gal (1.56 kg/L) at 77 °F (25 °C).
- 11) Packaging: Pass the finished paint through a No. 40 (425 µm) screen while filling the containers.
- 12) Freeze-Thaw and Heat Stability: Ensure that the paint shows no coagulation, discoloration, or change in consistency greater than 10 Krebs units, when tested according to TT-P-1952E.
- 13) pH: Ensure that the pH is greater than 9.5.

**Table 12—No. 5B, Waterborne Yellow Traffic Line Paint**

Requirement	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	63.0	60.0
Vehicle	40.0	37.0
Non-Volatile Vehicle, percent by weight of vehicle	50.0	42.0
Pigment Composition, percent by weight		
Titanium Dioxide, ASTM D 476 Type II, Rutile	—	4.0
Lead-free organic yellow No. 65	—	5.0
Calcium Carbonate, ASTM D 1199 Type GC Grade 1	91.0	—
Vehicle Composition, percent by weight		
Acrylic Emulsion E-2706 or DT211NA (50% NV) <sup>1</sup>	90.0	85.0
Methanol	3.0	1.0
Texanol Coalsecent	5.0	4.0
Other Additives	5.0	—
Propylene Glycol	—	3.0
<b>NOTE:</b> <sup>1</sup> or approved equivalent		

4. No. 6A, Waterborne High Build White Traffic Line Paint
  - a. Paint Composition: (See [Table 13](#)).
  - b. Finished Paint

- 1) Flexibility: Apply the paint to a 30 gauge (0.39 mm), clean tin plate panel, to a wet film thickness of approximately 2 mils (0.05 mm). Use a doctor blade or other suitable means.
  - a) Dry the panel horizontally for 18 hours.
  - b) Bake the panel for 5 hours at 220 ° to 230 °F (105 ° to 110 °C).
  - c) Cool the panel to about 77 °F (25 °C) and bend it double over a 1/2 in (13 mm) rod. Ensure that the film does not crack or flake when bent or straightened.
- 2) Bleeding: Ensure that the paint does not bleed over a bituminous surface type used in Georgia.
- 3) Color: Ensure that the paint dries to a pure, intense white and furnishes the maximum amount of opacity and visibility under both daylight and artificial light.  
Ensure that the paint does not discolor when exposed to weather or traffic and does not appreciably discolor with stains during service life on either concrete or bituminous surfaces.
- 4) Consistency: Use paint with a viscosity of 80 - 100 Krebs units at 77 °F (25 °C).
- 5) Drying: Ensure that the paint dries to no-pick-up within six minutes when tested according to ASTM D 711.  
Ensure that the paint dries through within 20 minutes when applied at 25 mils (0.635 mm) wet thickness at 77 °F (25 °C).
- 6) Spraying: Mix the paint at the factory so it can be applied by spray machines without adding thinners.
- 7) Storage: Ensure that the paint does not cake, liver, thicken, curdle, gel, or show any other objectionable properties after storage for six months.
- 8) Coarse Particles and Skins: Ensure that the paint contains less than 1 percent of coarse particles and skins.
- 9) Fineness of Grind: Ensure that the paint has a grind of 2 to 5 Hegman scale.
- 10) Weight per gallon (liter): Use paint weighing at least 14.00 lb/gal. at 77 °F (1.68 kg/L at 25 °C).
- 11) Packaging: Pass the finished paint through a No. 40 (425 µm) screen while filling the containers.
- 12) Freeze-Thaw and Heat Stability: Ensure that the paint shows no coagulation, discoloration, or change in consistency greater than 10 Krebs units, when tested according to TT-P-1952E.
- 13) pH: Ensure that the pH is greater than 9.5.

**Table 13—No. 6A Waterborne High Build White Traffic Line Paint**

Requirement	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	63.0	60.0
Vehicle	40.0	37.0
Non-Volatile Vehicle, percent by weight of vehicle	50.0	42.0
Pigment Composition, percent by weight		
Titanium Dioxide, ASTM D 476, Type II, Rutile	—	13.0
Calcium Carbonate, ASTM A 1199, Type GC Grade 1	87.0	—
Vehicle Composition, percent by weight		
Acrylic Emulsion meeting TT-P_1952E, Type III <sup>1</sup>	90.0	85.0
Methanol	3.0	1.0
Texanol Coalsecent	5.0	4.0



Requirement	Maximum	Minimum
Other Additives	5.0	0.0
Propylene Glycol	—	3.0
<b>NOTE:</b> <sup>1</sup> or approved equivalent		

5. No. 6B, Waterborne Yellow High Build Traffic Line Paint

a. Paint Composition: (See [Table 14](#)).

b. Finished Paint:

- 1) Flexibility: Apply the paint with a doctor blade to a 30 gauge (0.39 mm), clean tin plate panel, to a wet film thickness of approximately 2 mils (0.05 mm).
  - a.) Dry the panel horizontally for 18 hours.
  - b.) Bake the panel for 5 hours at 220 ° to 230 °F (105 ° to 110 °C).
  - c.) Cool the panel to about 77 °F (25 °C) and bend it double over a 1/2 in (13 mm) rod. Ensure that the film does not crack or flake when bent or straightened.
- 2) Bleeding: Ensure that the paint does not bleed on any bituminous surface type used in Georgia.
- 3) Color: Ensure that the paint dries to a bright yellow that matches color chip #33538 of Federal Color Standard #595B, within the limits of the Highway Yellow Color Tolerance Chart.  
Ensure that the paint does not discolor when exposed to weather or traffic and does not appreciably discolor from stains during service life on either concrete or bituminous surfaces.
- 4) Consistency: Ensure a viscosity of 80 - 100 Krebs units at 77 °F (25 °C).
- 5) Drying: Ensure that the paint dries to no-pick-up within 6 minutes when tested according to ASTM D 711.  
Ensure that the paint dries through within 20 minutes when applied at 25 mils (0.635 mm) wet thickness at 77 °F (25 °C).
- 6) Spraying: Mix the paint at the factory so it can be applied by spray machines without adding thinners.
- 7) Storage: Ensure that the paint does not cake, liver, thicken, curdle, gel, or show any other objectionable properties after storage for 6 months.
- 8) Coarse Particles and Skins: Ensure that the paint contains less than 1 percent of coarse particles and skins.
- 9) Fineness of Grind: Ensure that the paint has a grind of 3 to 5 Hegman scale.
- 10) Weight per gallon (liter): Use paint weighing at least 13 lb/gal (1.56 kg/L) at 77 °F (25 °C).
- 11) Packaging: Pass the finished paint through a No. 40 (425 µm) screen while filling the containers.
- 12) Freeze-Thaw and Heat Stability: Ensure that the paint shows no coagulation, discoloration, or change in consistency greater than 10 Krebs units, when tested according to TT-P-1952E.
- 13) pH: Ensure that the pH is greater than 9.5.

**Table 14—No. 6B, Waterborne High Build Yellow Traffic Line Paint**

Requirement	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	63.0	60.0
Vehicle	40.0	37.0
Non-Volatile Vehicle, percent by weight of vehicle	50.0	42.0

Requirement	Maximum	Minimum
Pigment Composition, percent by weight		
Titanium Dioxide, ASTM D 476 Type II, Rutile	—	4.0
Lead-free organic yellow No. 65	—	5.0
Calcium Carbonate, ASTM D 1199 Type GC Grade 1	91.0	—
Vehicle Composition, percent by weight		
Acrylic Emulsion meeting TT-P-1952E, Type III <sup>1</sup>	90.0	85.0
Methanol	3.0	1.0
Texanol Coalsecent	5.0	4.0
Other Additives	5.0	—
Propylene Glycol	—	3.0
<b>NOTE:</b> <sup>1</sup> or approved equivalent		

## B. Fabrication

See [Subsection 870.2.B.](#)

## C. Acceptance

See [Subsection 870.2.C.](#)

## D. Materials Warranty

See [Subsection 870.2.D.](#)

## 870.2.03 Sign Enamel

### A. Requirements

1. Ensure that sign enamels, either baking or air-drying, except black, meet the requirements of Federal Specifications TT-E-489 and [Subsection 870.2.](#)
2. Use the identified class shown in [Table 15](#) for the respective types. Also, ensure that each color matches Federal Standard 595A as designated.

**Table 15—Sign Enamel Federal Specification Requirements**

	Fed. Stand. No. 595 A	Fed. Spec. TT-E-489e	
Color	Number	Class	Type
Yellow	13538	B	Baking
		A	Air drying
White	17875	B	Baking
		A	Air drying
Red	11105	B	Baking
		A	Air drying

	Fed. Stand. No. 595 A	Fed. Spec. TT-E-489e	
Color	Number	Class	Type
Blue	15090	B A	Baking Air drying
Green	14109	B A	Baking Air drying

- For a black sign enamel, use a semi-gloss enamel that matches Federal Standard Number 595 A, Color 27038 and meets the requirements of Military Specifications MIL-E-698 B and [Subsection 870.2](#).

#### **B. Fabrication**

Prepare the surface and use a primer recommended by the manufacturer of the sign enamel.

#### **C. Acceptance**

See [Subsection 870.2.C](#).

#### **D. Materials Warranty**

See [Subsection 870.2.D](#).

### **870.2.04 Paint for Timber**

#### **A. Requirements**

Ensure that paints for timber meet the requirements of [Subsection 870.2](#) and Federal Specification TT-P-104b, unless otherwise specified.

- If lead-free, fume-resistant paint is specified, ensure that it meets the requirements of Federal Specification TT-P-103b.
- If chalking is a specified requirement, ensure that the paint meets Federal Specification TT-T-103b modified to require that the percentage of anatase be equal to that specified in TT-P-103b for both rutile and anatase.

#### **B. Fabrication**

See [Subsection 870.2.B](#).

#### **C. Acceptance**

See [Subsection 870.2.C](#).

#### **D. Materials Warranty**

See [Subsection 870.2.D](#).

### **870.2.05 Miscellaneous Paints**

#### **A. Requirements**

- Paint for Steel Piling and Sway Bracing
 

Use paint for steel piling and sway bracing that meets the requirements of [Subsection 870.2](#) and the following:

  - No. 1P, General: Ensure that materials used as a primer and/or finish coat are formulated from either a coal tar pitch or a native pyrobitumen resin. You may use other types of material if they meet the requirements in [Table 16](#), below.

**Table 16—Primer/Finish Coat Requirements**

Properties	Requirements
Color	Black
Odor	Ensure coal tar materials have no pyridine, pyridine base, or tar acid odor.
Consistency	Easily applied by brush or spray to a coverage of 60 ft <sup>2</sup> /gal (1.5 m <sup>2</sup> /L), without sagging, yielding film thicknesses of about 26 mils (0.66 mm) wet and 13 mils (0.33 mm) dry.
Drying time	Apply at a rate of 60 ft <sup>2</sup> /gal (1.5 m <sup>2</sup> /L). Ensure that the material dries to a firm film within 24 hours at 70 ° - 80 °F (21 ° - 27 °C) and can receive a second coat.
Chemical resistance	<p>Ensure that the material remains intact and in good condition when immersed for 30 days in each of the following inorganic acids, alkalies, and salts:</p> <ul style="list-style-type: none"> <li>• 5% sulfuric acid</li> <li>• 5% hydrochloric acid</li> <li>• 2% phosphoric acid</li> <li>• 5% sodium hydroxide</li> <li>• 25% sodium chloride</li> <li>• 25% calcium chloride</li> </ul>

- 1) Durability: Before initially accepting a product to be supplied under this Specification, the complete system—from primer, when required, to finish coat(s)—shall be subjected to accelerated weathering and atmospheric exposure tests according to ASTM D 822 and ASTM G 23, Type D.
  - 2) Ensure that the system remains intact without cracking, and prevents significant steel corrosion for at least 1,500 hours exposure in the accelerated weathering test, and 5 years atmospheric exposure in a coastal environment.
  - 3) The State Materials and Research Engineer may approve systems that perform satisfactorily for up to 3,000 hours of accelerated weathering pending completion of the 5-year atmospheric exposure tests.
  - 4) After the Department initially accepts the material, you do not need to test each lot of material. However, the Department will conduct other durability tests at its discretion.
- b. No. 2P, Special Provisions Coating: Use special protective coatings instead of any other coating required by the Specifications for steel-H piling, steel sway bracing, metal shells for cast-in-place concrete piling, or prestressed concrete piling in all intermediate bents of the cap and pile trestle-type.
- 1) Get approval from the Laboratory for the protective coating material.
  - 2) Use a two-component, chemically cured, coal-tar epoxy that meets the requirements of either Type I, Class 2, Military Specification MIL-P-23236 (Ships) or U.S. Corps of Engineers Specification C-200.
  - 3) Ensure that the coating exhibits optimum chemical and physical resistance to alkalies and mineral acids under continuous immersion service.
  - 4) Ensure that the cured coating withstands considerable physical abuse such as direct impact, abrasion, and flexing.
  - 5) Furnish a written certification to the Engineer that the material meets the requirements of these Specifications.
2. Galvanizing Repair Compound
- Use a compound that meets the general requirements of [Subsection 870.2](#) and [Table 17](#).

**Table 17—Galvanizing Repair Compound Requirements**

	Maximum	Minimum
Paint Composition, percent by weight		
Pigment	77	73
Vehicle	27	23
Pigment Composition, percent by weight		
Zinc dust, Federal Specification TT-P-460	99	95
Dust (Metallic Zinc Powder), Type 1 Lead Suboxide Stabilizer	0.15	—
Suspending Agent	1.85	—
Vehicle Composition, percent by weight		
Non-Volatile Vehicle	—	18
Volatile Vehicle	82	—

- Non-volatile Vehicle: Use chlorinated rubber and a suitable plasticizer for the non-volatile portion of the vehicle. Ensure that the chlorine content, based on the non-volatile vehicle, is at least 60 percent by weight.
- Volatile Vehicle: Use a volatile vehicle that is completely compatible with the other ingredients of the finished product. Ensure that the vehicle meets all the physical and chemical requirements of the end product.
- Finished Compound: Ensure that the finished compound meets the requirements of [Table 18](#).

**Table 18—Finished Compound Requirements**

Characteristic	Requirement
Condition in the container	No pigment component of the ready-mixed compound settles. When the package remains unopened for one year, you can readily disperse the pigment by hand mixing.  The vehicle does not liver, curdle, or show excessive bodying.
Application	The material to repair galvanizing and to galvanize welds in the field shall be such that when applied, there is no unusual difficulty in horizontal, vertical, or overhead positions.
Adhesion	Expose test panels coated according to field application specifications to weather for at least 3 months in a position 45 degrees vertical, facing south. After this time, ensure that the test panels show no visible signs of peeling or flaking.
Gassing	No build up of gas or excessive pressure in the container when stored at room temperature for 3 months.
Dry film thickness	The compound leaves a dry film between 2 - 2-1/2 mils (0.051 - 0.064 mm) thick, when applied according to field application specifications.
Drying time	The compound is set to touch in 30 minutes and is dry to recoat in 4 hours. The material is thoroughly hard within 48 hours after application.
Hardness	Dry and cure the test panels coated under these Specifications for at least 48 hours.  Brush a section by hand with a wire brush. Continue brushing until you see bright metal.  Measure the dry film thickness. Accept the material if the brushing does not reduce the film below the specified thickness.

Characteristic	Requirement
Consistency	Viscosity at 77 °F (25 °C) is 123 ± 7 Krebs units, as measured by the Stormer Viscometer.
Weight per lb (liter)	22 ± 10% lbs (2.64 ± 10% kg) at 77 °F (25 °C).
Packaging	Commercial paint packaging is acceptable for containers smaller than 1 gal (3.8 L). For 1 gal (3.8 L) packages, use No. 26 gauge steel pails. Do not pack more than 1 gal (3.8 L) of compound in a single container.
Storage	Store the compound where the temperature stays above 45 °F (7 °C).

2. Aluminum Caulking Compound

Use a compound that meets the requirements of [Subsection 870.2](#), third bullet, and [Table 19](#).

**Table 19—Aluminum Caulking Compound Requirements**

Properties	Max.	Min.
Compound composition, percent by weight		
Pigment	—	72
Vehicle	28	—
Pigment composition, percent by weight		
Calcium carbonate, ASTM D 1199, Type GC	—	72
Mineral filler	17	—
Aluminum paste, Federal Specification TT-P-320c, Type II, Class III	—	10
Titanium Dioxide ASTM D 476, Type II, Class II	—	1
Vehicle composition, percent by weight		
Non-volatile	—	78.5
Refined vegetable oil	—	54
Polybutene oil	—	24.5
Fatty acid	—	3.5
Thinner and drier	18	—
Color: aluminum		

a. Other Properties

Properties	Requirement
Consistency	Can be applied by hand caulking gun, knife, or trowel.
Adhesion	Good adhesion to any dry, dust-free, or oil-free surface.
Curing	A light film forms in 48 to 72 hours. A tough metallic film develops in 2 to 3 weeks.
Exposure	Good resistance to water and weather.

**B. Fabrication**

See [Subsection 870.2.B.](#)

**C. Acceptance**

See [Subsection 870.2.C.](#)

**D. Materials Warranty**

See [Subsection 870.2.D.](#)

**870.2.06 Miscellaneous Paint Materials**

**A. Requirements**

Use other paint materials that meet the following requirements:

1. Raw Linseed Oil: Use oil that meets the requirements of ASTM D 234.
2. Boiled Linseed Oil: Use oil that meets the requirements of ASTM D260.
3. Turpentine: Use turpentine that meets the requirements of ASTM D 13.
4. Mineral Spirits: Use petroleum spirits (mineral spirits) that meets the requirements of ASTM D 235.
5. Spar Varnish: Use Varnish, Spar Phenolic Resin, as per Federal Specification TT-V-119.
6. Tinting Pigment Paste: Use lampblack, venetian blue, or iron blue as tinting pigments.
  - The Engineer may approve other tinting pigments, subject to limitations.
  - Add all tinting pigments in paste form.
7. Putty: Use putty that meets the requirements of Federal Specifications TT-P-791a, Type II.

**B. Fabrication**

See [Subsection 870.2.B.](#)

**C. Acceptance**

See [Subsection 870.2.C.](#)

**D. Materials Warranty**

See [Subsection 870.2.D.](#)

Office of Materials & Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 881—Fabrics**

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*Delete Section 881 and substitute the following:*

**881.1 General Description**

This section includes the requirements for the following fabrics:

- Plain cotton duck
- Rubber-impregnated cotton duck
- Burlap and cotton bags
- Plastic filter fabric
- Pavement reinforcement fabric
- Silt fence filter fabric

**881.1.01 Related References**

**A. Standard Specifications**

[Section 106—Materials Certification](#)

**B. Referenced Documents**

Federal Specification CCC-C 419 Type III

ASTM D 36

ASTM D 146

ASTM D 412

ASTM D 1777

ASTM D 3786

ASTM D 4355

ASTM D 4632, GRAB

ASTM D 4751

ASTM D 4833

[GDT 87](#)

[GDT 88](#)

[GDT 95](#)

[QPL 28](#)



[QPL 36](#)

[QPL 40](#)

[QPL 47](#)

## **881.2 Materials**

### **881.2.01 Plain Cotton Duck**

#### **A. Requirements**

1. Use plain cotton duck meeting the requirements of Federal Specification CCC-C 419 Type III.
2. Ensure the duck weighs at least 8 oz./yd<sup>2</sup> (270 g/m<sup>2</sup>).

#### **B. Fabrication**

General Provisions 101 through 150.

#### **C. Acceptance**

General Provisions 101 through 150.

#### **D. Materials Warranty**

General Provisions 101 through 150.

### **881.2.02 Rubber-Impregnated Cotton Duck**

#### **A. Requirements**

1. Use preformed rubber-impregnated fabric pads made of multiple layers of 8 oz (270 g) cotton duck, impregnated and bound with high quality natural rubber, or made of equivalent materials compressed into resilient pads of uniform thickness.
2. Use enough plies to reach the specified thickness after compression and vulcanizing.
3. Ensure the finished pad withstands compression loads of not less than 10,000 psi (70 MPa) when applied perpendicular to the plane of the laminations. Ensure the pad does not extrude or harmfully reduce in thickness.

#### **B. Fabrication**

General Provisions 101 through 150.

#### **C. Acceptance**

General Provisions 101 through 150.

#### **D. Materials Warranty**

General Provisions 101 through 150.

### **881.2.03 Burlap Bags**

#### **A. Requirements**

Use burlap bags made of at least 95 percent jute and manila fibers.

Use burlap weighing 8 to 18 oz/10 ft<sup>2</sup> (250 to 550 g/m<sup>2</sup>).

Use bags with a capacity of 1 to 2 ft<sup>3</sup> (0.03 to 0.06 m<sup>3</sup>).

#### **B. Fabrication**

General Provisions 101 through 150.

#### **C. Acceptance**

General Provisions 101 through 150.

#### D. Materials Warranty

General Provisions 101 through 150.

#### 881.2.04 Cotton Bags

##### A. Requirements

1. Use cotton bags with Osnaburg 40 x 26 thread count and a nominal fabric weight of 6.8 oz/yd<sup>2</sup> (230 g/m<sup>2</sup>).
2. Use bags having 1/2 in (13 mm) sewn seams with at least 1 stitch per 1/5 in (5 mm).
3. Use 4 or 5 ply, 12 cotton yarn or equivalent for the stitches.
4. Ensure seam efficiency is at least 80 percent. Ensure the inside measurements tolerance is  $\pm 1/2$  in (13 mm).

##### B. Fabrication

General Provisions 101 through 150.

##### C. Acceptance

General Provisions 101 through 150.

#### D. Materials Warranty

General Provisions 101 through 150.

#### 881.2.05 Plastic Filter Fabric

##### A. Requirements

1. Use pervious sheets of plastic yarn made from a long-chain synthetic polymer. Use polymer composes of at least 85 percent by weight of propylene, ethylene, amide, ester, or vinylidene chloride.  
Use a sheet of plastic yarn containing stabilizers and/or inhibitors added to the base plastic to make the filaments resistant to deterioration due to ultra-violet and/or heat exposure.
2. Ensure the fabric is finished so that the filaments will retain their relative position with respect to each other.
3. Use fabric without defects, rips, holes, or flaws.
4. Use fabric meeting the following physical requirements for woven and non-woven fabric:

Woven Fabrics	
Tensile strength (any direction)	200 lbs (890 N) minimum
Bursting strength	500 psi (3.5 MPa) minimum
Elongation before breaking	10% to 35%
Percent open area	4.0% to 6.5%
Non-woven Fabrics	
Puncture resistance	30 lbs (135 N) minimum
Grab tensile strength	65 lbs (290 N) minimum
Grab elongation	40% minimum
Flow rate [H from 3 to 1 in (75 to 25 mm)]	50 gal/min/ ft <sup>2</sup> (34 liters/second/m <sup>2</sup> ) (minimum) to 350 gal/ min/ft <sup>2</sup> (240 liters/second/m <sup>2</sup> ) (maximum)

5. Use fabric evaluated by the National Transportation Product Evaluation Program (NTPEP).

6. Seams

- a. Get approval on the seams from the Engineer before use on a Project.
- b. Use fabric sewn with thread of the same chemical requirements as the fabric, or use fabric bound with cement or heat. Either have the fabric bound or sewn at the point of manufacture or at a location approved by the Engineer.
- c. Seam Uses: You may use one seam in edge drain and underdrain applications.  
You may bond or sew fabric together to form sections at least 6 ft (1.8 m) wide for use under rip rap or behind retaining walls.

7. Fabric Use

- a. Use woven fabrics beneath rip rap when dropping stone from 3 ft (1 m) or less.
- b. You may use woven fabrics that meet the flow rate for edge drains.
- c. Use non-woven fabrics to line edge drains, underdrains, or behind retaining walls, where specified.
- d. Do not use non-woven fabrics for filter beneath rip rap.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

Test according to the following:

Test	Method
Puncture resistance	ASTM D 4833
Tensile strength, elongation, grab strength	ASTM D 4632
Bursting strength	ASTM D 3786
Percent open area	<a href="#">GDT 88</a>
Flow rate	<a href="#">GDT 87</a>

1. See [QPL 28](#) for acceptable woven and non-woven fabrics meeting the requirements of this Specification. See [QPL 47](#) for acceptable Geocomposite wall drains.
2. The Department will reject any fabrics that meet this Specification but fail to perform in actual use.

**D. Materials Care and Warranty**

Wrap fabric in burlap or similar heavy duty protection during shipment and storage to protect it from mud, dirt, dust, and debris.

**881.2.06 Pavement Reinforcement Fabric**

**A. Requirements**

**Type I and Type II Pavement Reinforcement Fabric**

1. Use pavement reinforcement fabric that has the following properties:
  - Is non-woven, heat-resistant material composed of polypropylene or polyester fibers
  - Can be saturated with asphalt cement
  - Can be placed smooth with mechanical devices and be without wrinkles
  - Can withstand the heat of asphaltic concrete mixes during paving operations
  - Can withstand normal field handling and construction operations without damage

For a list of sources, see [QPL 40](#).

- Meets the following physical requirements. The bid item or Plans will indicate which type of fabric is required for a Project.

	Type I	Type II
--	--------	---------

Tensile strength, minimum	90 lbs (400 N)	125 lbs (555 N)
Elongation at break	40% min., 100% max.	40% min., 100% max.
Asphalt retention, minimum	0.18 gal/yd <sup>2</sup> (0.8 L/m <sup>2</sup> )	0.28 gal/yd <sup>2</sup> (1.3 L/m <sup>2</sup> )

2. Submit a certificate from the manufacturer showing the physical properties of the material used and how it meets this Specification. Submit the certificate according to [Subsection 106.05, "Materials Certification."](#)
3. Demonstrate to the Department that fabric meeting the physical properties requirements of this Specification has been used successfully in installations with similar environmental and Project conditions.

### High Strength Pavement Reinforcement Fabric

1. Use pavement reinforcement fabric with the following properties:
  - Is a flexible, water-resistant, high-density asphaltic membrane laminated between two layers of high strength, heat resistant polypropylene or polyester fabric.
  - Can be placed smooth with mechanical devices and be without wrinkles.
  - Can withstand the heat of asphaltic concrete mixes during paving operations.
  - Can withstand normal field handling and construction operations without damage.
  - Has a self-adhesive backing adhered to a film release liner.

For a list of sources, see [QPL 40](#).

- Meets the following physical requirements. The bid item or Plans will indicate which type of fabric is required for a Project.

Width, minimum	18 in (450 mm)
Tensile strength, minimum	1,800 lbs/in <sup>2</sup> (12 MPa)
Elongation	20% to 50%
Softening Point (Asphaltic membrane), minimum	190 °F (87 °C)
Caliper	0.135 inch (3.43 mm) 95% retained after loading
Pliability (Cold Flex) 2" (50 mm) X 5" (125 mm) specimen, condition specimen at 0 °F (-18 °C) for 1 hour, 180° bend on 2" (50 mm) mandrel	No Separation

2. Submit a certificate from the manufacturer showing the physical properties of the material used and how it meets this Specification. Submit the certificate according to [Subsection 106.05, "Materials Certification."](#)
3. Demonstrate to the Department that fabric meeting the physical properties requirements of this Specification has been used successfully in installations with similar environmental and Project conditions.

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

#### Type I and Type II Pavement Reinforcement Fabric

Test according to the following:

Test	Method
Tensile strength	ASTM D 4632 Grab

Elongation	ASTM D 4632 Grab
Asphalt retention	<a href="#">GDT 95</a>

### High Strength Pavement Reinforcement Fabric

Test according to the following:

Test	Method
Tensile strength	ASTM D 412
Elongation	ASTM D 412
Softening Point	ASTM D 36
Caliper	ASTM D 1777
Pliability (Cold Flex)	ASTM D 146

### D. Materials Warranty

General Provisions 101 through 150.

### 881.2.07 Silt Fence Filter Fabric

#### A. Requirements

1. Use approved silt fence from [QPL 36](#).
  - a. Type “A” and “B” Fences: Use either woven or nonwoven filter fabric for Type “A” and “B” fences. If using woven fabric, the fabric may have slit tape yarns in one direction (warp or fill) only.
  - b. Type “C” Fences: Use non-calendered woven fabric constructed with monofilament yarns only.

**NOTE: Approved fabrics must consistently exceed the minimum requirements of this Specification as verified by the Office of Materials and Research. If a fabric is removed from the Qualified Products List, do not use it in the work until the Department has reestablished the product’s acceptability.**

2. Ensure silt fence filter fabrics have the following characteristics:
  - Has strong rot-proof synthetic fibers formed into either a woven or non-woven fabric
  - Has no treatment or coating that might significantly alter its physical properties after installation
  - Contains stabilizers and/or inhibitors to make the filaments resistant to deterioration resulting from exposure to sunlight or heat
  - Makes a pervious sheet of synthetic fibers oriented into a stable network so that the fibers retain their relative position with respect to each other under normal handling, installation, and service conditions
  - Has finished fabric edges to prevent the outer yarn from pulling away from the fabric
  - Has no defects or flaws that would significantly affect its physical and/or filtering properties
  - Meets the following physical or dimensional requirements:

Type Fence	A	B	C
Minimum tensile strength, pounds (newtons) (1)	Warp – 120 (530) Fill – 100 (445)	Warp – 120 (530) Fill – 100 (445)	Warp– 260 (1155) Fill – 180 (800)
Elongation (% Max.)	40	40	40
Apparent opening size (max. sieve size)	No. 30 (600 um)	No. 30 (600 um)	No. 30 (600 um)
Flow rate, gal/ min./ft² (L/min./m²)	25 (1015)	25 (1015)	70 (2850)

Ultraviolet stability (2)	80	80	80
Bursting strength, psi (kPa)	175 (1200)	175 (1200)	175 (1200)
Minimum fabric width	36 in (914 mm)	22 in (559 mm)	36 in (914 mm)
1. Minimum roll average of five specimens. 2. Percent of required initial minimum tensile strength.			

3. Use silt fence filter fabrics evaluated by the National Transportation Product Evaluation Program (NTPEP).

#### B. Fabrication

The fabric may be manufactured with pockets for posts, hems with cord, or with posts pre-attached using staples or button head nails.

Ensure the fabric has the manufacturer's name and product trade name labeled on the fabric at a minimum of 25 ft (7.6 m) intervals. Ensure the fabric has a color yarn mark in the fabric 14 inches (355 mm)  $\pm$  0.5 inch (12 mm) from both top and bottom ends for Type A and C and 8 inches (203 mm)  $\pm$  0.5 inch (12 mm) from both top and bottom ends for Type B fabric.

#### C. Acceptance

Test according to the following:

Test	Method
Tensile strength	ASTM D 4632
Elongation	ASTM D 4632
Apparent opening size	ASTM D 4751
Flow Rate	<a href="#">GDT 87</a>
Ultraviolet stability	ASTM D 4632 (after 300 hours weathering according to ASTM D 4355)
Bursting strength	ASTM D 3786, Diaphragm Bursting Strength Tester

#### D. Materials Care and Warranty

Wrap fabric in a heavy-duty protective covering during shipment and storage to protect it from mud, dirt, dust and debris.

Do not expose fabric to temperatures greater than 140 °F (60 °C).

#### 881.2.08 Filter Fabric for Embankment Stabilization

See Special Provision.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 882—Lime**

---

*Delete Section 882 and substitute the following:*

**882.1 General Description**

This Section includes the requirements for agricultural lime; lime for subbase and subgrade stabilization; and lime for asphaltic concrete.

**882.1.01 Related References**

**A. Specifications**

General Provisions 101 through 150.

[Section 163 – Miscellaneous Erosion Control Items](#)

[Section 700 – Grassing](#)

[GSP 18](#)

**B. Referenced Documents**

AASHTO M 303

ASTM C 25

ASTM C 110

ASTM C 977

Liming Materials Act of 1996

**882.2 Materials**

**882.2.01 Agricultural Lime**

**A. Requirements**

Apply agricultural lime use rates made of ground or pelletized dolomitic limestone based on recommendations from a public or private Soil Laboratory that participates in a national proficiency testing program. Proof of testing is the responsibility of the Contractor. Provide a soil test report to the Engineer prior to application. Take soil test samples in accordance with [GSP 18 Sampling Testing and Inspection Specifications](#). Agricultural lime will meet the following requirements:

Requirements	Percent by Weight
Calcium Carbonates Equivalent, min.	85
Elemental magnesium derived from magnesium carbonate, min.	6
Passing No. 10 (2.00 mm) sieve, min	90
Passing No. 100 (150 µm) sieve, min	25

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

The Department will accept agricultural lime that meets the above requirements.

**D. Materials Warranty**

General Provisions 101 through 150.

**882.2.02 Lime for Subbase and Sub-Grade Stabilization****A. Requirements**

Use either a commercial dry hydrated lime or a commercial granular quicklime for soil stabilization.

1. Hydrated Lime: Use hydrated lime that meets the requirements of ASTM C 977, except use lime that has at least 85 percent by weight passing the No. 200 (75  $\mu$ m) sieve.
2. Quicklime: Use quicklime that meets the requirements of ASTM C 977, except use lime that has 100 percent by weight passing the 3/8-inch (9.5 mm) sieve. If slurry is to be made from slaking quicklime, use quicklime containing at least 94 percent total calcium oxide and magnesium oxide (CaO + MgO), and at least 90 percent total available calcium oxide (CaO).
  - a. Furnish certified test reports with each shipment of lime attesting that the lime meets the requirements of the Specification. However, the Engineer may inspect, test, and reject the material at any time.
  - b. Lime from more than one source or more than one type on the same Project may be used, but do not mix lime of different types or from different sources.
  - c. Protect the lime from exposure until used. Ensure that the lime is dry enough to flow freely when handled.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

Test the hydrated and quicklime used for soil stabilization according to ASTM C 977.

**D. Materials Warranty**

General Provisions 101 through 150.

**882.2.03 Lime for Asphaltic Concrete****A. Requirements**

Use hydrated lime that meets the chemical and physical properties of AASHTO M 303, Type I.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

1. Run the chemical analysis of hydrated lime used in asphaltic concrete according to ASTM C 25.
2. Test the physical properties of the hydrated lime according to the residue test in ASTM C 110.

<b>NOTE:</b> <a href="#">QPL 41</a> for lime is used in asphaltic concrete only.
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3. See [QPL 41](#) for acceptable hydrated lime that meets the requirements of this Specification.

**D. Materials Warranty**

General Provisions 101 through 150.



# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## Supplemental Specification

### Section 883—Mineral Filler

---

*Delete Section 883 and substitute the following:*

#### 883.1 General Description

This section covers mineral filler used as an ingredient in bituminous paving mixtures. Use mineral filler listed in the approved Asphalt Mix Design and Job Mix Formula and in Qualified Products List (QPL) 81. Use an approved mineral filler that meets the requirements below and consist of finely divided rock dust, slag dust, hydrated lime, hydraulic cement, or fly ash. Other fine, inert, non-toxic materials produced as by-products of industrial processes and meeting the requirements below may be approved as mineral filler based on satisfactory performance in the asphalt mix design procedure. Ensure mineral filler is sufficiently dry, flows freely, and is free from lumps.

##### 883.1.01 Related References

###### A. Standard Specifications

General Provisions 101 through 150.

###### B. Referenced Documents

QPL81

AASHTO R 28

AASHTO T 240

AASHTO T 313

AASHTO T 315

GDT-22

GDT 123

#### 883.2 Materials

##### 883.2.01 Mineral Filler

###### A. Requirements

Use mineral filler meeting the following gradation limits:

Sieve Size	Percent Passing
No. 30 (600 $\mu\text{m}$ )	100
No. 50 (300 $\mu\text{m}$ )	95-100
No. 200 (75 $\mu\text{m}$ )	55-100

Ensure that the mineral filler is free from impurities.

Subject mineral filler for use in Stone Matrix Asphalt (SMA) to mortar property testing according to AASHTO T-240, AASHTO R-28, AASHTO T-313, and AASHTO T-315. Mineral filler may be rejected and removed from QPL-81 for unsatisfactory performance as an ingredient in an asphalt mixture, as determined in these procedures or in the SMA Mix design procedure, GDT-123. Ensure the total fine mortar meets the following requirements:

Test	Specification
Unaged DSR, $G^*/\sin\delta$ (kPa)	5 minimum
RTFO Aged DSR, $G^*/\sin\delta$ (kPa)	11 minimum
PAV Aged BBR, Stiffness (MPa)	1500 maximum

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

Test gradation according to GDT-22.

**D. Materials Warranty**

General Provisions 101 through 150.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 886—Epoxy Resin Adhesives**

---

*Delete Section 886 and Substitute the following:*

**886.1 General Description**

This section includes the requirements for the most common epoxy adhesives used in highway construction or maintenance.

**886.1.01 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

**B. Referenced Documents**

AASHTO T 237

ASTM 2240

Federal Hazardous Products Labeling Act

[GDT 58](#)

[QPL 15](#)

**886.2 Materials**

**886.2.01 Epoxy Resin Adhesives**

**A. Requirements**

1. Use the types of epoxy adhesives below:
  - a. Type I-R: Rapid-setting marker adhesive for bonding raised pavement markers to pavement.
  - b. Type I-S: Standard setting marker adhesive for bonding raised pavement markers to pavement.
  - c. Type II: Epoxy adhesive for bonding plastic concrete to hardened concrete.
  - d. Type III: Epoxy adhesive for bonding hardened concrete to hardened concrete, or for bonding miscellaneous materials such as metals.
  - e. Type IV: Epoxy adhesive for creating an epoxy mortar for use with clean concrete or mortar sand.
  - f. Type V: Epoxy adhesive for repairing cracks in concrete by intrusion grouting.

- g. Type VI: Epoxy adhesive for a complete application or as a component in the application of a skid resistant or protective coating on hardened Portland cement concrete or asphaltic concrete.
  - h. Type VII: Discontinued.
  - i. Type VIII: Epoxy adhesive used for anchors and dowel bar implants. Do not use in sustained tension load applications. Either mix this epoxy by machine to the proper ratio or package it in a two-component cartridge with a mixing nozzle that thoroughly mixes the two components as they are dispensed. Use a nozzle at least 8 in (200 mm) long.
2. Furnish the epoxy adhesive as two separate components.
  3. Viscosity
 

Ensure that the viscosities of the separate components are similar and conducive to easy blending of the epoxy adhesive system.

    - a. Submit the viscosity for the epoxy adhesive system to the Engineer.
    - b. Ensure that the viscosity of the mixed system is compatible with the intended use of the system.
  4. Labeling
 

Clearly label each container of the separate components of an epoxy adhesive system with the following information:

    - Specification number and type
    - Component designation (A or B)
    - Manufacturer's batch number—a batch is a single charge of all components in a mixing chamber
    - Expiration date (shelf life for separate components in original containers)
    - Mixing ratio and directions (by volume or weight as designated by the manufacturer)
    - Potential hazards and precautions according to the Federal Hazardous Products Labeling Act
  5. Stencil the component designation on the top of each container.
  6. Physical Requirements
 

Ensure that the mixed epoxy adhesive system meets the applicable requirements of [Table 1](#).

## **B. Fabrication**

General Provisions 101 through 150.

## **C. Acceptance**

Each epoxy adhesive system shall meet the requirements of this Section.

If the Department qualifies or disqualifies a system for one of the types specified, it will not affect the qualification or disqualification of any other type.

The Department will reject any epoxy adhesive system that meets all the requirements of this Section, but fails in actual use. For a list of sources, see [QPL 15](#).

## **D. Materials Warranty**

General Provisions 101 through 150.

**Table 1**  
**Mixed Epoxy Adhesive Systems Requirements**

Type Designation										
Property	I-R	I-S	II	III	IV	V	VI	VII	VIII	Test Method
Pot Life at 77 °F (25										

°C) (minutes)	6-11	8-13	30	10-45	30-60	10-45	30-60	—	3-10	<a href="#">GDT 58</a>
Elongation at 77 °F (25 °C) (percent)	—	—	—	—	30**	—	30**	—	5% Max.	<a href="#">GDT 58</a>
Bond Strength, psi (MPa) at 1 hr and 77 °F (25 °C)	180 (1.2)	—	—	—	—	—	—	—	—	<a href="#">GDT 58</a>
at 3 hr and 77 °F (25 °C)	—	180 (1.2)	—	—	—	—	—	—	250 (1.7)	
at 24 hr and 77 °F (25 °C)	400 (2.8)	400 (2.8)	400 (2.8)	400 (2.8)	250 (1.7)	400 (2.8)	250 (1.7)	—	400 (2.8)	
Shore D Hardness at 77 °F (25 °C)	—	—	—	—	75 Max.	—	35-65	—	—	ASTM: 2240
SAG Test	—	—	—	—	—	—	—	—	No Sag	AASHTO: T 237
Wet Bond Test ,psi (MPa)	—	—	400 (2.8)	—	—	—	—	—	—	AASHTO: T 237 Section 31
Shelf Life*** (months)	6	6	6	24	12	24	6	—	6	

Note: \* Values are minimums except where a range is shown, or otherwise noted.

\*\* Epoxy adhesive system only.

\*\*\* For separate components in original containers.

Office of Materials and Research

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### SPECIAL PROVISION

#### Section 891—Fertilizers

---

##### 891.1 General Description

This section includes the requirements for fertilizers. Comply and meet the fertilizer requirements of the Georgia Fertilizer Act of 1997 and the Georgia Soil Amendment Act of 1976 which regulates labeling, sampling and tonnage reporting. Purchase all fertilizers through a Georgia registered licensed distributor. All fertilizer is subject to a sampling inspection by the Georgia Department of Agriculture.

##### 891.1.01 Related References

###### A. Standard Specifications

General Provisions 101 through 150

Section 163

Section 700

Section 702

GSP 18

###### B. Referenced Documents

Georgia Fertilizer Act of 1997

Georgia Soil Amendment Act of 1976

##### 891.2 Materials

##### 891.2.01 Fertilizer

###### A. Requirements

1. Use commercial fertilizer as a single nutrient or mixed grade.
2. Apply fertilizer based on recommendations from a public or private Soil Laboratory that participates in a national proficiency testing program. Proof of testing is the responsibility of the Contractor. Provide a soil test report to the Engineer prior to application. Take soil test samples in accordance with GSP 18 Sampling, Testing and Inspection Specifications.
3. From this recommendation use single nutrient or mixed grade fertilizers containing the nutrients - nitrogen(N), phosphate ( $P_2O_5$ ), and potash( $K_2O$ ) in amounts recommended by the soil test. Composted animal manure may be substituted for commercial fertilizer that meets the soil test recommendations. See web based Fertilizer Calculators to assist in determining the correct analysis and amounts to be applied according to the soil test.
4. Clearly label the analysis on the fertilizer container.
5. Apply fertilizer as a dry or liquid material, using equipment specifically designed for mixing and agitating the fertilizer. Dry or liquid fertilizer may be applied by use of a hydroseeder.
6. Any fertilizer that becomes caked or otherwise damaged, making it unsuitable for use, shall be replaced at the Contractor's expense.
- 7.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

The Department will accept fertilizer that meets the above requirements.

**D. Materials Warranty**

General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 894—Fencing**

---

*Delete Subsection 894.2.0.6.A and substitute the following:*

**894.2.06 Silt Fabric Fencing**

**A. Requirements**

1. Fabric

- a. See [Subsection 881.2.07, “Silt Fence Filter Fabric.”](#) for the types of fabric available.
- b. Use a woven wire support fence or a polypropylene support mesh with Type “C” fence.
  - 1) Woven Wire Support Fence
    - a) Ensure the woven wire support fence is at least 26 inches (660 mm) high with at least 6 horizontal wires.
    - b) Ensure the vertical wires have a maximum spacing of 12 in (155 mm).
    - c) Ensure the top and bottom wires are at least 10 gauge (2.49 mm) and all other wires are at least 12-1/2 gauge (2.03 mm). Use Washburn and Moen Standard requirements for determining wire gauge.
    - d) You may use other designs subject to approval by the Office of Materials and Research.
  - 2) Polypropylene Support Mesh
    - a) Ensure the polypropylene support mesh is sewn to the fabric 2 in (50 mm)  $\pm$  1 in (25 mm) from top and bottom of fabric and 11 in (279 mm)  $\pm$  1 in (25 mm) from top and bottom of fabric. Use a T-90 black polyester thread to sew mesh to fabric with a lock stitch at 5 to 7 stitches per inch.
    - b) Ensure the height of the polypropylene support mesh is at least 36 in (914 mm) with a plus tolerance of 1 in (25 mm).
    - c) Ensure the polypropylene support mesh minimum tensile strength in the machine direction is 60 lb/3 inches and 72 lb/3 inches in the transverse direction.
    - d) Ensure minimum average weight of the polypropylene support mesh is 10.3 lb/1000 ft<sup>2</sup>.
    - e) Ensure the average strand count of the polypropylene support mesh in the machine direction is 9.0  $\pm$  1.5 per 10 inches and 14.5  $\pm$  0.7 per 10 inches in the transverse direction.
    - f) Ensure the polypropylene support mesh contains stabilizers and/or inhibitors that make the mesh resistant to deterioration from exposure to sunlight or heat.

2. Posts

Use post sizes and types as determined by the type of fence being installed. Generally hardwood posts will be limited to ash, hickory, or oak. Other hardwoods may be acceptable if approved by the Office of Materials and Research.

- a. Type “A” Fence: Use either wood or steel posts that are at least 4 ft (1.2 m) long.
  - 1) If using soft wood, use posts that are at least 3 in (75 mm) in diameter or nominal 2 x 4 in (33 x 89 mm) and straight enough to provide a fence without noticeable misalignment.



- 2) If using hardwood, use posts that are 1-1/2 x 1-1/2 in (38 x 38 mm) with a minus tolerance of 3/8 in (9 mm) providing the cross sectional area is at least 2.15 in<sup>2</sup> (1385 mm<sup>2</sup>).
  - 3) If using steel, use posts that are “U,” “T,” or “C” shaped with a minimum weight of 1.15 lb/ft (1.7 kg/m), and have projections for fastening the fence to the posts.
- b. Type “B” Fence: Use either wood or steel posts that are at least 3 ft (900 mm) long.
- 1) If using soft wood, use posts that are at least 2 in (50 mm) in diameter or nominal 2 x 2 in (33 x 33 mm).
  - 2) If using hardwood, use posts that are 1 x 1 in (25 x 25 mm) with a minus tolerance of 1/4 in (6 mm) providing the cross sectional area is at least 0.95 in<sup>2</sup> (610 mm<sup>2</sup>).
  - 3) If using steel posts, use types “U,” “T,” or “C” shapes with a minimum weight of 0.75 lb/ft (1.1 kg/m).
- c. Type “C” Fence:
- 1) Woven Wire Supported: Use only steel posts with a minimum length of 4 ft (1.2 m). Use “U,” “T,” or “C” shaped posts with a minimum weight of 1.15 lb/ft (1.7 kg/m). Use posts that have projections for fastening the woven wire and filter fabric.
  - 2) Polypropylene Mesh Supported: Use either wood or steel posts that are at least 4 ft (1.2 m) long.
    - a) If using soft wood, use posts that are at least 3 in (75 mm) in diameter or nominal 2 x 4 in (33 x 89 mm) and straight enough to provide a fence without noticeable misalignment.
    - b) If using hardwood, use posts that are 2 x 2 in (50 x 50 mm) with a minus tolerance of 1/4 in (6 mm) providing the cross sectional area is at least 3.28 in<sup>2</sup> (2120 mm<sup>2</sup>).
    - c) If using steel posts, use “U,” “T,” or “C” shaped posts with a minimum weight of 1.15 lb/ft (1.7 kg/m). Use posts that have projections for fastening the woven wire and filter fabric.

**NOTE: You must use woven wire or polypropylene mesh to provide extra support for Type “C” fence installations.**

3. Fasteners for Wooden Posts

- a. Wire Staples: Use staples that are at least 17 gauge (1.37 mm), legs at least 1/2 in (13 mm) long, and a crown at least 3/4 in (19 mm) wide.
- b. Nails: Use nails that are at least 14 gauge (2.03 mm), 1 in (25 mm) long, with button heads of at least 3/4 in (19 mm).

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### SPECIAL PROVISION

#### Section 895—Polyacrylamide (PAM)

---

##### 895.1 General Description

This section covers the use of anionic Polyacrylamide (PAM) as a flocculant on construction projects.

##### 895.1.01 Related References

###### A. Standard Specifications

[Section 700—Grassing](#)

###### B. Referenced Documents

[QPL 84](#)

##### 895.2 Materials

###### A. Requirements

Use only Polyacrylamide (PAM) products listed on the Qualified Products List ([QPL 84](#)).

Ensure Polyacrylamide (PAM) emulsions and powders are of the **anionic type only** and meet the following requirements:

1. Meets the EPA and FDA acrylamide monomer limits of equal to or greater than 0.05% acrylamide monomer.
2. Has a density of 10% to 55% by weight and a molecular weight of 16 to 24 Mg/mole.
3. Mixture is non-combustible.
4. Contains only manufacturer recommended additives.

###### B. Fabrication

General Provisions 101 through 150.

###### C. Acceptance

1. Polyacrylamide (PAM) products must meet the requirements of [Section 895](#) and be listed on [QPL 84](#).
2. Provide manufacturer's data on charge density and molecular weight.

###### D. Materials Warranty

General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 913—Reflectorizing Materials**

---

*Delete Section 913 and substitute the following:*

**913.1 General Description**

This section includes the requirements for reflective sheeting.

**913.1.01 Definitions**

- Reflective Sheeting Types:
  - Type I: Medium-intensity retroreflective sheeting (engineering grade) that is typically an enclosed lens glass-bead retroreflective material.
  - Type II: Medium-high-intensity retroreflective sheeting (super engineering grade), that is typically enclosed lens glass-bead retroreflective material.
  - Type III: High-intensity retroreflective sheeting that is typically an encapsulated glass-bead retroreflective material.
  - Type IV: High-intensity retroreflective sheeting that is typically an unmetallized microprismatic retroreflective element material.
  - Type V: Super-high-intensity retroreflective sheeting that is typically a metallized microprismatic retroreflective element material. This material is typically used for delineators.
  - Type VI: Elastomeric high-intensity retroreflective sheeting without adhesive that is typically a vinyl microprismatic retroreflective material. This material is typically used for orange temporary roll up signs.
  - Type VII: Super-high-intensity retroreflective sheeting that is typically an unmetallized microprismatic retroreflective element material.
  - Type VIII: Super-high-intensity retroreflective sheeting that is typically an unmetallized microprismatic retroreflective element material.
  - Type IX: Very-high-intensity retroreflective sheeting that is typically an unmetallized microprismatic retroreflective element material.
  - Type X: Super-high intensity retroreflective sheeting that is typically an unmetallized microprismatic retroreflective element material.

**913.1.02 Related References**

**A. Standard Specifications**

General Provisions 101 through 150.

**B. Referenced Documents**

ASTM D 4956

[QPL 29](#)

## **913.2 Materials**

### **913.2.01 Type I, II, III, IV, V, VI, VII, VIII, IX, and X Reflective Sheeting**

#### **A. Requirements**

1. Use reflective sheeting that meets the requirements of ASTM D 4956.
2. Use reflective sheeting as listed in [QPL 29](#).
3. Use reflective sheeting that has been evaluated by the National Transportation Product Evaluation Panel (NTPEP) test facility or other approved test facility.
4. Submit the following to the Department:
  - a. A certificate with each lot or shipment stating the following:
    - The material supplied will meet all the test requirements listed herein.
    - You have performed the specified tests to ensure compliance.
    - You will submit test results upon request.

#### **B. Fabrication**

General Provisions 101 through 150.

#### **C. Acceptance**

1. The Engineer will reject reflective sheeting in the following situations:
  - a. The material fails to meet any one of the designated requirements.
  - b. The material meets the requirements but later fails during sign fabrication or in actual field use. Cracks, wrinkles, delamination, color change, or abnormal loss of reflectivity constitute failure.
  - c. Natural causes deteriorate the material to the extent that:
    - 1) The sign is ineffective for its intended purpose as defined in [Subsection 913.2.01.C.1.b](#) above.
    - 2) The average nighttime reflective brightness does not meet the outdoor weathering requirements of ASTM D4956.

#### **D. Materials Warranty**

Transfer to the Department a performance warranty for Type I, II, III, IV, V, VI, VII, VIII, IX, or X reflective sheeting issued by the manufacturer.

Ensure that the warranties cover the full replacement cost, including material and labor.

Include in these warranties a provision that the warranty is subject to a transfer to the Department.

Submit a warranty from the manufacturer that states that the reflective sheeting—processed, applied to sign blank materials, and cleaned—meets the outdoor weathering photometric requirements of ASTM D 4956.

Office of Materials and Research

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SUPPLEMENTAL SPECIFICATION**

**Section 917—Reflectors and Nonreflective Characters**

---

*Delete Section 917 and substitute the following:*

**917.1 General Description**

This section includes the requirements of demountable characters with Type IX reflective sheeting, and direct-applied, nonreflective characters.

**917.1.01 Related References**

**A. Standard Specifications**

[Section 106—Certification of Materials](#)

[Section 913—Reflectorizing Materials](#)

**B. Referenced Documents**

ASTM B 209 (B 209M)

ASTM D 822

**917.2 Materials**

**917.2.01 Demountable Characters with Type IX Reflective Sheeting**

**A. Requirements**

1. Use Type IX reflective sheeting letters, numerals, symbols, and borders that meet the requirements of [Subsection 913.2.02](#), Type IX.
2. Use a silver color, unless otherwise specified on the Plans.
3. Apply the characters to aluminum flat frames as recommended by the sheeting manufacturer.
4. Use flat frames (letter, numerals, symbols and borders) made from aluminum sheet 0.032 in (0.813 mm) thick matching ASTM B 209 (209M), Alloy 3003-H14.
5. Submit to the Department:
  - One letter of a predominant size and type to be used on the Project.
  - A certificate to the Engineer stating that the material used on the Project is the same as the sample submitted.

**B. Fabrication**

1. Before applying any sheeting, properly degrease, etch, and treat each frame with a light, tight amorphous chromate-type coating.
2. Mechanically apply the reflective sheeting to the prepared flat aluminum frames. Use the proper equipment as prescribed by the sheeting manufacturer.
3. When recommended by the sheeting manufacturer, coat the completed demountable letters, numerals, symbols and borders with a clear finish approved by the sheeting manufacturer.  
Apply the clear coat to the sheeting surface to ensure the sheeting has a fully glossy coat and a complete edge seal.

4. Ensure that the finished letters, numerals, symbols, and borders show careful workmanship, are clean cut, sharp, and have a plane surface.
5. Use the character size and shape to determine the hole spacing to mount the frame with aluminum rivets or other approved non-corrosive fasteners. Do not space holes more than 8 in (200 mm) on center.

**C. Acceptance**

The Department will accept the material based on test results of samples taken by the Department or of samples submitted by the manufacturer or fabricator, when directed. The sample shall consist of one letter of predominant size and type to be used on the Project. Samples submitted by the manufacturer or fabricator to the Engineer, shall include a certificate stating that the material used on the Project is the same as the sample submitted.

**D. Materials Warranty**

General Provisions 101 through 150.

**917.2.02 Direct Applied Nonreflective Characters**

**A. Requirements**

1. Use direct-applied, nonreflective characters as opaque legend, stripping, and symbols on traffic control signs made from reflective sheeting that meets [Subsection 913.2](#).
2. Use nonreflective, weatherproof plastic film that is precoated with pressure-sensitive or heat-sensitive adhesive backing.
3. Use sheeting that is flexible enough to be easily cut, shaped, and applied over reflective sheeting.
4. Submit the manufacturer's certification to the Engineer showing the properties of the materials used and how they match the Specifications, as required by [Subsection 106.05, "Materials Certification."](#)
5. Ensure that the nonreflective sheeting is weather resistant after processing and application, according to the manufacturer's recommended procedures.
  - a. Expose the nonreflective sheeting for 1,200 hours in an Atlas Twin Arc Weatherometer, as per ASTM D 822.
  - b. Clean the sheeting.
  - c. The Department will reject nonreflective sheeting that appreciably discolours, cracks, crazes, blisters, changes dimensionally, or adversely effects the reflective sheeting on which it is mounted.
6. Use adhesive that has the following characteristics:
  - Is precoated and pressure-sensitive (Class 1) or tack-free and heat-activated (Class 2). Be able to apply either without adding more adhesive to either the nonreflective sheeting or to the reflective sheeting.
  - Has a protective liner that can be peeled off without being soaked in water or other solvents.
  - Ensure that the liner is easily removed after accelerated storage for 4 hours at 150 °F (65 °C) under 2.5 psi (17 kPa) of pressure.
  - Forms a durable, vandal-resistant bond to smooth and weather resistant surfaces.
  - Adheres securely at temperatures ranging from -30 ° to 200 °F (-35 ° to 95 °C), just 48 hours after application.
  - Prevents the sheeting from shocking off the panel when struck at -10 °F (-25 °C).

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

The Department will accept the material based on the manufacturer's certificate.

**D. Materials Warranty**

General Provisions 101 through 150.

Office of Materials & Research

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## SUPPLEMENTAL SPECIFICATION

### Section 919—Raised Pavement Markers

*Delete Section 919 and substitute the following:*

#### 919.1 General Description

This section includes the requirements for raised pavement marker materials for use in reflective, ceramic, and channel markers.

##### 919.1.01 Related References

###### A. Standard Specifications

General Provisions 101 through 150.

###### B. Referenced Documents

ASTM C 424

ASTM C 373

ASTM D 2240

ASTM D 4280

Federal Method TT-T-141, Method 4252

#### 919.2 Materials

##### A. Requirements

Do not use any marker materials until the laboratory approves it.

1. Use raised pavement marker sources as listed in [QPL 76](#).
2. Use raised pavement markers of the type shown in the Plans or specified in the proposal. This Specification references markers as follows:

Type	Description
1	Two-way, one-color, 4 x 2 in (100 mm x 50 mm), reflective
2	One-way, one-color, 4 x 2 in (100 mm x 50 mm), reflective
3	Two-way, two color, 4 x 2 in (100 mm x 50 mm), reflective
4	Round white, yellow or black ceramic, non reflective
5	Oval white, yellow or black ceramic, non-reflective
6	Oval white or yellow ceramic, reflective
7	White or yellow ceramic jiggle bar, non-reflective
8	White or yellow ceramic jiggle bar, reflective
9	White or yellow channel, non-reflective
10	White or yellow channel, reflective
11	Two-way, one-color, 4 x 4 in (100 mm x 100 mm), reflective

## Section 919—Raised Pavement Markers

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12	One-way, one color, 4 x 4 in (100 mm x 100 mm), reflective
13	Two-way, two color, 4 x 4 in (100 mm x 100 mm), reflective
14	Two-way, one color, flexible reflective
15	One-way, one color, flexible reflective

3. Certification

Submit a certification to the Engineer from the manufacturer showing the physical properties of the markers and their conformance to this Specification.

4. Packaging

Pack shipments in containers that are acceptable to common carriers.

- Pack the containers to ensure delivery in perfect condition.
- Clearly mark each package of pavement markers with the size, color, type, and lot number.
- You are liable to replace any damaged shipments.

### 919.2.01 Raised Retro-Reflective Pavement Markers (Type 1, 2, 3, 11, 12, and 13)

#### A. Requirements

- Use raised retro-reflective pavement makers that meets the requirements of ASTM D 4280, designation H.
- Use raised retro-reflective pavement makers as listed in QPL 76.
- Use raised retro reflective pavement makers that have been evaluated by the National Transportation Product Evaluation Panel (NTPEP) test facility or other approved test facility.

#### B. Fabrication

General Provisions 101 through 150

#### C. Acceptance

The Department will give conditional and final approval to retro reflective pavement markers evaluated by the National Transportation Product Evaluation Program (NTPEP), the Georgia Department of Transportation, or other Department-approved test facilities and place them on QPL 76.

All white and yellow retro reflective pavement markers must meet the requirements of this Specification and the following NTPEP field performance requirement.

- Conditional QPL Placement: The Department may add markers on a conditional basis to QPL 76. These markers must maintain an average coefficient of luminous intensity for 12 months during the NTPEP evaluation of not less than 25% of the values shown in Table 1 of ASTM D 4280.
- Final QPL Approval or Rejection: The Department will approve or reject markers based on the marker maintaining an average coefficient of luminous intensity of 0.2 cd/fc for 24 months during the NTPEP evaluation.

### 919.2.02 Flexible Reflective Markers (Type 14 and 15)

#### A. Requirements

Use markers manufactured by extruding plastic into an “L” shape, with nominal dimensions of 4 in (100 mm) long x 2 in (50 mm) high (vertical face) x 1 in (25 mm) wide (base leg). Ensure that the markers have the following:

- A pressure-sensitive adhesive with a paper release liner to the bottom of the base leg.
- Strips of metallized acrylic reflective sheeting on either one or both sides of the vertical face.
- A clear plastic cover to protect the reflective strip. Ensure that the cover withstands a chip-seal operation and is easily removed after the operation.

1. Hardness

- Select five random markers
- Use ASTM D 2240 to determine the Shore A hardness
- The Department will reject markers whose body and clear protective cover hardness is less than 80.



## Section 919—Raised Pavement Markers

### B. Fabrication

General Provisions 101 through 150.

#### 919.2.03 Ceramic Pavement Markers (Type 4, 5, 6, 7, and 8)

##### A. Requirements

1. Use ceramic pavement markers made from a heat-fired, white, vitreous, ceramic base and a heat fired, opaque, glazed surface to produce the properties required in these Specifications.
  - a. Do not place glaze on the marker bottom where it connects to the road surface.
  - b. Thoroughly and evenly mature the markers. Ensure that they have no defects that affect appearance and serviceability.
  - c. Use reflective ceramic markers that meet the specific intensity of each reflective surface according to Table 1 of ASTM D 4280.
  - d. Ensure that the mean thickness of the glazed surface is at least 0.005 in (0.13 mm) when measured at least 0.25 in (6 mm) from the edge of the marker.
  - e. Ensure that the water absorption of the ceramic markers does not exceed 2 percent of the original dry weight when tested according to ASTM C 373.
  - f. Ensure that the glazed surface does not craze, spoil, or peel when passed through one cycle of the Autoclave test at 250 psi (1724 kPa) (ASTM C 424).
2. Use the designated colors for the white and yellow markers.
  - a. Ensure that the colors are uniform.
  - b. Ensure that black matches Federal Color No. 595-27038.
  - c. Determine the color by visually comparing each marker with calibrated standards having CIE Chromaticity Coordinate limits. Determine the limits with Federal methods of test TT-T-141, Method 4252, using a rectangle with the following corner points:

	1		2		3		4		(90MGO)
White	.290	.316	.310	.296	.330	.320	.310	.344	80 min.
Yellow	.435	.485	.445	.435	.544	.456	.516	.484	50 min.

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

1. Use a random sample of five markers for lens impact strength, temperature cycling and compressive strength tests specified in ASTM D 4280.
2. Use the following table to determine if the markers pass the tests.

Markers that Pass	Department Action
5 of 5	Accept the lot.
3 or less of 5	Reject the lot; no resample allowed.
4 of 5	The Contractor may request a retest. The Department will retest an additional 25 random markers in the test or tests where the original sample failed.
20 of 25 retested	Accept the lot.
19 or less of 25 retested	Reject the lot; no resample allowed.

3. Compressive Strength Test
  - a. The markers pass if the average compressive load of all five markers is at least 1,500 psi (6.7 kN). No individual marker shall be less than 1,200 psi (5.3 kN).

## Section 919—Raised Pavement Markers

### D. Materials Warranty

General Provisions 101 through 150.

#### 919.2.04 Channel Pavement Markers (Type 9 and 10)

##### A. Requirements

1. Use channel pavement markers made of either a heat-fired, white, vitreous, ceramic base with a heat-fired, opaque, glazed surface, or a 9 gauge (3.9 mm) steel body with a heat-fired porcelain finish.
  - a. Ensure both ceramic and steel channel markers have no defects that affect appearance and serviceability.
  - b. Ensure that the mean thickness of the glazed surface of ceramic channel markers is at least 0.005 in (0.13 mm) when measured at least 0.25 in (6 mm) from the edge of the marker.
  - c. Ensure that mean thickness of the porcelain finish on the steel channel markers is at least 0.030 in (0.76 mm).
  - d. Ensure that the water absorption of the ceramic markers does not exceed 2.0 percent of the original dry weight when tested according to ASTM C 373.
  - e. Ensure that the surface of the markers do not craze, spoil, or peel when passed through one cycle of the Autoclave test at 250 psi (1724 kPa) (ASTM C 424).
2. Use the designated colors for the white and yellow markers.
  - a. Ensure that the colors are uniform.
  - b. Determine the color by visually comparing them with calibrated standards having CIE Chromaticity Coordinate limits. Determine the limits with Federal methods of test TT-T-141, Method 4252, using a rectangle with the following corner points:

	1		2		3		4		(90MGO)
White	.290	.316	.310	.296	.330	.320	.310	.344	80 min.
Yellow	.435	.485	.445	.435	.544	.456	.516	.484	50 min.

##### B. Fabrication

General Provisions 101 through 150.

##### C. Acceptance

1. Ensure that Type 10 markers meet the specific intensity of each reflective surface according to Table 1 in ASTM D 4280.
2. Use a random sample of five markers for lens impact strength, temperature cycling and compressive strength tests specified in ASTM D 4280.
3. Select two of the five markers and subject them to all the required tests.
4. Use the following table to determine if the markers pass the tests.

Markers that Pass	Department Action
2 of 2	Accept the lot.
0 of 2	Reject the lot; no resample allowed.
1 of 2	Retest the three remaining markers.
3 of 3 retested 2 or less of 3 retested	Accept the lot. Reject the lot; no resample allowed

##### D. Materials Warranty

General Provisions 101 through 150.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**Special Provision**

**Section 925—Traffic Signal Equipment**

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*Delete Section 925 and substitute the following:*

**925.1 General Description**

This section provides Specifications for a variety of traffic signal equipment. Ramp Meters are defined as a form of traffic signalization and all general provisions for traffic signalization are applicable unless otherwise noted in the Plans and Specifications.

**925.1.01 Related References**

**A. Standard Specifications**

[Section 500—Concrete Structures](#)  
[Section 639—Strain Poles for Overhead Sign and Signal Assemblies](#)  
[Section 647—Traffic Signal Installation](#)  
[Section 682—Electrical Wire, Cable and Conduit](#)  
[Section 833—Joint Fillers and Sealers](#)  
[Section 861—Piling and Round Timber](#)  
[Section 870—Paints \(Field Painting\)](#)  
[Section 915—Mast Arm Assemblies](#)  
[Section 922—Electrical Wire and Cable](#)  
[\*\*Section 923—Electrical Conduit\*\*](#)  
[\*\*Section 926 – Wireless Communication Equipment\*\*](#)  
[\*\*Section 927 – Wireless Communication Installation\*\*](#)  
[Section 935—Fiber Optic System](#)  
[Section 937 – Video Detection System](#)  
[\*\*Section 939—Communications and Electronic Equipment\*\*](#)

**B. Referenced Documents**

- National Electrical Manufacturers Association ( NEMA) Standards Publication TS 1 Section 15
- NEMA Standard Publication TS 2- 1998
- Institute of Transportation Engineers (ITE)Vehicle Traffic Control Signal Heads Specification
- ITE Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED)Circular Signal Supplement June 27, 2005 Specification
- ITE Vehicle Traffic Control Signal Heads – Part 3: Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Modules Specification
- ITE Pedestrian Traffic Control Signal indications – Part 2: Light Emitting Diode (LED) Pedestrian Traffic Signal Modules Specification
- International Municipal Signal Association (IMSA) #20-1 Specification
- IMSA #20-4Specification

- IMSA #20-6 Specification
- IMSA #50-2 Specification
- IMSA #51-1 Specification
- Underwriters Laboratory Inc. (UL) 94 Tests for Flammability of Plastic Materials for Parts in Devices and Appliances
- UL 493 Standard for Safety for Thermoplastic-Insulated Underground Feeder and Branch-Circuit Cables
- Traffic Signal Control Equipment Specifications, January 1989 edition and applicable addenda, State of California Business, Transportation & Housing Agency
- State of California Department of Transportation (CALTRANS) Qualified Products List (QPL) Controller Assemblies for the Model 170/2070 Traffic Controller,
- CALTRANS Transportation Electrical Equipment Specifications (TEES) August 16, 2002 and applicable addenda
- Georgia Department of Transportation Qualified Products List 75 “Polyurethane Sealant for Inductive Loops” (American Society of Testing and Materials (ASTM) A36 Standard Specification for Carbon Structural Steel
- ASTM A53 Standard Specification for Pipe, Steel, Black and Hot Dipped, Zinc-Coated, Welded and Seamless
- ASTM A123 Standard Specification for Zinc (Hot-Dip Galvanized) Coating on Iron and Steel Products
- ASTM A153 Standard Specification for Zinc Coating (Hot Dip) on Iron and Steel Hardware
- ASTM A325 Standard Specification for Structural Bolts, Steel, Heat Treated, 120/105 ksi Minimum Tensile Strength
- ASTM A475 Standard Specification for Zinc-Coated Steel Wire Strand
- ASTM A572 Standard Specification for High-Strength Low-Alloy Columbium-Vanadium Structural Steel
- ASTM C1028 Standard Test Method for Determining the Static Coefficient of Friction of Ceramic Tile and Other Like Surfaces by the Horizontal Dynamometer Pull-Meter Method
- ASTM D256 Standard Test Methods for Determining the Izod Pendulum Impact Resistance of Plastics
- ASTM D638 Standard Test Methods for Tensile Properties of Plastics
- ASTM D785 Standard Test Method for Rockwell Hardness of Plastics: Electrical Insulating Materials
- ASTM D790 Standard Test Methods for Flexural Properties of Unreinforced and Reinforced Plastics and Electrical Insulating Materials
- ASTM D2444 Standard Test Methods for Determination of the Impact Resistance of Thermoplastic Pipe and Fittings by Means of a Tup
- ASTM D543 Standard Practices for Evaluating the Resistance of Plastics to Chemical Reagents

### 925.2 Materials

#### 925.2.01 General

##### A. Requirements

Ensure that the traffic signal equipment and materials meet the Plans and Specifications.

All equipment furnished shall be new and meet the requirements of the following:

- Underwriter’s Laboratory Incorporated (UL)
- Electronic Industries Association (EIA)
- National Electric Code (NEC)
- American Society of Testing and Materials (ASTM)
- American National Standards Institute (ANSI)
- International Municipal Signal Association (IMSA)
- National Electrical Manufacturers Association (NEMA)
- Applicable Standards, Specifications, and Regulations of the:

## Section 925—Traffic Signal Equipment

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Georgia Department of Transportation  
Traffic Signal Electrical Facility & NaviGator Support (TSEF)  
935 E. Confederate Avenue, Building 5  
Atlanta, GA 30316

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

General Provisions 101 through 150.

### D. Materials Warranty

- Provide to the District Signal Engineer or maintaining agency all manufacturers' warranties and guarantees for all signal equipment items listed in this document as well as any signal equipment listed in the Plans, except for state supplied equipment.
- Ensure that warranties and guarantees are consistent with those provided as customary trade practices; or as otherwise specified in the Plans, Standard Specifications, Supplemental Specifications or Special Provisions.
- Ensure, and state, that manufacturer's and supplier's warranties and guarantees are transferable to the agency or user that is responsible for traffic signal maintenance. And said warranties and guarantees are continuous throughout their duration.
- Ensure equipment provided under this specification shall be warranted by the manufacturer to be free from defects in materials and workmanship for a minimum period of two years from date of receipt or one year from date of acceptance of installation. The exception is the other materials stated in this specification which have longer warranty durations.
- Ensure the manufacturer will repair any faulty equipment during this period at no charge to the Department for parts, labor or shipping to and from the factory.

## 925.2.02 Type 2070 Controller Assemblies

### A. Requirements

For 2070 controller cabinet assemblies, use 2070 controller units that meet the requirements of the following or are previously approved by TSEF:

- *Traffic Electrical Equipment Specifications (TEES)* published by the State of California Business, Transportation, and Housing Agency; Department of Transportation, current edition and current addenda
- CALTRANS Qualified Products List (QPL)
- Ensure the unit supplied is compatible with current GDOT licensed firmware.

The following Specifications augment the CALTRANS Specifications and take precedence over conflicting CALTRANS Specifications.

#### 1. Input/output (I/O) and Configuration:

The 2070 Controller shall be supplied in one of the following configurations, as specified in the Plans (all modules are specified in TEES, but these configurations supersede the defined configurations in TEES):

- 2070L: Provide Chassis, 2070-1B Single-Board CPU, 2070-2A Field I/O Module, 2070-3B Front Panel (8x40 display), 2070-4B 3.5-amp Power Supply, and a 2070-7A Module. This unit is intended for interfacing in Type 170E or ITS cabinets and shall provide the default input and output configuration as shown in Tables 925-13, 925-15 and 925-16 for ITS cabinets using a traffic signal application.
- 2070LC: Provide Chassis, 2070-1B Single-Board CPU, 2070-2B Field I/O Module, 2070-3B Front Panel (8x40 display), 2070-4B 3.5-amp Power Supply, and a 2070-7A Module. This unit is intended for interfacing in ITS cabinets only and shall provide the default input and output configuration as shown in Tables 925-13, 925-15 and 925-16 for ITS cabinets using a traffic signal application.
- 2070 LB: Provide Chassis, 2070-1B Single –Board CPU, 2070-2A Field I/O Module, 2070-3C Front Panel, 2070-4B 3.5-amp Power Supply, This unit is intended for interfacing in Type 170E or ITS cabinets where a user interface is not required and shall provide the default input and output configuration as shown in Tables 925-13, 925-15 and 925-16 for ITS cabinets using a traffic signal application.

## Section 925—Traffic Signal Equipment

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- 2070 LN1: Provide Chassis, 2070-1B Single-Board CPU, 2070-2B Field I/O Module, 2070-3B Front Panel (8x40 display), 2070-4NB 3.5-amp Power Supply, 2070-8 NEMA Interface Module, and a 2070-7A Module. This unit is intended for interfacing in NEMA TS 1 or NEMA TS 2 Type 2 cabinets.
- 2070 LN2: Provide Chassis, 2070-1B Single-Board CPU, 2070-2N Field I/O Module, 2070-3B Front Panel (8x40 display), 2070-4NB 3.5-amp Power Supply, and a 2070-7A Module. This unit is intended for interfacing in a NEMA TS 2 Type 1 cabinet.

### 2. Power Supply Modules:

Either the 2070-4A, 2070-4B, 2070-4NA or 2070-4NB module shall be provided as required in the configuration requirements in the preceding Item. In addition to all requirements of the TEES, the power supplies shall be clearly marked as a “2070-4A”, “2070-4B”, “2070-4NA”, or “2070-4NB”. The Vendor may supply a 2070-4A or 4NA power supply module in lieu of a 2070-4B or 4NB, as long as it is so marked and adds no additional cost to GDOT.

### 3. Documentation:

Include with each controller, manuals that document the programming, operation, and maintenance of the unit. Include schematic drawings and pin assignment charts in the manuals for maintenance. Documentation shall include all components, including communications modules. Specific reference is made to section 1.2.4 Documentation in the CALTRANS TEES concerning required documentation to be provided.

### 4. Testing:

Provide for complete testing of unit before it is shipped. If unit is shipped with applications firmware installed, it must be tested with the application (e.g. Traffic Signal Control). If a random sample of greater than 10 percent of the units tested is rejected then the total shipment shall be rejected and vendor will be responsible for all costs to test and repair all units provided.

## B. Fabrication

General Provisions 101 through 150.

## C. Acceptance

See Subsection 925.2.01 for compliance with CALTRANS QPL. Also see item 4 Testing in Section A above.

## D. Materials Warranty:

(See Subsection 925.2.01 D for Materials Warranties).

### 925.2.03 Type 2070 Controller Subassemblies

#### A. Requirements

For 2070 controller subassemblies, use 2070 controller subassembly units that meet the requirements of the following or are previously approved by TSEF:

- *Traffic Electrical Equipment Specifications (TEES)* published by the State of California Business, Transportation, and Housing Agency; Department of Transportation, current edition and current addenda
- CALTRANS Qualified Products List (QPL)

The following Specifications augment the CALTRANS Specifications and take precedence over conflicting CALTRANS Specifications.

#### 1. 2070 1B Module:

The 2070 1B module may be supplied as a separate item to be used in all versions of the 2070 controller. The 2070 1B module shall be supplied complete with the operating software. Ensure it contains the required files to be compatible with the current GDOT applications software.

#### 2. 2070 2A Field I/O Module

The 2070 2A Field I/O module may be supplied as a separate item. The 2070 2A Field I/O module shall consist of the Field Controller Unit; Parallel Input/Output Ports; other Module Circuit Functions (includes muzzle jumper); Serial Communication Circuitry; Module Connectors C1S, C11S and C12S mounted on the module front plate; VDC Power Supply (+12VDC to + 5VDC) and required software. Ensure it contains any configuration jumpers to be compatible with current GDOT Applications software. Ensure the 2070 2A field I/O Module functions with a Model 2070L or 2070LB Controller Assembly and is compatible with current GDOT applications software.

3. 2070 2B Field I/O Module:

The 2070 2B Field I/O module may be supplied as a separate item and consist of the Serial Communication Circuitry, DC power Supply, and Module Connector 12S mounted on the module front plate only. Ensure it contains any configuration jumpers to be compatible with current GDOT Applications software. Ensure the 2070 2B field I/O Module functions with a Model 2070 LC or 2070LN1 Controller Assembly and is compatible with current GDOT applications software.

4. 2070 2N Field I/O Module:

The 2070 2N Field I/O module may be supplied as a separate item and provides a NEMA TS2-1 compatible SDLC interface via Serial Port 3. AC power to the 2070 Unit and Fault Monitor Logic Output via 2070 Serial Port 5 and Output Frame Byte 9 Bit 6 to the NEMA TS2 Cabinet Monitor Unit (CMU). Ensure it contains any configuration jumpers to be compatible with current GDOT Applications software. Ensure the 2070 2N field I/O Module functions with a Model 2070 LN2 Controller Assembly and is compatible with current GDOT applications software.

5. 2070 3B Front Panel Display Module:

The 2070 3B Display Module may be supplied as a separate item and provides a Front Panel Assembly controller, two keyboards, AUX switch alarm bell and an 8 line by 40 character display. This assembly shall also include a panel with latch assembly and two TSD #1 hinge attaching devices, assembly PCB, external serial port connectors, CPU active LED indicator, contrast adjustment knob, and Front Panel Harness. Ensure it contains any configuration jumpers to be compatible with current GDOT Applications software. Ensure the 2070 3B Front Panel Assembly Module functions with Models 2070L, 2070LC, 2070LN1 and 2070 LN2 Controller Assemblies and is compatible with current GDOT applications software. Ensure the hardware hinge attaching devices mate with existing 2070 assemblies. Ensure the Front Panel Harness is connected to the front panel via a removable connector. Ensure the front panel connector supports the aux switch.

6. 2070 3C Front Panel Display Module:

The 2070 3C Display Module may be supplied as a separate item and provides a System Serial Port 6 Lines, Isolated and vectored to Connector C60S. This assembly shall also include a panel with latch assembly and two TSD #1 hinge attaching devices, assembly PCB, external serial port connectors, CPU active LED indicator, and Front Panel Harness. Ensure it contains any configuration jumpers to be compatible with current GDOT Applications software. Ensure the 2070 3B Front Panel Assembly Module functions with Model 2070LB Controller Assembly and is compatible with current GDOT applications software. Ensure the hardware hinge attaching devices mate with existing 2070 assemblies. Ensure the Front Panel Harness is connected to the front panel via a removable connector. Ensure the front panel connector supports the aux switch.

7. 2070 4B Power Supply Module:

The 2070 4B Power Supply Module may be supplied as a separate item and is an independent, self contained module. Ensure that it is vented and cooled by convection only. Provide module that slides into power supply compartment from the back of the chassis and is attached to the Backplane mounting surface by its four TSD #3 Devices. Ensure the module supplies at least 3.5 amperes of +5VDC. Ensure the 2070 4B Power Supply Module is compatible with Models 2070L, 2070LB, and 2070LC Controller Assemblies and is compatible with current GDOT applications software. Ensure the connection harness PS 2 on existing units can be mated with the 4B module supplied. A 2070 4A Power Supply Module may be provided in place of a 4B module as long as it is labeled as such and there is no additional cost to GDOT. Ensure the module supplied is appropriately marked as a 4B or 4A module.

8. 2070 4NB Power Supply Module:

The 2070 4NB Power Supply Module may be supplied as a separate item and is an independent self contained module. Ensure that it is vented and cooled by convection only. Provide module that slides into power supply compartment from the back of the chassis and is attached to the Backplane mounting surface by its four TSD #3 Devices. Ensure the module supplies at least 3.5 amperes of +5VDC. Ensure the 2070 4B Power Supply Module is compatible with Models 2070 LN1 and 2070 LN2 Controller Assemblies and is compatible with current GDOT applications software. Ensure the connection harness PS 2 on existing units can be mated with the 4B module supplied. Ensure the 4NB power supply module supports the NEMA TS1 and TS2 Standards. A 2070 4A Power Supply Module may be provided in place of a 4B module as long as it is labeled as such and there is no additional cost to GDOT. Ensure the module supplied is appropriately marked as a 4NA or 4NB module.

9. 2070 6B Communications Module:

The 2070 6B Communications Module is supplied as a separate item. The 6B communications module is a dual async/modem serial module. Ensure the module supports both Serial and modem FSK communications on both of two separate ports. Ensure the Modem data baud rate supports 0 to 9600. Ensure the module is configured to support

FSK communications on the C2S connection. Ensure it contains any configuration jumpers to be compatible with current GDOT Applications software.

10. 2070 7A Communications Module:

The 2070 7A Communications Module may be supplied as a separate item. The 7A communications module is a dual async serial communications module. Ensure the module supports serial communications on both ports. Ensure it contains any configuration jumpers to be compatible with current GDOT Applications software.

11. 2070 8 Field I/O Module:

The 2070 8 Field I/O Module may be supplied as a separate item. The 8 Field I/O Module consists of the module chassis, module power supply, Field Control Unit Controller, parallel input/output ports, serial communications circuits and module connectors. Ensure the EX1 connector is provided with appropriate mating connections to interface with either 6B or 7A communications modules. Ensure the 2070 8 Field I/O module is provided with the appropriate mating connector to mate with the C12S connector on the 2070 2B Field I/O module. Ensure the 2070 8 Field I/O module functions as part of a Model 2070 LN1 controller.

12. 2070 D Panel:

The 2070 D panel is supplied as a separate item. The 2070 D panel supports the inputs and outputs of the “D” connector provided on a 2070-8 module which is also part of a Model 2070 LN1. Ensure the “D” Connector panel supports all 61 pins with a connecting MS “D” connector and terminal blocks. Ensure the 2070 D Panel provides adequate cable length to allow attachment in an existing NEMA Cabinet. Ensure that the terminal blocks allow for two connections.

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

(See Subsection 925.2.01 for compliance with CALTRANS QPL).

### D. Materials Warranty:

(See Subsection 925.2.01.D for Materials Warranties).

## 925.2.04 Cabinet Assemblies

### A. Requirements

In addition to the CALTRANS Specifications, ensure that the cabinet assembly conforms to the requirements listed below, which take precedence over conflicting CALTRANS Specifications.

1. Cabinet configuration:

Supply cabinets in accordance with these Specifications. Equip the cabinets with auxiliary equipment as follows:

a. Model 332A Cabinet:

Lower input field termination panel

1 – Model 242 DC Isolator in Slot 14 of Upper Input File

4 – Flash Transfer Relays

2 – Model 204 Flashers

1- Auxiliary Cabinet Shelf to support Communication Devices

1- 4 Position Power Strip

1- Manual push button assembly

b. Model 336S Cabinet:

1-Model 242 DC Isolator in Slot 14 of Input File

4- Flash Transfer Relays

2-Model 204 Flashers

1- Auxiliary Cabinet Shelf to support Communication Devices

1- 4 Position Power Strip



- 1- Manual push button assembly
- 1-"M" Base Adapter installed (Base Mount Cabinets Only)
- 1-Aluminum Cover Plate for Cabinet Bottom (Pole Mount Cabinets Only)
- c. Model 337 Cabinet
  - 3-Flash Transfer Relays
  - 1-Model 204 Flasher
  - 1- Manual push button assembly
- d. Model 334 Cabinet with Auxiliary Output File for Ramp Metering Operations
  - 1- Auxiliary Equipment Shelf
  - 1- Output/PDA Type 3 with Model 206 24 Volt DC Power Supply with flash transfer relay
  - 1- Model 208 Monitor Unit
  - 1- Model 420 Auxiliary Output File
  - 1-Load Switch Model 200
  - 1- 4 Position Power Strip
  - 1- Lower Input Field Termination Panel
  - 1- Detector Test Switch Panel

Note: Include above components in cabinet at time of delivery.

Other auxiliary cabinet components such as controllers, monitors, load switches, etc. will be ordered as separate items.

### 2. Finish

Use cabinets that have a bare aluminum finish (see [Subsection 925.2.07.A.1](#) for controller-cabinet minimum fabrication Specifications).

### 3. Locks

Equip the main cabinet door with locks that accept No. 2 Corbin keys. Provide two sets of keys with each cabinet. One set of keys is defined as one – No. 2 key and one - police panel key.

### 4. Power

Equip the cabinet assemblies with a power distribution assembly to generate AC and DC power for the electronic components, except the DC power for the controller units. Provide the Model 332 and 336S cabinets with a DC isolator for stop time/flash sense, located in slot 14 of the input file.

### 5. Mounting

Equip the cabinets for pole or base mounting, as specified in the Plans.

#### a. Base Mount

Supply Model 336S cabinets, when specified as base mount, with a “M” base-mounting adapter installed.

#### b. Pole Mount

Supply Model 336S or 337 cabinets, when specified as pole mount, with two exterior pole mounting brackets that allow for mounting on steel, concrete, and timber poles.

Ensure that the bracket mounting holes are properly reinforced with metal plates of adequate size and strength, welded longitudinally across the inside depth of the cabinet.

Ensure that the exterior-mounting bracket is shipped installed on the cabinet housing. Additionally, provide an aluminum plate, which covers the bottom cabinet opening.

### 6. Unused Phase Monitoring

Provide odd-phase reds with ballast resistor (2K, 10 watt) dummy loads. Do not wire the cabinet to monitor pedestrian yellow indications. When auxiliary output file is used provide resistors for overlaps.

Neatly lace, label and bundle the wiring from the signal monitor for pedestrian yellow monitoring on the back panel.

### 7. Red Monitoring

Provide a connector and terminal assembly designated as P20 for monitoring the absence of red as an integral part of the output file. Terminate the connector and ensure compatible with the cable and C connector of a Type 2010 conflict monitor unit capable of monitoring the absence of red.

Provide the pin assignments of the P20 connector and terminal assemble with the cabinet Plans.

Ensure that the P20 connector is physically alike to the cable and connector of a Type 2010 conflict monitor unit to prevent the absence of red cable connector from being inserted into the P20 connector 180 degrees out of alignment. Submit details for programming of the unused red channels for approval.

### 8. Cabinet Light

Include in each cabinet one fluorescent strip lighting fixture mounted inside the top front portion of the cabinet. Do not use screw in type fluorescent lamp.

The fixture includes a cool white lamp, covered, and operated by a normal power factor, UL listed ballast.

Install a door-actuated switch to turn on the cabinet light when either door is opened.

### 9. Cabinet Interlock

Do not install the interlock circuit, as detailed in the CALTRANS Specifications.

### 10. Cabinet Drawer

Equip each Model 334, 332A, and 336S cabinet with an aluminum storage compartment mounted in the rack assembly with the approximate following dimensions: 16 inches (400 mm) wide, 14 inches (350 mm) long, and 1.75 inches (44 mm) deep.

Mount this compartment directly under the Type 2070 controller. Provide a drawer with telescoping drawer guides to allow full extension from the rack assembly.

When extended, the storage compartment opens to provide storage space for cabinet documentation and other miscellaneous items.

Ensure that the storage compartment be of adequate construction to support a weight of 25 pounds (12 kg) when extended.

Provide a top for the storage compartment that has a non-slip plastic laminate attached, which covers a minimum of 90% of the surface area of the top.

### 11. Auxiliary Equipment Shelf

Provide a “shelf” in each cabinet that provides a location to mount Fiber modem, dialup modem and/or Field hardened switch. Provide shelf in location that allows easy access to AC power outlets and communications links (telephone, interconnect). Locate shelf so as not block access to other equipment or modules including Battery Backup System.

### 12. Power Strip

Equip each cabinet with a metal power strip (minimum of 4 outlets) to support AC power for external communications devices in cabinet. Provide metal strip that is mounted vertically on the rear rail. Ensure that the power strip may be used by block power supplies such that the block power supply does not block other outlets. Attach power strip to a permanent location that is easily accessible to devices in the rear of the cabinet. Provide hard wire connection to the Cabinet AC power, controlled by a 15 amp GFI breaker. Do not use plug in power strips.

### 13. Surge Protection

Equip each cabinet with devices to protect the control equipment from surges and over voltages.

Design the surge protector panels to allow for adequate space for a wire connection and surge protector replacement without the removal of terminal blocks or panels. Provide surge protectors for the input sections as detailed below and as shown in the Input Terminal and Surge Arrestor Detail.

Supply surge protectors that meet the following Specifications.

#### a. AC Service Input

- Include a surge protection unit for each cabinet on the AC service input that meets or exceeds the following requirements: Provide a hybrid type power line surge protection device on the cabinet service panel..

Install the protector between the applied line voltage and earth ground. Use a surge protector capable of reducing the effect of lightning transient voltages applied to the AC line that conforms to the following:

Peak surge current for an 8 x 20 $\mu$ s waveform:	20,000A for 20 occurrences
Clamp voltage @ 20,000A:	280V max
Maximum continuous operating current:	@ 120V / 60 Hz 10A
Series Inductance:	AC Line/AC Neutral - 200 micro henries
Response time:	Voltage never exceeds 280V during surge

Spike suppression for +/- 700 V spike: +/- 40 V deviation from sine wave at all phases angles between 0 and 180 degrees.

- Provide a protector that is modular and uses a 12 pin Beau connector with the following terminals:
  - Main Line (AC line first stage terminal)
  - Main Neutral (AC neutral input terminal)
  - Equipment Line In (AC line second stage input terminal, 10A)
  - Equipment Line Out (AC line second stage output terminal, 10A)
  - Equipment neutral out (neutral terminal to protected equipment)
  - GND (Earth connection)
- Supply a protector that is epoxy encapsulated in a flame-retardant material.
- Configure the Equipment Line Out to provide power to the Type 2070 and to the 24 V power supply.

b. AC+ Interconnect Cable Inputs

Use a surge protection device to protect each AC interconnect line as it enters the cabinet with a surge protection device that meets or exceeds the following requirements:

- 3-electrode gas tube type of surge arrester
- Striking voltage of 300-500 V DC with a minimum holder over voltage of 155V DC
- A three terminal device, one of which is connected to ground, the other two are connected across each input respectively
- The units must meet the following minimum requirements:
 

Impulse breakdown:	Less than 100V in less than 1.1 $\mu$ s at 10 kV/ $\mu$ s
Impulse breakdown balance:	0.01 microsecond (or less) difference at 10 kV/ $\mu$ s impulse
Energy application:	Withstands 20A AC for one (1) second applied ten (10) times at three (3) minute intervals on either section
Current rating:	10,000A (8 x 20 $\mu$ s impulse)
Capacitance:	6 pF, line to ground

c. Inductive Loop Detector Inputs

Provide surge arrestors in the cabinet as shown in Table 925-5, Table 925-7 or Table 925-9 for the applicable cabinet. Protect each inductive loop detector channel input by an external surge protection device that meets or exceeds the following requirements:

- A three-terminal device, two (2) of which are connected across the signal inputs of the detector with the third connected to the chassis ground to protect against common mode damage.
- Instantly clamps differential mode surges (induced voltage across the loop detector input terminals) via a semiconductor array. The array appears as a low capacitance to the detector.
- Clamps common mode surges (induced voltage between the loop leads and ground) via solid state clamping devices.
- Withstand 25-100A surge current occurrences of a 10 x 700  $\mu$ s waveform.
- Have the following clamp characteristics:
  - Maximum break over voltage: 170 V
  - Maximum on-stage clamping voltage: 3V
  - Response Time: <5 ns
  - Off-stage leakage current: <10  $\mu$ A
  - Capacitance: less than 220 pf
- Ensure that the unit also meets the following minimum requirements:
  - Peak surge current: 6 times
  - Differential mode: 400 A (8 x 20 ms)
  - Common mode: 1,000 A (8 x 20 ms)

- Estimated occurrences: 500 @ 200 A
- Response time: 40 ns
- Input capacitance: 35 pF typical
- Temperature: -40° F to +185° F (-40° C to 85° C)
- Mounting: No. 10-32 x 3/8-inch (No. 5 x 10 mm) bolt
- Clamp voltage
  - @400 A diff. Mode: 30 V max.
  - @1,000 A comm. Mode: 30 V max.

d. Signal Load Switches (Switchpacks)

Provide the output of all switchpacks in all output files and output/PDAs with metal oxide varistors (MOV) tied from the AC positive field terminal to the chassis ground to protect switchpacks from surges on the AC output lines

Ensure that these MOVs meet or exceed these requirements:

- Steady state sinusoidal voltage (RMS) rating at 50 to 60 Hz of at least 150 V at 77 °F (25 °C)
- Steady state applied DC voltage rating of at least 200 V at 77 °F (25 °C)
- Transient energy rating is of at least 80 J for a single impulse of 10/1,000  $\mu$ s current waveform at 77 °F (25 °C)
- Peak current rating of 6,500 A for a single impulse of 8/20  $\mu$ s waveform with the rated continuous voltage applied
- Varistor voltage of at least 212 V at 1.0mA of DC current applied for the duration of 20  $\mu$ s to 5s
- Clamping voltage of at least 395 V with an applied 8/20  $\mu$ s impulse of 100 A
- Typical capacitance at a frequency of 0.1 to 1.0 MHz of 1600 pF
- Two-terminal device, one of which is connected to the AC output of the signal load switch on the output file terminals (backside of the field terminals) with the other connected to AC neutral

e. Communication Inputs

Protect low voltage communications input as it enters the cabinet with a solid-state surge protection unit that meets or exceeds these requirements:

- Dual pair (4-wire) module with a printed circuit board connector, double sided and gold plated for reliability
- Ability to mate with and be installed in a 10-circuit Buchanan connector Part Number PCB1B10S or Tyco Part Number 2-1437410-3 or equivalent
- Usable as two independent signal pairs
- The data circuits pass through the protection in a serial fashion
- C2 connector of the 2070 controller that terminates on the line side of the unit
- Communication field wires for this local side that terminate on the line side of the unit
- Ground terminals connected to power ground
- Ensure that the unit meets the following minimum requirements:
 

Peak surge current:	10 kA (8 x 20 $\mu$ s wave shape) 500A (10 x 700 $\mu$ s wave shape)
Occurrences @ peak:	50 typical
Response time:	<1ns
Voltage Clamp:	8V line to line
Series Resistance:	24 $\Omega$ total
Temperature	-40 °F (-40 °C) to +185 °F (85 °F)
Primary protector:	3 element gas tube 5kA, (8 x 20 $\mu$ s wave shape), per side
Secondary protector:	Silicon avalanche, 1.5 kW minimum

f. Low Voltage DC Inputs

Provide an external surge protection device for each low voltage DC input channel which meets the same requirements as the communication inputs with the following exception of the Voltage clamp, which shall be 30 V line-to-line.

14. Type 2010 Signal Monitors:

a. Introduction

This Specification sets forth the minimum requirements for a rack-mountable, sixteen channel, solid-state 2010 Signal Monitor for Traffic Cabinet Assembly. Ensure that as a minimum, the Signal Monitor complies with all Specifications outlined in Chapter 3 Section 6 of the *California TEES*, August 2002. Where differences occur, this Specification governs. Ensure that the manufacturer of the unit is listed on the current California Department of Transportation (CALTRANS) Qualified Products List (QPL) for signal monitors.

Provide a Signal Monitor that is capable of monitoring sixteen channels consisting of a Green input, a Yellow input, and a Red input for each channel. Ensure that the unit also includes the enhanced monitoring functions described in [Subsection 925.2.04.A.15.b](#), diagnostic display functions described in [Subsection 925.2.04.A.15.c](#), event logging functions described in [Subsection 925.2.04.A.15.d](#), communications functions described in [Subsection 925.2.04.A.15.e](#), and hardware functions described in [Subsection 925.2.04.A.15.f](#).

b. Monitor Functions

Except for Conflict faults, compute all fault timing for each channel individually.

1) Conflict Monitoring

Ensure that the Signal Monitor is able to detect the presence of conflicting green or yellow signal voltages on the AC field terminals between two or more non-compatible channels. A Conflict fault (CONFLICT) shall be a latching fault.

2) Conflict Recognition Time

Ensure the Signal Monitor shall trigger when voltages on any conflicting channels are present for more than 500 ms. Ensure that the Signal Monitor does not trigger when voltages on any conflicting channels are present for less than 200 ms. Conflicting signals sensed for more than 200 ms and less than 500 ms may or may not trigger the unit.

3) 24VDC Monitoring VDC

Ensure that the Signal Monitor is able to detect that the cabinet +24 Vdc supply has fallen below 18 Vdc. A 24VDC failure (VDC FAIL) shall be a latching fault.

4) 24VDC Recognition Time

Ensure that the Signal Monitor shall trigger when the voltage on the +24V input is below 18 Vdc for more than 500 ms. Ensure that the Signal Monitor does not trigger when the voltage on the +24V input is below 18 Vdc for less than 200 ms. A voltage level of +22 Vdc will be required to prevent the unit from triggering.

5) Controller Watchdog Monitoring

Ensure that the Signal Monitor triggers when the Watchdog input does not toggle within the programmed time period (WDT ERROR). Ensure that the unit remains latched in the fault state until reset by the Reset button, an External Reset input command, or AC Line voltage restoring from an AC Line Brownout event (see 2.4). Ensure that a reset resulting from an AC Line Brownout event does not clear the WDT ERROR LED.

a) Controller Watchdog Latch Option

Ensure a programming option sets the Watchdog monitoring function to a latching mode and that only a reset from the Reset button or External Reset input can clear a Watchdog fault. An AC Line brownout condition will not reset the fault.

b) Controller Watchdog Recognition Time

Ensure a programming option sets the maximum Watchdog recognition time to: 1000 + or - 100 ms; or 1500 + or - 100 ms.

c) Controller Watchdog Enable Switch

Provide an internal switch to disable the Watchdog monitoring function. Mount the switch on the PCB and be clearly label "WD ENABLE - ON...OFF". Ensure that placement of the switch in the OFF position causes monitoring of the Watchdog to be inhibited.

- d) WDT ERROR LED Control
  - Ensure that the WDT ERROR LED illuminates when the unit has been triggered by a Watchdog fault. Ensure that it can only be cleared by a reset command from the front panel Reset switch or External Reset input. If the Watchdog monitoring function is inhibited due to the Watchdog Enable switch, the WDT ERROR LED shall flash at a 0.5 Hz rate.
- 6) AC Line Monitoring
  - a) AC Line Brownout Recognition
    - Ensure that the Signal Monitor is able to detect that the AC Line has fallen below  $98 \pm 2$  Vac for greater than  $400 \pm 50$  ms. This shall force the output Relay to the de-energized "fault" state, enable the Stop-Time output, and cause the AC POWER LED to flash at a 2 Hz rate. Ensure that the unit maintains this state until the AC Line voltage rises above  $103 \pm 2$  Vac for greater than  $400 \pm 50$  ms. Provide a jumper option which will change the AC Brownout dropout level to  $92 \pm 2$  Vac and the restore level to  $98 \pm 2$  Vac.
  - b) AC Line Power-up and Brownout Delay Time
    - When the AC Line is greater than  $103 \pm 2$  volts after power-up or Brownout restore, ensure that the Signal Monitor holds the Output Relay in the de-energized "fault" state and enable the Stop-Time output, for a period of not less than  $6.0 \pm 0.5$  seconds and not greater than  $10.0 \pm 0.5$  seconds. Ensure that this flash interval is terminated after at least  $6.0 \pm 0.5$  seconds if the Signal Monitor has detected at least five transitions of the Watchdog input. If the Signal Monitor does not detect five transitions of the Watchdog input before  $10.0 \pm 0.5$  seconds, ensure that the Signal Monitor goes to the fault state. During this interval, ensure that the AC POWER LED flashes at a 4 Hz rate.
- 7) Red Fail Monitoring
  - Ensure that the Signal Monitor is able to detect the absence of an active voltage on the green and yellow and red field signal inputs of a channel. Red Fail fault (RED FAIL) shall be a latching fault. Ensure that the Red Fail monitoring function is enabled for all channels except when the Red Enable input is not active, or pin #EE is active, or Special Function #1 input is active, or Special Function #2 input is active.
  - a) Red Fail Recognition Time
    - Ensure the Signal Monitor triggers when an active voltage on one of the three inputs of a channel are absent for more than 1500 ms. Ensure that the Signal Monitor does not trigger when an active voltage on one of the three inputs of a channel are absent for less than 1200 ms. Channels without proper voltages sensed for more than 1200 ms and less than 1500 ms may or may not trigger the unit. Provide an option switch (RF 2010) which will change the fault recognition time to between 700 ms and 1000 ms.
  - b) Red Interface Cable Fault
    - Ensure a programming option is provided such that operating without the Red Interface cable installed shall cause the Signal Monitor to enter the fault mode causing the Output relay contacts to close and enabling the Stop-Time output to the controller. To indicate this fault mode, ensure that the Red Fail indicator is illuminated with all fault channel indicators Off.
    - Ensure that any Red Fail preemption control to the monitor uses the Special Function inputs #1 or #2.
- 8) Dual Indication Monitoring
  - Ensure that the Signal Monitor is able to detect the presence of active voltage on the green and yellow, green and red, or yellow and red field signal inputs of a channel. GYR Dual Indication fault (DUAL IND) shall be a latching fault. Ensure this function is enabled on a per channel basis using dip switches mounted on the PCB labeled "CH1" through "CH16". Ensure that the GYR Dual Indication monitoring function is enabled for all selected channels except when the Red Enable input is not active or pin #EE is active.
  - a) GY Dual Indication Monitoring
    - Ensure that the Signal Monitor is able to detect the presence of active voltage on the green and yellow field signal inputs of a channel. GY Dual Indication fault (DUAL IND) shall be a latching fault. Enable this function with a dip switch on the PCB labeled "GY ENABLE". When the switch is in the ON position, monitor all channels for simultaneous active green and yellow inputs on a channel. When selected by the GY ENABLE switch, ensure that the GY Dual Indication monitoring function is disabled when pin #EE is active.

- b) Dual Indication Recognition Time
  - Ensure that the Signal Monitor triggers when multiple inputs are active on a channel for more than 500 ms. Ensure that the Signal Monitor does not trigger when multiple inputs are active on a channel for less than 250 ms. Channels with multiple voltages active for more than 250 ms and less than 500 ms may or may not trigger the unit.
- 9) Clearance (Short or Absent Yellow) Monitoring
  - Ensure that the Signal Monitor is able to detect that a channel has not provided an adequate Yellow Clearance interval during a green to yellow to red sequence. A Sequence failure (SEQUENCE) shall be a latching fault. Ensure that this function is enabled on a per channel basis using dip switches mounted on the PCB labeled "CH1" through "CH16". Ensure that the Sequence monitoring function is enabled for all selected channels except when the Red Enable input is not active or pin #EE is active.
- 10) Clearance Recognition Time
  - Ensure that the Yellow Clearance interval is 2.7 seconds
- 11) Flickering Indication Detection
  - Ensure that the Signal Monitor provides a method of detecting Conflict, Red Fail, and Dual Indication faults that result from intermittent or flickering field signal inputs that may not meet the duration requirements but continue to flicker for an extended period of time. These flickering indications shall result in a latching fault with an indication illuminated along with the resulting Conflict, Red Fail, or Dual Indication indicator. Provide an option switch to disable this option.
- 12) Configuration Change Monitoring
  - On power-up, reset, and periodically during operation, ensure that the Signal Monitor compares the current configuration settings with the previously stored value and if the settings have changed, the Signal Monitor automatically logs the new setting. Ensure that these settings include the permissive diode matrix, all switches, all jumpers, and the Watchdog Enable switch.
  - Provide a programming option such that any change in the configuration parameters will cause the Signal Monitor to enter the fault mode causing the Output relay contacts to close and enabling the Stop-Time output to the controller. To indicate this fault mode ensure that the PCA indicator will flash at a 4 Hz rate. Depressing the Reset button for 5 full seconds is required to clear this fault and log the new configuration parameters.
  - If the programming option is not selected, ensure that the unit does not set the fault mode but will still log the configuration change.
- 13) Program Card Ajar
  - Ensure that when the Programming Card is removed or not seated properly, the Signal Monitor forces the Output Relay to the de-energized "fault" state, enable the Stop-Time output, and illuminate the PCA LED. A reset command from the front panel Reset switch or External Reset input is required once the Program Card is in place.
- 14) Exit Flash
  - When the Signal Monitor exits the flash state (Output relay de-energized) as a result of a Reset command or AC Line brownout restore, ensure that the Stop Time output goes to the inactive state 250 + OR - 50 ms before the Output relay transfers to the energized state. This transition will provide an early indication to the Controller Unit that the cabinet will transfer from flash to signal operation.
- c. Display Functions
  - Ensure that it is possible to view the active channels for each individual color (GYR) during operation and when latched in a fault state. When the Signal Monitor is latched in a fault state ensure that it is also be possible to view the active channels for each individual color and fault status for each channel for the current fault and the two previous faults.
  - 1) Previous Fault GYR Display
    - When the Signal Monitor has been triggered by a fault the channel status display will alternate between the channels which were involved in the fault (fault status) for 2 seconds, and the field signals active at the time of the fault for 6 seconds. The channels involved in the fault will flash their respective Green, Yellow, and Red indicators simultaneously at a 4 Hz rate for the 2 second interval.
    - The two previous faults may also be displayed individually. This status is not reset by an AC Line power interruption. To enter this display mode remove the Program Card. The sequence is as follows:

Reset	Event	PCA LED	Fault Status LEDs	Channel Status LEDs
---	#1	Single flash	Current Fault Status (newest)	Current Field status
#1	#2	Double flash	Event #2 Fault Status	Event #2 Field status
#2	#3	Triple flash	Event #3 Fault Status (oldest)	Event #3 Field status
(repeats back to top)				

#### d. Event Logging Functions

Ensure that the Signal Monitor is capable of storing in non-volatile memory a minimum of 100 events. Mark each event with the time and date of the event. These events consist of fault events, AC Line events, reset events, and configuration change events. Provide a graphical means of displaying the signal states of all field inputs for 30 seconds prior to a fault trigger event. Provide the capability to assign a four-digit identification number to the unit shall be provided. Upload the event logs to a PC using the serial port of the Signal Monitor and software provided by the manufacturer.

Ensure each event log report contains the following information:

- Monitor ID#: a four digit (0000-9999) ID number assigned to the monitor.
- Time and Date: time and date of occurrence.
- Event Number: identifies the record number in the log. Event #1 is the most recent event.

##### 1) Monitor Status Report (CS)

Ensure the Current Status report contains the following information:

Fault Type: the fault type description.

Field Status: the current GYR field status and field RMS voltages if the monitor is not in the fault state, or the latched field status and field RMS voltages and fault channel status at the time of the fault.

Cabinet Temperature: the current temperature if the monitor is not in the fault state, or the latched temperature at the time of the fault.

AC Line Voltage: the current AC Line voltage if the monitor is not in the fault state, or the AC Line voltage at the time of the fault.

Control Input Status: the current state and RMS voltages of the Red Enable input, EE input, and Special Function #1 and #2 inputs if the monitor is not in the fault state, or the status latched at the time of the fault.

##### 2) Previous Fault Log (PF)

Ensure the Previous Fault log contains the following information:

Fault Type: the fault type description.

Field Status: the latched field status with RMS voltages, and fault channel status at the time of the fault.

Cabinet Temperature: the latched temperature at the time of the fault.

AC Line Voltage: the AC Line voltage at the time of the fault.

Control Input Status: the latched state of the Red Enable input, EE input, and Special Function #1 and #2 inputs at the time of the fault.

##### 3) AC Line Event Log (AC)

The AC Line log shall contain the following information:

Event Type: describes the type of AC Line event that occurred.

- Power-up—AC on, monitor performed a cold start
- Interrupt—AC Line < Brownout level
- Restore—AC restored from brown-out or interruption (AC Off), no cold start

AC Line Voltage: the AC Line voltage at the time of the event.

##### 4) Monitor Reset Log (MR)

Ensure the Monitor Reset log contains the following information:

The monitor was reset from a fault by the front panel Reset button or External Reset input.

##### 5) Configuration Change Log (CF)

Ensure the Configuration Change log contains the following information:



- a) Program Card Matrix: the permissive programming for each channel.
  - b) Yellow Disable Jumpers: the Yellow Disable programming for each channel.
  - c) Dual/Sequence Switches: the switch programming for each channel.
  - d) Option Switches: RF 2010, RP Disable, GY Enable, SF1 Polarity, Sequence Timing, Minimum Flash Enable, Configuration Fault Enable, Red Cable Fault enable, AC Brownout timing.
  - e) Watchdog Programming: Watchdog Enable, Watchdog Latch, and Watchdog timing.
  - f) Configuration CRC: A unique CRC value which is based on the configuration of items #a through #e above.
- Indicate on the log, which items have been changed since the last log entry.
- 6) **Signal Sequence Log**  
Provide a log that graphically displays all field signal states for up to 30 seconds prior to the current fault trigger event. Ensure that the resolution of the display is at least 50 milliseconds.
- e. **Communications Functions**
    - 1) **Controller Unit Communications**  
Ensure that the Signal Monitor is compatible with the protocol of the current GDOT licensed firmware for 2070 controllers and Central System Control. Ensure the 2010 Conflict Monitor supplied is able to communicate via a serial link to the 2010 Controller and then to a Central System using the current licensed GDOT Central System Software for reporting, configuring and logging.
    - 2) **Personal Computer Communications**  
Have the manufacturer provide software to access the Signal Monitor status and event logs described in [Subsection 925.2.04.A.15.d](#). Ensure this software operates with current version of Microsoft Windows or Windows XP™
- f. **Hardware**
    - 1) **Red Monitoring**
      - a) **Red Field Inputs**  
Ensure that the Signal Monitor is capable of monitoring sixteen Red field signals. Ensure that a Red input is sensed active when the input voltage exceeds 70 Vrms. Ensure that a Red input is sensed not active when the input voltage is less than 50 Vrms. A Red input may or may not be sensed active when the input voltage is between 50 Vrms and 70 Vrms.
      - b) **Red Enable Input**  
Ensure that the Red Enable input provides an AC input to the unit which enables Red Monitoring, Dual Indication Monitoring, and Sequence monitoring when the input is sensed active.  
Ensure that the Red Enable input is sensed active when the input voltage exceeds 70 Vrms. Ensure that the Red Enable input is sensed not active when the input voltage is less than 50 Vrms. The Red Enable input may or may not be sensed active when the input voltage is between 50 Vrms and 70 Vrms.
      - c) **Special Function Preemption Inputs**  
Ensure that the Special Function Preemption inputs #1 and #2 provide an AC input to the unit which disables only Red Fail Monitoring (Lack of Output) when either input is sensed active.  
Ensure that a Special Function input is sensed active when the input voltage exceeds 70 Vrms. Ensure that a Special Function input is sensed not active when the input voltage is less than 50 Vrms. A Special Function input may or may not be sensed active when the input voltage is between 50 Vrms and 70 Vrms.  
Use a PCB mounted switch to provide the option to invert the active status of the Special Function #1 input. When the switch is in the ON position, ensure that the Special Function #1 input is sensed not active when the input voltage exceeds 70 Vrms. Ensure that the Special Function #1 input is sensed active when the input voltage is less than 50 Vrms. The Special Function #1 input may or may not be sensed active when the input voltage is between 50 Vrms and 70 Vrms.
      - d) **Red Interface Connector**  
This connector provides the required inputs for the unit to monitor the Red field signal outputs. Ensure the connector is a 20 pin connector that mates with the P20 Cable from the output file. Provide a high quality connector that is polarized to insure proper mating with the cable. Ensure Ejector latches are included to facilitate removal and prevent the cable from inadvertently disconnecting. Ensure the unit

shall function as a standard 210 Signal Monitor when the cable is disconnected. Use the pin assignments shown in Table 925-1.

Table 925 -1 Red Interface Connector			
Pin	Function	Pin	Function
1	Channel 15 Red	11	Channel 9 Red
2	Channel 16 Red	12	Channel 8 Red
3	Channel 14 Red	13	Channel 7 Red
4	Chassis Ground*	14	Channel 6 Red
5	Channel 13 Red	15	Channel 5 Red
6	Special Function #2	16	Channel 4 Red
7	Channel 12 Red	17	Channel 3 Red
8	Special Function #1	18	Channel 2 Red
9	Channel 10 Red	19	Channel 1 Red
10	Channel 11 Red	20	Red Enable
*A jumper option shall be provided to allow the connection of Pin #4 to be made with Chassis Ground.			

## 2) Front Panel

Ensure the front panel is constructed of sheet aluminum with a minimum thickness of 0.090 in. (2.286 mm), and finished with an anodized coating. Ensure the model information shall be permanently displayed on the front surface.

### a) Indicators

Ensure that all display indicators are mounted on the front panel of the Signal Monitor and are water clear, T-1 package, Super Bright type LEDs. Ensure that all fault LEDs are red except the AC POWER indicator which is green. Provide a separate Red, Yellow, and Green indicator for each channel. Label the indicators and provide the information as follows:

#### i. AC POWER

Ensure the AC Power indicator flashes at a rate of 2 Hz when the unit has detected a low voltage condition as described in [Subsection 925.2.04.A.15.b.10\).a](#). Ensure the AC POWER indicator flashes at a rate of 4 Hz during the minimum flash interval as described in [Subsection 925.2.04.A.15.b.10\).b](#). Ensure that the indicator illuminates when the AC Line voltage level is restored above the brownout level. Ensure the indicator extinguishes when the AC Line voltage is less than 80 Vac.

#### ii. VDC FAILED

Ensure the VDC FAILED indicator illuminates when a 24VDC fault condition is detected. This indicator remains extinguished if the monitor has not been triggered by a 24VDC fault.

#### iii. WDT ERROR

Ensure the WDT ERROR indicator illuminates when a controller Watchdog fault is detected. Ensure the WDT Error indicator flashes ON once every 2 seconds if the WD Enable switch on the monitor is placed in the OFF position to disable Watchdog monitoring, or the AC Line voltage is below the Watchdog disable level.

#### iv. CONFLICT

Ensure that the CONFLICT indicator illuminates when a conflicting signal fault is detected.

#### v. DIAGNOSTIC

Ensure the DIAGNOSTIC indicator illuminates when one of the following faults is detected: Internal Watchdog fault, Memory Test fault, or Internal power supply fault. This indicator is intended to inform the service technician of a monitor hardware or firmware failure.

vi. *RED FAIL*

Ensure the RED FAIL indicator illuminates when an absence of signal is detected on a channel(s). Ensure the RED FAIL indicator flashes ON once every two seconds if the RED ENABLE input is not active, or a Special Function input is active, or the EE input is active

vii. *DUAL IND.*

Ensure the Dual IND. indicator illuminates when a GY-Dual or GYR-Dual Indication fault is detected on a channel(s).

viii. *CLEARANCE*

Ensure the Sequence indicator illuminates when the minimum Yellow Clearance time has not been met on a channel(s).

ix. *PCA*

Ensure the PCA indicator illuminates if the Program Card is absent or not properly seated.

If the unit is in the Diagnostic Display mode, ensure the PCA indicator flashes ON (once, twice, or three times) to indicate the fault event number being displayed. See [Subsection 925.2.04.A.15.c.](#)

x. *RP DETECT*

Ensure the RP DETECT indicator illuminates when the unit has detected a Conflict, Red Fail, or Dual Indication fault as a result of recurring pulse field inputs.

xi. *CHANNEL STATUS*

Ensure that during normal operation the 48 Channel Status indicators display all active signals (Red, Green, and Yellow).

In the fault mode, ensure that the Channel Status indicators display all signals active at the time of the fault for six seconds and then indicate the channels involved in the fault for 2 seconds.

b) Front Panel Control-Reset Button

i. *Provide a momentary SPST Control switch labeled RESET on the unit front panel to reset the monitor circuitry to a non-failed state. Position the switch on the front panel such that the switch can be operated while gripping the front panel handle. Ensure that a reset command issued from either the front panel button or External Reset input is a one-time reset input to prevent the unit from constant reset due to a switch failure or constant external input, and causes all LED indicators to illuminate for 300 ms.*

ii. *The Reset button also provides control of the Diagnostic Display mode. For a complete description of Diagnostic Display operation, see [Subsection 925.2.04.A.15.c.](#)*

c) Serial Communications Connector

Use this connector to provide EIA-232 serial communications. Ensure that it is a high quality 9 pin metal shell D subminiature type with female contacts. Refer to Table 925-2 for Pin assignments.

Table 925-2 Serial Communications Connector	
Pin	Function
1	DCD*
2	TX DATA
3	RX DATA
4	DTR (Data Terminal Ready)
5	SIGNAL GROUND
6	DSR
7	DSR*
8	CTS*
9	NC
* Provide Jumper options to allow the connection of Pin #4 to be made with Pin #7, and the connection of Pin #8 to be made with Pin #1.	

### 3) Electronics

#### a) RMS Voltage Sampling

Use high speed sampling techniques to determine the true RMS value of the AC field inputs. Sample each AC input at least 32 times per cycle. Ensure that the RMS voltage measurement is insensitive to phase, frequency, and waveform distortion.

#### b) Internal MPU Watchdog

Use a microprocessor for all timing and control functions. Verify continuing operation of the microprocessor by an independent monitor circuit, that forces the Output Relay to the de-energized "fault" state, enable the Stop-Time output, and illuminate the DIAGNOSTIC indicator if a pulse is not received from the microprocessor within 300 ms.

If the microprocessor should resume operation, ensure the Signal Monitor continues to operate. Ensure that this monitoring circuit is also configurable to latch in the fault state. Ensure the unit requires a power-up cycle to reset the circuit once it is triggered.

#### c) Sockets

In the interest of reliability, ensure that only the PROM memory device for the microprocessor firmware is socket mounted. Ensure that the PROM memory socket is a precision screw machine type socket with a gold contact finish providing a reliable gas tight seal. Low insertion force sockets or sockets with "wiper" type contacts are not acceptable.

#### d) Internal Power Supply

Use a built-in, high-efficiency switching power supply to generate all required internal voltages. Ensure that all supply voltages regulated. Failure of the internal power supply to provide proper operating voltages shall force the output Relay to the de-energized "fault" state, enable the Stop-Time output, and illuminate the DIAGNOSTIC indicator. Provide a user replaceable slow blow fuse for the AC Line input. Ensure the unit is operational over the AC Line voltage range of 75 Vac to 135 Vac.

#### e) EIA-232 Interface

Ensure the EIA-232 port interface electronics is electrically isolated from all monitor electronics except chassis ground.

#### f) Configuration Parameters

Select user-programmed configuration settings using PCB mounted switches or jumpers. Designs requiring a Personal Computer (PC) to program or verify the configuration parameters are not acceptable. Ensure that user-programmed configuration settings that are transferred to memory are stored in a programmable read-only memory (PROM or EEPROM). Designs using a battery to maintain configuration data are not acceptable.

#### g) Field Terminal Inputs

Ensure that all 120 Vac field terminal inputs provide an input impedance of 150K 50K ohms and be terminated with a discrete resistor having a power dissipation rating of 0.5 Watts or greater and a voltage rating exceeding 350 volts.

#### h) Component Specifications

Ensure that all electrical components used in the Signal Monitor are rated by the component manufacturer to operate beyond the full unit operating temperature range of -29 °F to 165 °F (-34 °C to +74 °C).

#### i) Printed Circuit Boards

Ensure that all printed circuit boards meet the requirements of the *California Traffic Signal Control Equipment Specifications*, January 1989, plus the following requirements to enhance reliability:

i. All plated-through holes and exposed circuit traces are plated with solder.

ii. Both sides of the printed circuit board are covered with a solder mask material.

iii. The circuit reference designation for all components and the polarity of all capacitors and diodes are clearly marked adjacent to the component. Ensure that Pin #1 for all integrated circuit packages is designated on both sides of all printed circuit boards.

iv. All electrical mating surfaces are gold plated.

- v. All printed circuit board assemblies are coated on both sides with a clear moisture-proof and fungus-proof sealant.*
- vi. All components and wire harnesses are mounted to the PCB using plated holes. "Piggy back" connections or jumper wires are not acceptable.*

### 15. Model 208 Monitor Unit

Provide Model 208 Monitor Unit in accordance with CALTRANS TEES and the following. Provide monitor that is on the CALTRANS QPL and provides the pin assignment as shown in Table 925-3.

The Model 208 Monitor Unit shall reliably sense and cause a relay output contact (FAILED STATE) when monitoring the following:

- A Watchdog Timer (WDT) Timeout Condition
  - Cabinet +24 VDC Power Supply below specified threshold
- a. WDT Monitor Requirements
  - b. WDT Circuitry shall be provided to monitor a controller unit output line state routed to the monitor unit at its assigned pin. The WDT Circuitry shall sense any line state change and the time between the last change. No state change for  $1.5 \pm 0.1$  seconds shall cause a FAILED state. The timer shall reset at each state change in a NON FAILED state.
    - 1) Only the Unit Reset or a WDT inactive due to the voltage sense shall reset the WDT from a FAILED state.
    - 2) A FAILED state caused by the WDT shall illuminate a front panel indicator light label "WDT ERROR". The indicator shall remain ON until Unit Reset Issuance.
    - 3) The WDT Circuitry shall sense the incoming VAC Line and when the voltage falls below  $98 \pm 2$  VAC for  $50 \pm 17$  ms shall inhibit the WDT Function. When the WDT Circuitry sensed the incoming VAC Line rise above  $103 \pm 2$  VAC for  $50 \pm 2$  ms the WDT shall become active. A hysteresis between the Voltage Inhibit and the Voltage Active Setting shall be a minimum of 3 Volts.
  - c. Power Supply Monitor Requirements
    - 1) The monitor unit shall sense the Cabinet +24 VDC Power Supply Output Voltage.
    - 2) Voltages sensed at +18 VDC or below for a duration of 500 ms or longer shall cause a FAILED state.
    - 3) Voltages sensed at +22 VDC or above shall NOT cause a FAILED state.
    - 4) Voltages sensed below +22 VDC for a duration of 200 ms or less shall NOT cause a FAILED state.
    - 5) All timing and voltages conditions other than those specified above may or may not cause a FAILED state.
    - 6) A FAILED state caused by sensing the power supply shall illuminate a front panel indicator light labeled "VDC FAILED". The indicator shall remain ON until Unit Reset.
    - 7) Only Unit Reset shall reset the power supply sense circuitry from a FAILED state.
  - d. FAILED State Output Circuits
    - 1) An electro-mechanical relay shall be provided to switch an output circuit during a FAILED state. The relay coil shall be energized in a NON FAILED State.
    - 2) The relay contacts shall be rated for a minimum of 3 amperes at 120 VAC and 100,000 operations. Contact opening /closing time shall be 30 ms or less.
  - e. Monitor Unit Reset
    - 1) A momentary SPST CONTROL switch labeled "RESET" shall be provided on the unit front panel to reset the monitor unit circuitry to a NON FAILED state. The switch shall be so positioned on the front panel that the switch can be operated while gripping the front panel handle.
    - 2) The unit shall be provided with provision to drive an external NE2H light through a 56K Ohm, ½ Watt Series resistor (resident on unit)
    - 3) The PDA Type 3 WDT Reset Input shall not be sensed by the unit
    - 4) The output relay CONTACT FOR FAILED STATE shall be OPEN.

<b>Table 925-3 Pin Assignments For Model 208 Monitor Unit</b>	
<b>PIN</b>	<b>FUNCTION</b>
1/44	DC Ground
2/43	WDT Ext. Reset
5/40	WDT IN
10/35	+24 VDC
15/30	AC-
17/28	Normally Open, Circ. #2
19/26	AC+
20/25	Normally Closed, Circ. #1
21/24	Circ. Common #1 & #2
22/23	WDT Lamp (External)
NOTE: Card connector keyed between pins 2 & 3, and pins 11 & 12.	

16. Model 242 DC Isolator

Provide Model 242 DC Isolators that are in accordance with the latest version of CALTRANS Specifications as referenced earlier in this section. Provide isolators that:

- Allow the 242 isolator input signal polarity to easily be inverted without the use of tools. Acceptable methods are removable jumpers or dip switches. Unacceptable methods are soldering or desoldering a diode or resistor.
- Output is OFF for input voltages greater than 12 volts;
- Output is ON for voltages of less than 8 volts that have a duration of at least 5 to 25 ms (optional 2-7 ms);
- Minimum output pulse width is 100 ms with a valid input (can be disabled);
- Output is optically isolated open collector NPN transistor;
- Capable of sinking 50 ma when on;
- Can register a new input within 25 ms of the old signal going away; and
- Output clamped on power up and down
- Compatible with 2070 controllers and latest version of CALTRANS TEES including errata

17. Model 200 Switchpack

Provide Model 200 Switchpacks that are in accordance with the latest version of CALTRANS Specifications as referenced earlier in this section.

18. Model 204 Flasher Unit

Provide Model 204 Flasher Units that are in accordance with the latest version of CALTRANS Specifications as referenced earlier in this section.

19. Flash Transfer Relay

Provide Flash Transfer Relays that are in accordance with the latest version of CALTRANS Specifications as referenced earlier in this section.

20. Cabinet Model 332A

[Table 925-5 Required Surge Arrestors for Model 332A Cabinet.](#)

Supply Model 332A (lower input panel) cabinets, with housing Type 1B, and all components as described in these Specifications.

Supply cabinets having two input files which conform to the CALTRANS Specifications and configured to accept two 2070 controllers in the top portion of the cabinet. Ensure the cabinet has two shelves provided for controller(s).

Configure the cabinet for dial up communications. Mount a two (2) circuit Buchanan connector on the right side panel (from rear door).

Mount a phone jack with a RJ11 connector above or to the right of the Buchanan terminal block.

Wire the phone jack to the Buchanan and to the Terminal Block (TB0) in accordance with [Figure 925-2](#).

A manual jack shall be installed inside the cabinet. The jack shall intermate with a three circuit 1/4 inch (6.35 mm) diameter phone plug. The tip and ring (middle) circuits of the jack shall be connected to the logic ground and the interval advance inputs of controller unit. When the manual hand cord is plugged into the jack and the pushbutton is pressed, logic ground shall be connected to the interval advance input of the controller unit.

A Manual ON- OFF Switch shall be provided on the police panel which grounds the Manual Control Enable (C1 Pin 53) input to the controller whenever the switch is in the ON position and advance input (C1 Pin 80).

A manual pushbutton with cord shall be provided. The cord shall have a minimum length of 6 feet ( 1.8 m). It shall have a 1/4 inch (6.35 mm) diameter, three circuit plug connected to one end and a manual pushbutton enclosed in a hand held enclosure at the other end. A complete cycle (push-release) of the manual pushbutton shall terminate the controller unit interval which is active except the vehicular yellow and all red clearance intervals. Cycling the push-button during the vehicular yellow or all red clearance intervals shall not terminate the timing of those intervals.

21. Cabinet Model 332A with Auxiliary Output File)

Ensure that this unit meets the requirements of [Subsection 925.2.04.A.20](#) above, except that the cabinet is configured with an Auxiliary Output File. Additionally, the field wiring terminals may be mounted on the rear of the input file.

22. Cabinet Model 336S (Base Mount)

This unit meets the CALTRANS Specification with the addition of approximately 6 additional inches (150 mm) of cabinet height exclusive of the "M" base adapter. Configure the internal component layout so that the additional space is available in the bottom area of the cabinet cage. Ensure that the field wiring input panels and surge protection conform to [Table 925-6 Model 336S Default Input File Assignment Detail](#) and [Table 925-7 Required Surge Arrestors for Model 336S Cabinet](#).

Ensure that the C1 connector harness is provided with pins for all 104 inputs and outputs from the controller.

A manual jack shall be installed on the police panel. The jack shall intermate with a three circuit 1/4 inch (6.35 mm) diameter phone plug. The tip and ring (middle) circuits of the jack shall be connected to the logic ground and the interval advance inputs of controller unit. When the manual hand cord is plugged into the jack and the pushbutton is pressed, logic ground shall be connected to the interval advance input of the controller unit.

A Manual ON- Off Switch shall be provided on the police panel which grounds the Manual Control Enable (C1 Pin 53) input to the controller whenever the switch is in the ON position

A manual pushbutton with cord shall be provided. The cord shall have a minimum length of 3 feet (0.9 m). It shall have a 1/4 inch (6.35 mm) diameter, three circuit plug connected to one end and a manual pushbutton enclosed in a hand held enclosure at the other end. A complete cycle (push-release) of the manual pushbutton shall terminate the controller unit interval which is active except the vehicular yellow and all red clearance intervals. Cycling the push-button during the vehicular yellow or all red clearance intervals shall not terminate the timing of those intervals.

23. Cabinet Model 336S (Pole Mount)

Ensure that this unit meets the requirements of [Subsection 925.2.04.A.22](#) above, except that the cabinet is configured for pole mounting as specified in the General Requirements for Type 170 Cabinet Assemblies.

24. Cabinet Model 336S (Base Mount with Auxiliary Output File)

Ensure that this unit meets the requirements of [Subsection 925.2.04.A.22](#) above, except that the cabinet is configured with an Auxiliary Output File. Additionally, the field wiring terminals may be mounted on the rear of the input file.

25. Cabinet Model 337

The Model 337 cabinet is a compact cabinet with an output capacity of four vehicle phases plus two pedestrian phases; the dimensions not to exceed 17 inches (425 mm) deep x 20 inches (500 mm) wide x 35 inches (875 mm) high and its shipping weight not to exceed 175 pounds (80 kg).

Supply the cabinet assembly with capacity for 11, two-channel slots in the input file.

Ensure that the pin assignments of the C1 connector are compatible with the 2070 controller as applicable according to the required number of input/outputs.

Ensure that the 337 cabinet uses standard Type 170 input and output file units.

Equip the cabinet with a C2 connector harness with field terminals protected with surge protectors for communication inputs as specified under communications inputs.

Ensure that the cabinet has two full-size doors to allow complete access from the front or back of the cabinet. Design the rack assembly to mount in CALTRANS standard rails to allow for a Model 204 flasher.

Provide a receptacle to accept the plug in power distribution assembly card guides and edge connectors for the input file card guides to support the conflict monitor, and load switches and flash transfer relays.

Due to the compact design of this cabinet assembly, the Department of Transportation may accept a non-standard type of power distribution assembly (PDA).

26. Cabinet Model 334 with Auxiliary Output File for Ramp Metering Operations

The Controller Cabinet shall comply with the CALTRANS Traffic Signal Equipment Specifications (1989), Model 334 Cabinet Specifications (Chapter 6). **DO NOT** use the February 1993 Amendments for Specifications for the Model 334C Cabinet. Do use the Specification Clarifications dated December 20, 1993.

Provide Cabinet configured as shown in Figure 925-1.

Provide Detector Test Switch Panel. Before providing cabinet submit Detector Switch Test panel design and mounting location for approval. Panel shall include one switch for each of the 13 detector inputs.

- a. The Detector Test Switch Panel shall be mounted in the cabinet on the rails. The panel shall be fabricated from brushed aluminum.
- b. Each switch will be labelled as to function. The label shall be silkcreened on the test panel and be at least ¼ inch in height.
- c. A three position switch shall be provided for each detector input. The switch shall function as follows:
  - Down (Momentary) - Call is placed into the controller on the appropriate input in parallel with field input
  - Up (Lock) – Call is placed into the controller on the appropriate input in parallel with field input.
  - Center (Lock)– Normal Operation field output of detector is connected to the controller unit.



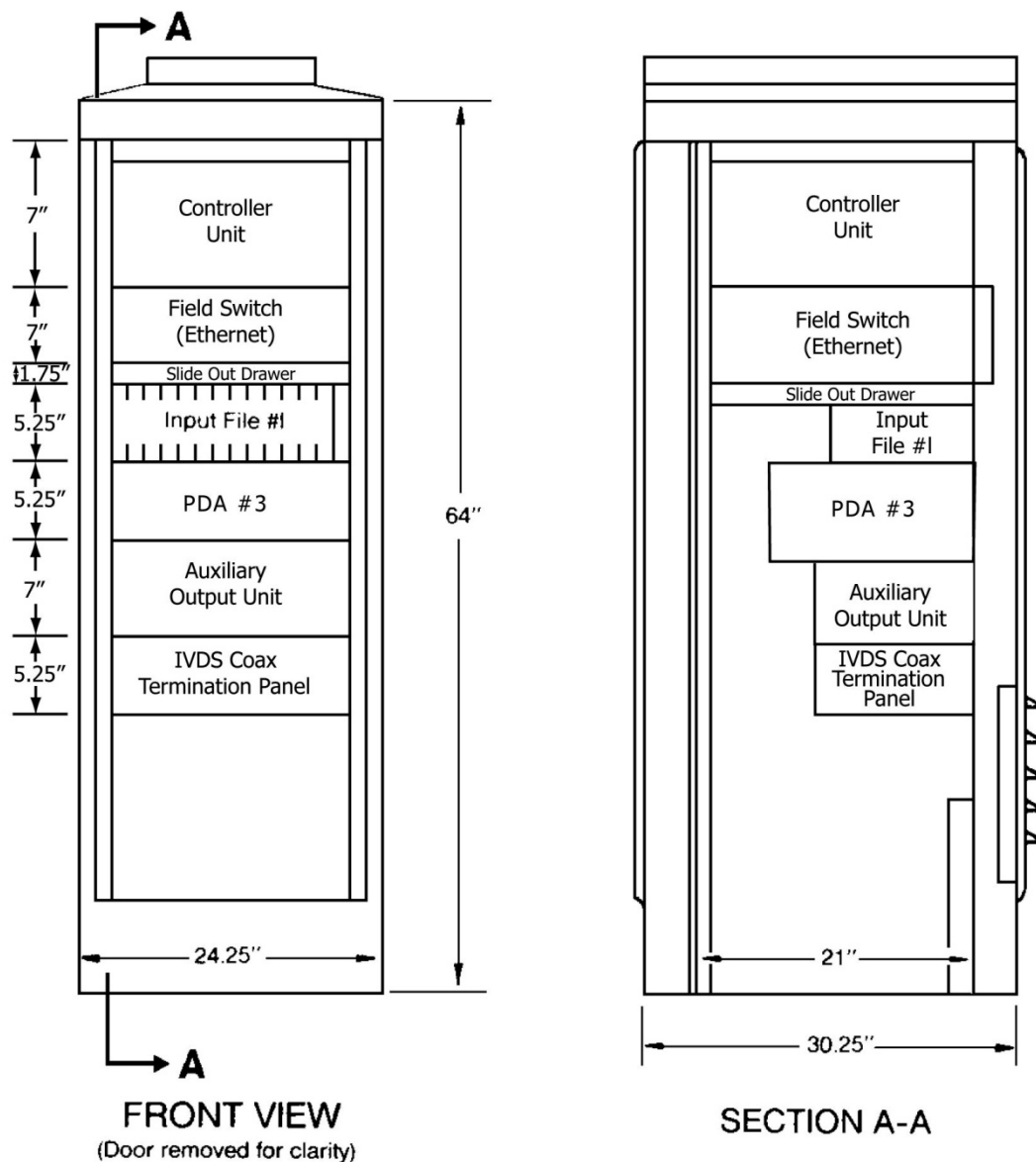


Figure 925-1 Typical 334 Cabinet Configuration

#### B. Fabrication

Refer to [Subsection 925.2.06.A.1](#) for controller cabinet minimum fabrication Specifications.

#### C. Acceptance

Refer to [Subsection 925.2.01.A](#) for compliance with CALTRANS QPL.

#### D. Materials Warranty

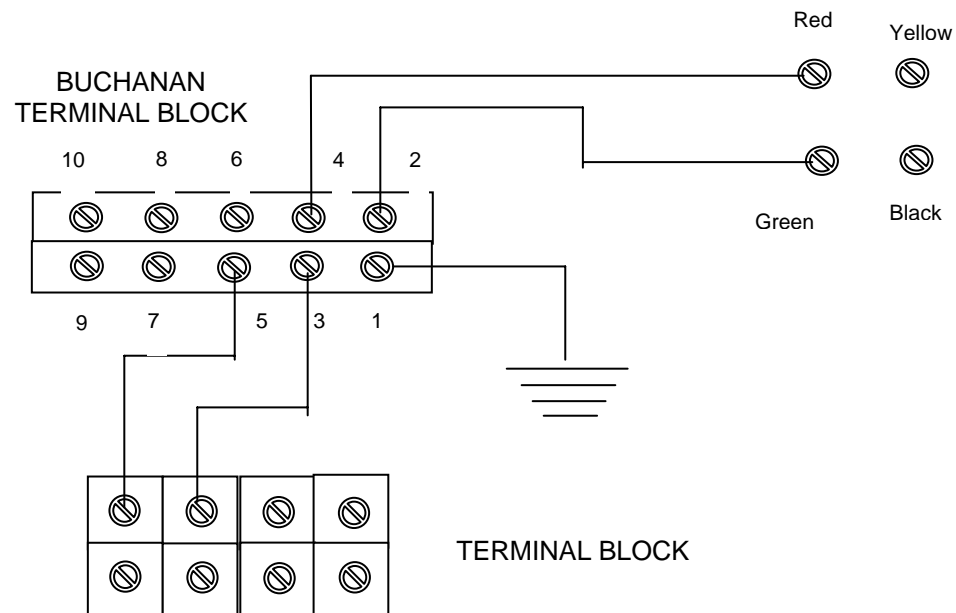
Refer [Subsection 925.2.01.D](#) for Materials Warranties.

Table 925 – 4 Model 332 Default Input Files Assignment Detail

Upper Input File ( I )	Slot		1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Type		Det	Det	Det	Det	Det	Det	Det	Det	Det			DC	DC	DC
	Channel 1	C1 Pin	56	39	63	47	58	41	65	49	60		80	67	68	81
		Function	Ph1	Ph2	Ph2	Ph2 CALL	Ph3	Ph4	Ph4	Ph4 CALL	Ph1		INT ADV	Ph2 PED	Ph6 PED	FLASH
		Field Term	TB-2 1,2	TB-2 5,6	TB-2 9,10	TB-4 1,2	TB-4 5,6	TB-4 9,10	TB-6 1,2	TB-6 5,6	TB- 6 9,10		NC	TB- 8 4,6	TB- 8 7,9	NC
	Channel 2	C1 Pin	56	43	76	47	58	45	78	49	62		53	69	70	82
		Function	Ph1	Ph2	Ph2	Ph2 CALL	Ph3	Ph4	Ph4	Ph4 CALL	Ph3		MCE	Ph4 PED	Ph8 PED	STOP TIME
		Field Term	TB-2 3,4	TB-2 7,8	TB-2 11,12	TB-4 3,4	TB-4 7,8	TB-4 11,12	TB-6 3,4	TB-6 7,8	TB-6 11,12		NC	TB-8 5,6	TB-8 8,9	NC
Lower Input File ( J )	Slot		1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Type		Det	Det	Det	Det	Det	Det	Det	Det	Det			TBA	TBA	DC
	Channel 1	C1 Pin	55	40	64	48	57	42	66	50	59		54	71	72	51
		Function	Ph5	Ph6	Ph6	Ph6 CALL	Ph7	Ph8	Ph8	Ph8 CALL	Ph5			EVA	EVB	R/R
		Field Term	TB-3 1,2	TB-3 5,6	TB-3 9,10	TB-5 1,2	TB-5 5,6	TB-5 9,10	TB-7 1,2	TB-7 5,6	TB- 7 9,10			TB- 9 4,6	TB- 9 7,9	TB- 9 10,12
	Channel 2	C1 Pin	55	44	77	48	57	46	79	50	61		75	73	74	52
		Function	Ph5	Ph6	Ph6	Ph6 CALL	Ph7	Ph8	Ph8	Ph8 CALL	Ph7			EVC	EVD	
		Field Term	TB-3 3,4	TB-3 7,8	TB-3 11,12	TB-5 3,4	TB-5 7,8	TB-5 11,12	TB-7 3,4	TB-7 7,8	TB-7 11,12			TB-9 5,6	TB-9 8,9	TB- 9 11,12

Table 925-5 Required Surge Arrestors for Model 332 Cabinet

Field Terminal Block	Terminals	Required Arrestor
TB-8	1-12	Section 925.2.04.A.13.f
TB-9	10-12	Section 925.2.04.A.13.f
TB-9	4-9	Terminal Block only Section 925.2.04.A.13.f
TB-2, TB-3, TB-4, TB-5, TB-6, TB-7	1-12	Section 925.2.04.A.13.c



Note: For a typical signal installation, the Model 332 cabinet is the design standard.

Figure 925-2—Wiring Diagram for Dial-up Communications

**Table 925-6 Model 336S Default Input File Assignment Detail**

Slot		1	2	3	4	5	6	7	8	9	10	11	12	13	14
Type		Det	Det	Det	Det	Det	Det	Det	Det	DC	TBA	TBA	DC	DC	DC
Channel 1	C1 Pin	56	39	58	41	55	40	57	42	51	71	72	67	68	81
	Function	Ph1	Ph2	Ph3	Ph4	Ph5	Ph6	Ph7	Ph8	SE1	EVA	EVB	Ph2 PED	Ph6 PED	FLASH
	Field Term	TB-7 1,2	TB-7 5,6	TB-7 9,10	TB-8 1,2	TB-8 5,6	TB-8 9,10	TB-9 1,2	TB-9 5,6	TB-5 1,2	TB-5 5,6	TB-5 9,10	TB-4 1,2	TB-4 5,6	NC
Channel 2	C1 Pin	47	43	49	45	48	44	50	46	52	73	74	69	70	82
	Function	Ph2 CALL	Ph2	Ph4 CALL	Ph4	Ph6 CALL	Ph6	Ph8 CALL	Ph8	R/R	EVC	EVD	Ph4 PED	Ph8 PED	STOP TIME
	Field Term	TB-7 3,4	TB-7 7,8	TB-7 11,12	TB-8 3,4	TB-8 7,8	TB-8 11,12	TB-9 3,4	TB-9 7,8	TB-5 3,4	TB-5 7,8	TB-5 11,12	TB-4 3,4	TB-4 7,8	NC

**Table 925-7 Required Surge Arrestors for Model 336S Cabinet**

Field Terminal Block	Terminals	Required Arrestor
TB-4	1-12	Section 925.2.04.A.13.f
TB-5	1-4	Section 925.2.04.A.13.f
TB-5	5-12	Terminal Block only Section 925.2.04.A.13.f
TB-7, TB-8, TB-9	1-12	Section 925.2.04.A.13.c

**Table 925-8 Model 334 Default Input File Assignment Detail**

Slot		1	2	3	4	5	6	7	8	9	10	11	12	13	14
Type		Det	Det	Det	Det	Det	Det	Det	Det	Det	Det	Det	TBA	TBA	TBA
Channel 1	C1 Pin	46	50	49	55	51	57	59	61	81	79	53	41	43	45
	Function	L1 D1	L2 D2	L1 Q1	L3 Q3	L1 MLA	L2 MLA	L3 MLA	L4 MLA		L3 D3				
	Field Term	TB-2 1,2	TB-2 5,6	TB-2 9,10	TB-3 1,2	TB-3 5,6	TB-3 9,10	TB-4 1,2	TB-4 5,6	TB-4 9,10	TB-5 1,2	TB-5 5,6	TB-5 9,10	TB-6 1,2	TB-6 5,6
Channel 2	C1 Pin	39	47	48	56	52	58	60	62	80	82	54	40	42	44
	Function	L1 P1	L2 P2	L2 Q2		L1 MLB	L2 MLB	L3 MLB	L4 MLB		L3 P3				
	Field Term	TB-2 3,4	TB-2 7,8	TB-2 11,12	TB-3 3,4	TB-3 7,8	TB-3 11,12	TB-4 3,4	TB-4 7,8	TB-4 11,12	TB-5 3,4	TB-5 7,8	TB-5 11,12	TB-6 3,4	TB-6 7,8

Table 925-9 Required Surge Arrestors for Model 334 Cabinet		
Field Terminal Block	Terminals	Required Arrestor
TB-2, TB-3, TB-4	1-12	Section 925.2.04.A.13.c
TB-5	1-4	Section 925.2.04.A.13.c

Table 925 - 10 Model 334 PDA Type 3 Output File															
	SP 1					SP 2					SP 3				
	C1 Pin	Out #	Conn	Func	Field Term	C1 Pin	Out #	Conn	Func	Field Term	C1 Pin	Out #	Conn	Func	Field Term
SP R	2	0	C6-1	Warn 1	T4-7	4	2	C6-3	Lane 1 R	T4-4	7	5	C6-6	Lane 2 R	T4-1
SP Y	37	34	C6-9		T4-8	5	3	C6-4	Lane 1 Y	T4-5	8	6	C6-7	Lane 2 Y	T4-2
SP G	3	1	C6-2	Warn 2	T4-9	6	4	C6-5	Lane 1 G	T4-6	9	7	C6-8	Lane 2 G	T4-3

Table 925 - 11 Model 334 Auxiliary Output File															
	SP 9					SP 10					SP 11				
	C1 Pin	Out #	Conn	Func	Field Term	C1 Pin	Out #	Conn	Func	Field Term	C1 Pin	Out #	Conn	Func	Field Term
SP R	97	53	C5-14	Lane 3 R	A124	94	50	C5-11	Not used	A121	91	48	C5-9	Not used	A114
SP Y	98	54	C5-15	Lane 3 Y	A125	95	51	C5-12	Not used	A122	101	37	C5-18	Not used	A115
SP G	99	55	C5-16	Lane 3 G	A126	96	52	C5-13	Not used	A123	93	49	C5-10	Not used	A116
	SP 12					SP 13					SP 14				
	C1 Pin	Out #	Conn	Func	Field Term	C1 Pin	Out #	Conn	Func	Field Term	C1 Pin	Out #	Conn	Func	Field Term
SP R	88	45	C5-6	Not used	A111	85	42	C5-3	Not used	A104	83	40	C5-1	Not used	A101
SP Y	89	46	C5-7	Not used	A112	86	43	C5-4	Not used	A105	100	36	C5-17	Not used	A102
SP G	90	47	C5-8	Not used	A113	87	44	C5-5	Not used	A106	84	41	C5-2	Not used	A103

### 925.2.05 Type ITS Cabinet Assemblies

#### A. Requirements

Ensure that the cabinet assembly meets the requirements of the CALTRANS Specifications as described in this document. In addition to the CALTRANS Specifications, ensure that the cabinet assembly conforms to the requirements listed below, which take precedence over conflicting CALTRANS Specifications.

##### 1. Cabinet configuration:

Supply cabinets in accordance with the following information and table 925-12.

##### a. Cabinet Traffic Signal Application - Series 340

- 340 - 4 Door Cabinet with "P" Base Ground Mount
- 342 - 2 Door Cabinet with "170" Base (332) Ground Mount
- 346 - 2 Door Cabinet with "170" Base (336S), Adaptor Mount

##### b. Cabinet Traffic Management Application - Series 350

- 354 - 2 Door Cabinet with "170" Base (332) Ground Mount
- 356 - 2 Door Cabinet with "170" Base (336S) Adaptor Mount

Table 925-12 ITS Cabinet Configurations					
Items	ITS Cabinet Versions				
	340	342	346	354	356
	Qty	Qty	Qty	Qty	Qty
Housing # 1/ Cage #1		1		1	
Housing # 2/Cage #2			1		1
Housing #3/Two Cage #1	1				
"J" Panel Cage #1	4	2		2	
"J" Panel Cage #2			2		2
Service Panel Assembly with AC -/EG Bus	1	1	1	1	1
Raw/Clean AC power Assembly	1	1	1	1	1
Raw Clean AC power Extension	1				
AC Clean Module Assembly	1				
DC Power/Comm Assembly	2	1	1	1	1
DC Power/Comm Extension	2	1		1	1
Cabinet Shelf Assembly	2	1	1	1	1
Input Assembly	3	2	1	1	1
Six Pack Output Assembly	1			1	1
Fourteen Pack output Assembly	1	1	1		
PDA ITS Assembly	1	1	1	1	1
Control/Serial Bus harness	8	6	4	4	4
Serial Bus 3 Harness	3	1	1	1	1

Note: Input Assembly shall include a Model 218 SIU. Output Assembly shall include a Model 218 SIU, Model 214 AMU and Model 205 Transfer Relays. The PDA ITS (Traffic Signal Application) shall include two Model 204 Flasher Units, Model 212 CMU and two Model 216 Power Supply Units and attached harnesses. The PDA ITS (Traffic Management System Application) shall include Model 212 CMU and two Model 216 Power Supply Units and attached harnesses.

##### c. Model 340 Cabinet:

- Field termination panels
- 9 – Flash Transfer Relays
- 2 – Model 204 Flashers

Specific Equipment Layout and other cabinet devices determined on a project specific basis

- d. Model 342 Cabinet:
  - 1-Model 242 DC Isolator
  - 6- Flash Transfer Relays
  - 2-Model 204 Flashers
- e. Model 346 Cabinet
  - 1-Model 242 DC Isolator
  - 6-Flash Transfer Relays
  - 2-Model 204 Flasher
  - 1-"M" Base Adapter installed (Base Mount Cabinets Only)
  - 1-Aluminum Cover Plate for Cabinet Bottom (Pole Mount Cabinets Only)
- f. Model 354 Cabinet:

Specific Equipment Layout and additional cabinet equipment determined on a project specific basis.
- g. Model 356 Cabinet
  - Specific Equipment Layout and additional cabinet equipment determined on a project specific basis.
  - 1-"M" Base Adapter installed (Base Mount Cabinets Only)
  - 1-Aluminum Cover Plate for Cabinet Bottom (Pole Mount Cabinets Only)

Note: Include above components in cabinet at time of delivery.

Other auxiliary cabinet components such as controllers, load switches, etc. will be ordered as separate items.

### 2. Finish

Use cabinets that have a bare aluminum finish (see [Subsection 925.2.06.A.1](#) for controller-cabinet minimum fabrication specifications).

### 3. Locks

Equip the main cabinet door with locks that accept No. 2 Corbin keys. Provide two sets of keys with each cabinet. One set of keys is defined as one – No. 2 key and one - police panel key.

### 4. Power

Equip the cabinet assemblies with an ITS power distribution assembly to generate AC and DC power for the electronic components, except the DC power for the controller units.

### 5. Mounting

Equip the cabinets for pole or base mounting, as specified in the Plans.

#### a. Base Mount

Supply Model 346 and 356 cabinets, when specified as base mount, with a “M” base-mounting adapter installed.

#### b. Pole Mount

Supply Model 346 and 356 cabinets, when specified as pole mount, with two exterior pole mounting brackets that allow for mounting on steel, concrete, and timber poles.

Ensure that the bracket mounting holes are properly reinforced with metal plates of adequate size and strength, welded longitudinally across the inside depth of the cabinet.

Ensure that the exterior-mounting bracket is shipped installed on the cabinet housing. Additionally, provide an aluminum plate, which covers the bottom cabinet opening.

### 6. Cabinet Light

Include in each cabinet one fluorescent strip lighting fixture mounted inside the top front portion of the cabinet. Do not use a screw in type fluorescent lamp.

The fixture includes a cool white lamp, covered, and operated by a normal power factor, UL listed ballast.

Install a door-actuated switch to turn on the cabinet light when either door is opened.

### 7. Cabinet Interlock

Do not install the interlock circuit, as detailed in the CALTRANS Specifications.

### 8. Cabinet Drawer

Equip each Model 340, 342, 346, 352 and 356 cabinet with an aluminum storage compartment mounted in the rack assembly with the approximate following dimensions: 16 inches (400 mm) wide, 14 inches (350 mm) long, and 1.75 inches (44 mm) deep.

Mount this compartment directly under the Type 2070 controller. Provide a drawer with telescoping drawer guides to allow full extension from the rack assembly.

When extended, the storage compartment opens to provide storage space for cabinet documentation and other miscellaneous items.

Ensure that the storage compartment be of adequate construction to support a weight of 25 pounds (12 kg) when extended.

Provide a top for the storage compartment that has a non-slip plastic laminate attached, which covers a minimum of 90% of the surface area of the top.

### 9. Test Program

Supply each cabinet with a diagnostic test program, which verifies the operation of the cabinet. Ensure that the program can test cabinet wiring related to the output file, input file, and police panel and flash switches. In addition, ensure that the program can check the operation of the SIU, AMU and CMU by generating all possible conflicts, in sequence,

### 10. Surge Protection

Equip each cabinet with devices to protect the control equipment from surges and over voltages.

Design the surge protector panels to allow for adequate space for a wire connection and surge protector replacement without the removal of terminal blocks or panels. Provide surge protectors for the input sections as detailed below and as shown in the Input Terminal and Surge Arrestor Detail.

Supply surge protectors that meet the following Specifications.

#### a. AC Service Input

Include a surge protection unit for each cabinet on the AC service input that meets or exceeds the following requirements:

- Provide a hybrid type power line surge protection device on a service panel which plugs into a 12 pin Beau Connector which mounts on a service panel.

Install the protector between the applied line voltage and earth ground. Use a surge protector capable of reducing the effect of lightning transient voltages applied to the AC line that conforms to the following:

Peak surge current for an 8 x 20 $\mu$ s waveform:	20,000A for 20 occurrences
Clamp voltage @ 20,000A	280V max
Maximum continuous operating current:	@ 120V / 60 Hz 10A
Series Inductance:	AC Line/AC Neutral - 200 microhenries
Response time:	Voltage never exceeds 280V during surge
Spike suppression for +/- 700 V spike:	+/- 40 V deviation from sine wave at all phases angles between 0 and 180 degrees.

- Provide a protector with the following terminals:
  - Main Line (AC line first stage terminal)
  - Main Neutral (AC neutral input terminal)
  - Equipment Line In (AC line second stage input terminal, 10A)
  - Equipment Line Out (AC line second stage output terminal, 10A)
  - Equipment neutral out (neutral terminal to protected equipment)
  - GND (Earth connection)
- Supply a protector that is epoxy encapsulated in a flame-retardant material.
- Configure the Equipment Line Out to provide power to the Type 2070 and to the 24 V power supply.



### b. Inductive Loop Detector Inputs

Protect each inductive loop detector channel input by an external surge protection device that meets or exceeds the following requirements:

- A three-terminal device, two (2) of which are connected across the signal inputs of the detector with the third connected to the chassis ground to protect against common mode damage.
- Instantly clamps differential mode surges (induced voltage across the loop detector input terminals) via a semiconductor array. The array appears as a low capacitance to the detector.
- Clamps common mode surges (induced voltage between the loop leads and ground) via solid state clamping devices.
- Withstand 25-100A surge current occurrences of a 10 x 700  $\mu$ s waveform.
- Have the following clamp characteristics:
 

Maximum break over voltage:	170 V
Maximum on-stage clamping voltage:	3V
Response Time:	<5 ns
Off-stage leakage current:	<10 $\mu$ A
Capacitance:	less than 220 pf
- Ensure that the unit also meets the following minimum requirements:
 

Peak surge current:	6 times
Differential mode:	400 A (8 x 20 ms)
Common mode:	1,000 A (8 x 20 ms)
Estimated occurrences:	500 @ 200 A
Response time:	40 ns
Input capacitance:	35 pF typical
Temperature:	-40° F to +185° F (-40° C to 85° C)
Mounting:	No. 10-32 x 3/8-inch (No. 5 x 10 mm) bolt

Clamp voltage	
@400 A diff. Mode:	30 V max.
@1,000 A comm. Mode:	30 V max.

### c. Signal Load Switches (Switchpacks)

Provide the output of the switchpack in the output file with transient protection via the nine position transient protection device in the output file. Protect switchpacks from surges on the AC output lines.

Ensure that the transient protectors meet or exceed these requirements:

- Steady state sinusoidal voltage (RMS) rating at 50 to 60 Hz of at least 150 V at 77 °F (25 °C)
- Steady state applied DC voltage rating of at least 200 V at 77 °F (25 °C)
- Transient energy rating is of at least 80 J for a single impulse of 10/1,000  $\mu$ s current waveform at 77 °F (25 °C)
- Peak current rating of 6,500 A for a single impulse of 8/20  $\mu$ s waveform with the rated continuous voltage applied
- Varistor voltage of at least 212 V at 1.0mA of DC current applied for the duration of 20  $\mu$ s to 5s
- Clamping voltage of at least 395 V with an applied 8/20  $\mu$ s impulse of 100 A
- Typical capacitance at a frequency of 0.1 to 1.0 MHz of 1600 pF
- Two-terminal device, one of which is connected to the AC output of the signal load switch on the output file terminals (backside of the field terminals) with the other connected to AC neutral

### d. Communication Inputs

Protect low voltage communications input as it enters the cabinet with a solid-state surge protection unit that meets or exceeds these requirements:

- Dual pair (4-wire) module with a printed circuit board connector, double sided and gold plated for reliability
- Ability to mate with and be installed in a 10-circuit Buchanan connector Part Number PCBIB10S or Tyco Part Number 2-1437410-3 or equivalent
- Usable as two independent signal pairs
- The data circuits pass through the protection in a serial fashion
- C2 connector of the 2070 controller that terminates on the line side of the unit
- Communication field wires for this local side that terminate on the line side of the unit
- Ground terminals connected to power ground
- Ensure that the unit meets the following minimum requirements:
 

Peak surge current:	10 kA (8 x 20 $\mu$ s wave shape)
	500A (10 x 700 $\mu$ s wave shape)
Occurrences @ peak:	50 typical
Response time:	<1ns
Voltage Clamp:	8V line to line
Series Resistance:	24 $\Omega$ total
Temperature	-40 °F (-40 °C) to +185 °F (85 °F)
Primary protector:	3 element gas tube 5kA, (8 x 20 $\mu$ s wave shape), per side
Secondary protector:	Silicon avalanche, 1.5 kW minimum

e. Low Voltage DC Inputs

Provide an external surge protection device for each low voltage DC input channel which meets the same requirements as the communication inputs with the following exception of the Voltage clamp, which shall be 30 V line-to-line.

### 11. Type 212 ITS Cabinet Monitor Unit

a. Introduction

Supply each cabinet with Type 212 ITS Cabinet Monitor Unit (CMU). Ensure the Type 212 CMU meets the CALTRANS TEES Specifications and functions as a unit with the a Type 214 Auxiliary Monitor Unit to provide the following monitoring functions: Cabinet Power Supplies,; Conflicting Channel Monitor, Serial Bus1 and 3 Error; Message 62; Diagnostic Error; Multiple Channel Inputs; Lack of Signal Inputs; Yellow Clearance; Yellow plus Red Clearance; Police and Power Distribution Switch Monitor; door Switches and Main Contactor Status; Circuit Breakers; Flash Unit Output Status; and AC Line Level Sense. Ensure the Unit supplied is listed on the most recent California Department of Transportation Qualified Products List (QPL).

b. Configuration

Supply Type 212 CMU capable of monitoring up to 28 physical load switch channels (RYG) plus 4 virtual channels for a total of 32 channels.

c. Programming

Ensure complete programming of the Type 212 CMU is by an interchangeable Datakey nonvolatile memory device. The Datakey shall store all of the configuration parameters. Ensure the programming of the datakey can easily be accomplished by a PC and provide datakey and programming device with the delivery of the first unit ordered. Orders of multiple ITS cabinets require delivery or 1 programming device with PC software for every 10 cabinets.

d. Logging

Ensure the Type 212 CMU maintains a non volatile event log recording. The complete intersection status as well as previous fault events, AC Line events, configuration changes, monitor resets, cabinet temperature and true RMS voltages for all field inputs. A real time clock time shall stamp each log event with the time and date.

Ensure a Signal Sequence History Log is stored in nonvolatile memory. The information stored in the signal sequence log shall provide graphic displays of up to 30 seconds of signal status prior to the fault trigger event with 50 ms resolution.

The Type 212 CMU shall be provided with PC Software that allows a review of status, event log review and archival.

### 12. Type 214 ITS Auxiliary Monitor Unit

#### a. Introduction

Supply each ITS cabinet output assembly with a Type 214 ITS Auxiliary Monitor Unit (AMU). Ensure the Type 214 CMU meets the CALTRANS TEES Specifications and functions with the a Type 212 Cabinet Monitor Unit to provide cabinet monitoring functions to perform the following monitoring functions: Cabinet Power Supplies, Conflicting Channel Monitor, Serial Bus 1 and 3 Error; Message 62; Diagnostic Error; Multiple Channel Inputs; Lack of Signal Inputs; Yellow Clearance; Yellow plus Red Clearance; Police and Power Distribution Switch Monitor; door Switches and Main Contactor Status; Circuit Breakers; Flash Unit Output Status; and AC Line Level Sense. Ensure the Unit supplied is listed on the most recent California Department of Transportation Qualified Products List (QPL). The Type 214 AMU shall provide the field signal sensing.

#### b. Current Monitoring

Supply Type 214 AMU capable of operating in a 14 channel mode or a 6 channel mode. Ensure the address select is correct for the output assembly in which the Model 214 AMU is installed.

#### c. Diagnostics

Ensure the Type 214 AMU has self diagnostic tests that execute continuously to provide for correct operation to properly monitor the current for use with LED signal heads.

### 13. Type 218 ITS Serial Interface Unit

#### a. Introduction

Supply each input and output assembly with a Type 218 ITS Serial Interface Unit (SIU). Ensure the Type 218 ITS SIU supplied meets the CALTRANS TEES Specifications. Ensure the Unit supplied is listed on the most recent California Department of Transportation Qualified Products List (QPL). The Type 218 ITS SIU shall provide the interface between the 2070 controller and the input and output files.

#### b. Configuration

Supply Type 218 SIU capable of operating in all input and output modes. Provide a Model 218 SIU that is configured correctly for the input or output file for which it is supplied.

#### c. Programming

Ensure programming of the Type 218 SIU is programmed by assembly mounted address jumpers and that no other setup is required.

#### d. Diagnostics

Ensure the Type 218 SIU supplied has a complete set of internal diagnostics self-tests run continuously to monitor critical components of the unit. Provide unit with a front panel LED indicator that can be used to report the current Input/Output assembly address assignment of the unit for cabinet configuration verification. Ensure unite has a diagnostic EIA-232 port on the front panel to interface with the SIU 218 functions.

### 14. Model 242 DC Isolator

Provide Model 242 DC Isolators that are in accordance with the latest version of CALTRANS Specifications as referenced earlier in this section. Provide isolators that:

- Allow 242 isolator input signal polarity to easily be inverted without the use of tools. Acceptable methods are removable jumpers or dip switches. Unacceptable methods are soldering or desoldering a diode or resistor.
- Output is OFF for input voltages greater than 12 volts;
- Output is ON for voltages of less than 8 volts that have a duration of at least 5 to 25 ms (optional 2-7 ms);
- Minimum output pulse width is 100 ms with a valid input (can be disabled);
- Output is optically isolated open collector NPN transistor;
- Capable of sinking 50 ma when on;
- Can register a new input within 25 ms of the old signal going away; and
- Output clamped on power up and down

### 15. Model 200 Switchpack

Provide Model 200 Switchpacks that are in accordance with the latest version of CALTRANS Specifications as referenced earlier in this section.

16. Model 204 Flasher Unit

Provide Model 204 Flasher Units that are in accordance with the latest version of CALTRANS Specifications as referenced earlier in this section.

17. Flash Transfer Relay

Provide Flash Transfer Relays that are in accordance with the latest version of CALTRANS Specifications as referenced earlier in this section.

18. Cabinet Model 342

Provide Cabinet Model 342 that meets the CALTRANS Specification with the addition of surge protection as detailed in [Table 925-13 Model 342 ITS Cabinet Default Input Files Assignment Detail](#), Table 925-14 Required Surge Arrestors for Model 342 ITS Cabinet, and Table 925-15 Model 342 & 346 ITS Cabinet Default Output File Assignment Detail.

Supply Model 342 with lower input panel cabinets, with housing Type 1, and all components as described in these Specifications.

Supply cabinets having two input files which conform to the CALTRANS Specifications and configured to accept two 2070 controllers in the top portion of the cabinet.

Configure the cabinet for dial up communications. Mount a two (2) circuit Buchanan connector on the right side panel (from rear door).

Mount a phone jack with a RJ11 connector above or to the right of the Buchanan terminal block.

Wire the phone jack to the Buchanan and to the Terminal Block (TB0) in accordance with [Figure 925-3](#).

19. Cabinet Model 346 (Base Mount)

This unit meets the CALTRANS Specification with the addition of approximately 6 additional inches (150 mm) of cabinet height exclusive of the "M" base adapter. Configure the internal component layout so that the additional space is available in the bottom area of the cabinet cage. Ensure that the field wiring input panels and surge protection conform to [Table 925-16 Model 346 ITS Cabinet Default Input File Assignment Detail](#), [Table 925-17 Required Surge Arrestors for Model 346 Cabinet](#), and [Table 925-15 Model 342 & 346 Default ITS Cabinet Default Output File Assignment](#).

20. Cabinet Model 346 (Pole Mount)

Ensure that this unit meets the requirements of [Subsection 925.2.04.A.19](#) above, except that the cabinet is configured for pole mounting as specified in the General Requirements for Type ITS Cabinet Assemblies.

21. Cabinet Model 340

The Model 340 cabinet configuration will be determined by the special provisions of the project.

Ensure that the input and output port assignments are compatible with the 2070 controller as applicable according to the required number of input/outputs. Ensure that the 340 cabinet uses standard ITS cabinet input and output file units.

Equip the cabinet with a C2 connector harness with field terminals protected with surge protectors for communication inputs as specified under communications inputs.

Ensure that the cabinet has four full-size doors to allow complete access from the front or back of the cabinet.

Design the rack assembly to mount in CALTRANS standard rails to allow for a Model 204 flasher.

Provide a receptacle to accept the plug in power distribution assembly card guides and edge connectors for the input file card guides to support the conflict monitor, and load switches and flash transfer relays.

### B. Fabrication

Refer to [Subsection 925.2.07.A.1](#) for controller cabinet minimum fabrication Specifications.

### C. Acceptance

Refer to [Subsection 925.2.02.A](#) for compliance with CALTRANS QPL.

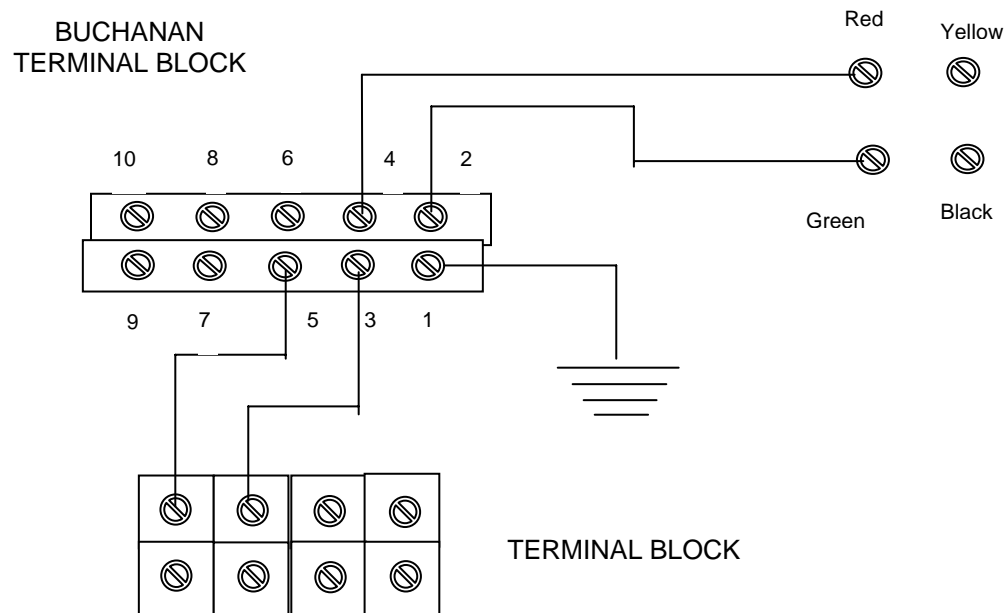
### D. Materials Warranty

Refer [Subsection 925.2.01.D](#) for Materials Warranties.

Table 925 – 13 Model 342 ITS Cabinet Default Input Files Assignment Detail														
Input File	Chan	Item	File Slot											
			1	2	3	4	5	6	7	8	9	10	11	12
1	Upper	SIU Pin	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16
		SIU Byte,Bit	2,6	3,0	3,2	3,4	3,6	4,0	4,2	4,4	4,6	5,0	5,2	5,4
		SIU Input #	7	9	11	13	15	17	19	21	23	25	27	29
		2070 Input #	17	0	28	8	22	6	43	25	51	32	12	38
		2070 Port	3,2	1,1	4,5	2,1	3,7	1,7	6,4	4,2	7,4	5,1	2,5	5,7
		Function	Ph 1 Det	Ph 2 Det	Ph 2 Det	Ph 2 Det	Ph 3 Det	Ph 4 Det	Ph 4 Det	Sp Det 1	Sp Det 5	Pd 2 Det	Pre 1	Pre 5
		Field Term	TB-2 1,2	TB-2 5,6	TB-2 9,10	TB-4 1,2	TB-4 5,6	TB-4 9,10	TB-6 1,2	TB-6 5,6	TB-6 9,10	TB-8 4,6	TB-9 10,12	TB-9 5,6
	Lower	SIU Pin	B5	B6	B7	B8	B9	B10	B11	B12	B13	B14	B15	B16
		SIU Byte,Bit	2,7	3,1	3,3	3,5	3,7	4,1	4,3	4,5	4,7	5,1	5,3	5,5
		SIU Input #	8	10	12	14	16	18	20	22	24	26	28	30
		2070 Input #	21	4	41	19	2	30	10	53	52	34	13	39
		2070 Port	3,6	1,5	6,2	3,4	1,3	4,7	2,3	7,6	7,5	5,3	2,6	5,8
		Function	Ph 1 Det	Ph 2 Det	Ph 2 Det	Ph 3 Det	Ph 4 Det	Ph 4 Det	Ph 4 Det	Sp Det 2	Sp Det 6	Pd 4 Det	Pre 2	Pre 6
		Field Term	TB-2 3,4	TB-2 7,8	TB-2 11,12	TB-4 3,4	TB-4 7,8	TB-4 11,12	TB-6 3,4	TB-6 3,4	TB-6 11,12	TB-8 5,6	TB-9 11,12	TB-9 8,9
	Opto Inputs	SIU Pin	B25	A26	B26	A27								
		SIU Byte,Bit	8,7	9,0	9,1	9,2								
		SIU Input #	Opto In 1	Opto In 2	Opto In 3	Opto In 4								
		2070 Input #	46	14	47	45								
		2070 Port	6,7	2,7	6,6	6,8								
		Function	Flsh Sen	MCE	Int Adv	S T								
2	Upper	SIU Pin	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16
		SIU Byte,Bit	2,6	3,0	3,2	3,4	3,6	4,0	4,2	4,4	4,6	5,0	5,2	5,4
		SIU Input #	7	9	11	13	15	17	19	21	23	25	27	29
		2070 Input #	16	1	29	9	18	7	44	54	49	33	36	15
		2070 Port	3,1	1,2	4,6	2,2	3,3	1,8	6,5	7,7	7,2	5,2	5,5	2,8
		Function	Ph 5 Det	Ph 6 Det	Ph 6 Det	Ph 6 Det	Ph 7 Det	Ph 8 Det	Ph 8 Det	Sp Det 3	Sp Det 7	Pd 6 Det	Pre 3	Spare 1
		Field Term	TB-3 1,2	TB-3 5,6	TB-3 9,10	TB-5 1,2	TB-5 5,6	TB-5 9,10	TB-7 1,2	TB-7 5,6	TB-7 9,10	TB-8 7,9	TB-9 4,6	TB-8 1,3
	Lower	SIU Pin	B5	B6	B7	B8	B9	B10	B11	B12	B13	B14	B15	B16
		SIU Byte,Bit	2,7	3,1	3,3	3,5	3,7	4,1	4,3	4,5	4,7	5,1	5,3	5,5
		SIU Input #	8	10	12	14	16	18	20	22	24	26	28	30
		2070 Input #	20	5	42	18	3	31	11	55	50	35	37	40
		2070 Port	3,5	1,6	6,3	3,3	1,4	4,8	2,4	7,8	7,3	5,4	5,6	6,1
		Function	Ph 5 Det	Ph 6 Det	Ph 6 Det	Ph 7 Det	Ph 8 Det	Ph 8 Det	Ph 8 Det	Sp Det 4	Sp Det 8	Pd 8 Det	Pre 4	Spare 2
		Field Term	TB-3 3,4	TB-3 7,8	TB-3 11,12	TB-5 3,4	TB-5 7,8	TB-5 11,12	TB-7 3,4	TB-7 7,8	TB-7 11,12	TB-8 8,9	TB-9 7,9	TB-8 2,3
	Opto Inputs	SIU Pin	B25	A26	B26	A27								
		SIU Byte,Bit	8,7	9,0	9,1	9,2								
		SIU Input #	Opto In 1	Opto In 2	Opto In 3	Opto In 4								
		2070 Input #	NA	NA	NA	NA								
		2070 Port												
		Function												

Table 925 – 14 Required Surge Arrestors for Model 342 ITS Cabinet		
Field Terminal Block	Terminals	Required Arrestors for Model 342 Cabinet
TB - 8	1-12	Section 925.2.05.A.10.f
TB - 9	10-12	Section 925.2.05.A.10.f
TB - 9	4-9	Section 925.2.05.A.10.f
TB - 2, TB - 3, TB - 4, TB - 5, TB - 6, TB - 7	1-12	Section 925.2.05.A.10.c

Table 925 - 15 Model 342 & 346 ITS Cabinet Default Output File Assignment Detail														
Item	Switch Pack													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>SIU Pin</b>	A2	B3	A5	B6	A8	B9	A11	B12	A14	B15	A17	B18	A20	B21
<b>SIU Byte, Bit</b>	2,0	2,3	2,6	3,1	3,4	3,7	4,2	4,5	5,0	5,3	5,6	6,1	6,4	6,7
<b>SIU Output #</b>	1	4	7	10	13	16	19	22	25	28	31	34	37	40
<b>2070 Output #</b>	13	10	8	5	2	0	29	26	24	21	18	16	53	50
<b>2070 Output Port</b>	2.6	2.3	2.1	1.6	1.3	1.1	4.6	4.3	4.1	3.6	3.3	3.1	7.6	7.3
<b>AMU Pin</b>	C16	C17	C18	C19	C20	C21	C22	C23	C24	C25	C26	C27	C28	C29
<b>AMU Channel</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Field Term</b>	TR-1 1,2	TR-2 1,2	TR-3 1,2	TR-4 1,2	TR-5 1,2	TR-6 1,2	TR-7 1,2	TR-8 1,2	TR-9 1,2	TR-10 1,2	TR-11 1,2	TR-12 1,2	TR-13 1,2	TR-14 1,2
<b>Function</b>	Ph 1 Rd	Ph 2 Rd	Pd 2 DW	Ph 3 Rd	Ph 4 Rd	Pd 4 DW	Ph 5 Rd	Ph 6 Rd	Pd 6 DW	Ph 7 Rd	Ph 8 Rd	Pd 8 DW	Ov A Rd	Ov B Rd
<b>SIU Pin</b>	B2	A4	B5	A7	B8	A10	B11	A13	B14	A16	B17	A19	B20	A22
<b>SIU Byte, Bit</b>	2,1	2,4	2,7	3,2	3,5	4,0	4,3	4,6	5,1	5,4	5,7	6,2	6,5	7,0
<b>SIU Output #</b>	2	5	8	11	14	17	20	23	26	29	32	35	38	41
<b>2070 Output #</b>	14	11	32	6	3	34	30	27	33	22	19	35	54	51
<b>2070 Output Port</b>	2.7	2.4	5.1	1.7	1.4	5.3	4.7	4.4	5.2	3.7	3.4	5.4	7.7	7.4
<b>AMU Pin</b>	B16	B17	B18	B19	B20	B21	B22	B23	B24	B25	B26	B27	B28	B29
<b>AMU Channel</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Field Term</b>	TR-1 3,4	TR-2 3,4	TR-3 3,4	TR-4 3,4	TR-5 3,4	TR-6 3,4	TR-7 3,4	TR-8 3,4	TR-9 3,4	TR-10 3,4	TR-11 3,4	TR-12 3,4	TR-13 3,4	TR-14 3,4
<b>Function</b>	Ph 1 Yel	Ph 2 Yel	Pd 2 PC	Ph 3 Yel	Ph 4 Yel	Pd 4 PC	Ph 5 Yel	Ph 6 Yel	Pd 6 PC	Ph 7 Yel	Ph 8 Yel	Pd 8 PC	Ov A Yel	Ov B Yel
<b>SIU Pin</b>	A3	B4	A6	B7	A9	B10	A12	B13	A15	B16	A18	B19	A21	B22
<b>SIU Byte, Bit</b>	2,2	2,5	3,0	3,3	3,6	4,1	4,4	4,7	5,2	5,5	6,0	6,3	6,6	7,1
<b>SIU Output #</b>	3	6	9	12	15	18	21	24	27	30	33	36	39	42
<b>2070 Output #</b>	15	12	9	7	4	1	31	28	25	23	20	17	55	52
<b>2070 Output Port</b>	2.8	2.5	2.2	1.8	1.5	1.2	4.8	4.5	4.2	3.8	3.5	3.2	7.8	7.5
<b>AMU Pin</b>	A16	A17	A18	A19	A20	C21	C22	C23	A24	A25	A26	A27	A28	A29
<b>AMU Channel</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Field Term</b>	TR-1 5,6	TR-2 5,6	TR-3 5,6	TR-4 5,6	TR-5 5,6	TR-6 5,6	TR-7 5,6	TR-8 5,6	TR-9 5,6	TR-10 5,6	TR-11 5,6	TR-12 5,6	TR-13 5,6	TR-14 5,6
<b>Function</b>	Ph 1 Grn	Ph 2 Grn	Pd 2 W	Ph 3 Grn	Ph 4 Grn	Pd 4 W	Ph 5 Grn	Ph 6 Grn	Pd 6 W	Ph 7 Grn	Ph 8 Grn	Pd 8 W	O A Grn	O B Grn



Note: For a typical signal installation, the Model 342 cabinet is the design standard.

Figure 925-3—Wiring Diagram for Dial-up Communications

**Table 925 - 16 Model 346 ITS Cabinet Default Input Files Assignment Detail**

Input File	Channel	Item	File Slot											
			1	2	3	4	5	6	7	8	9	10	11	12
1	Upper	SIU Pin	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16
		SIU Port	2,6	3,0	3,2	3,4	3,6	4,0	4,2	4,4	4,6	5,0	5,2	5,4
		SIU In #	7	9	11	13	15	17	19	21	23	25	27	29
		2070 In #	17	0	19	2	16	1	18	3	12	36	32	33
		2070 Port	3.2	1.1	3.4	1.3	3.1	1.2	3.3	1.4	2.5	5.5	5.1	5.2
		Function	Ph 1 Det	Ph 2 Det	Ph 3 Det	Ph 4 Det	Ph 5 Det	Ph 6 Det	Ph 7 Det	Ph 8 Det	Pre 1	Pre 3	Pd 2 Det	Pd 6 Det
		Fld Term	T-7 1,2	T-7 5,6	T-7 9,10	T-8 1,2	T-8 5,6	T-8 9,10	T-9 1,2	T-9 5,6	T-5 1,2	T-5 5,6	T-4 1,2	T-4 5,6
	Lower	SIU Pin	B8	B9	B10	B11	B12	B13	B14	B15	B16	B17	B18	B19
		SIU Port	2,7	3,1	3,3	3,5	3,7	4,1	4,3	4,5	4,7	5,1	5,3	5,5
		SIU In #	8	10	12	14	16	18	20	22	24	26	28	30
		2070 In #	8	4	10	6	9	5	11	7	13	37	34	35
		2070 Port	2.1	1.5	2.3	1.7	2.2	1.6	2.4	1.8	2.6	5.6	5.3	5.4
		Function	Ph 2 Det	Ph 2 Det	Ph 4 Det	Ph 4 Det	Ph 5 Det	Ph 6 Det	Ph 7 Det	Ph 8 Det	Pre 2	Pre 4	Pd 4 Det	Pd 8 Det
		Fld Term	T-7 3,4	T-7 7,8	T-7 11,12	T-8 3,4	T-8 7,8	T-8 11,12	T-9 3,4	T-9 7,8	T-5 3,4	T-5 7,8	T-4 3,4	T-4 7,8
	Opto	SIU Pin	B25	A26	B26	A27								
		SIU Port	8,7	9,0	9,1	9,2								
		SIU In #	Opto In 1	Opto In 2	Opto In 3	Opto In 4								
		2070 In #	46	14	47	45								
		2070 Port	6.7	2.7	6.6	6.8								
		Function	Flsh Sen	MCE	Int Adv	S T								

**Table 925 – 17 Required Surge Arrestors for Model 346 ITS Cabinet**

Field Terminal Block	Terminals	Required Arrestors for Model 346 Cabinet
TB – 4	1-12	Section 925.2.05.A.10.f
TB - 5	1-4	Section 925.2.05.A.10.f
TB - 5	5-12	TERMINAL BLOCK Only Section 925.2.05.A.10.f
TB - 7, TB - 8, TB – 9	1-12	Section 925.2.05.A.10.c

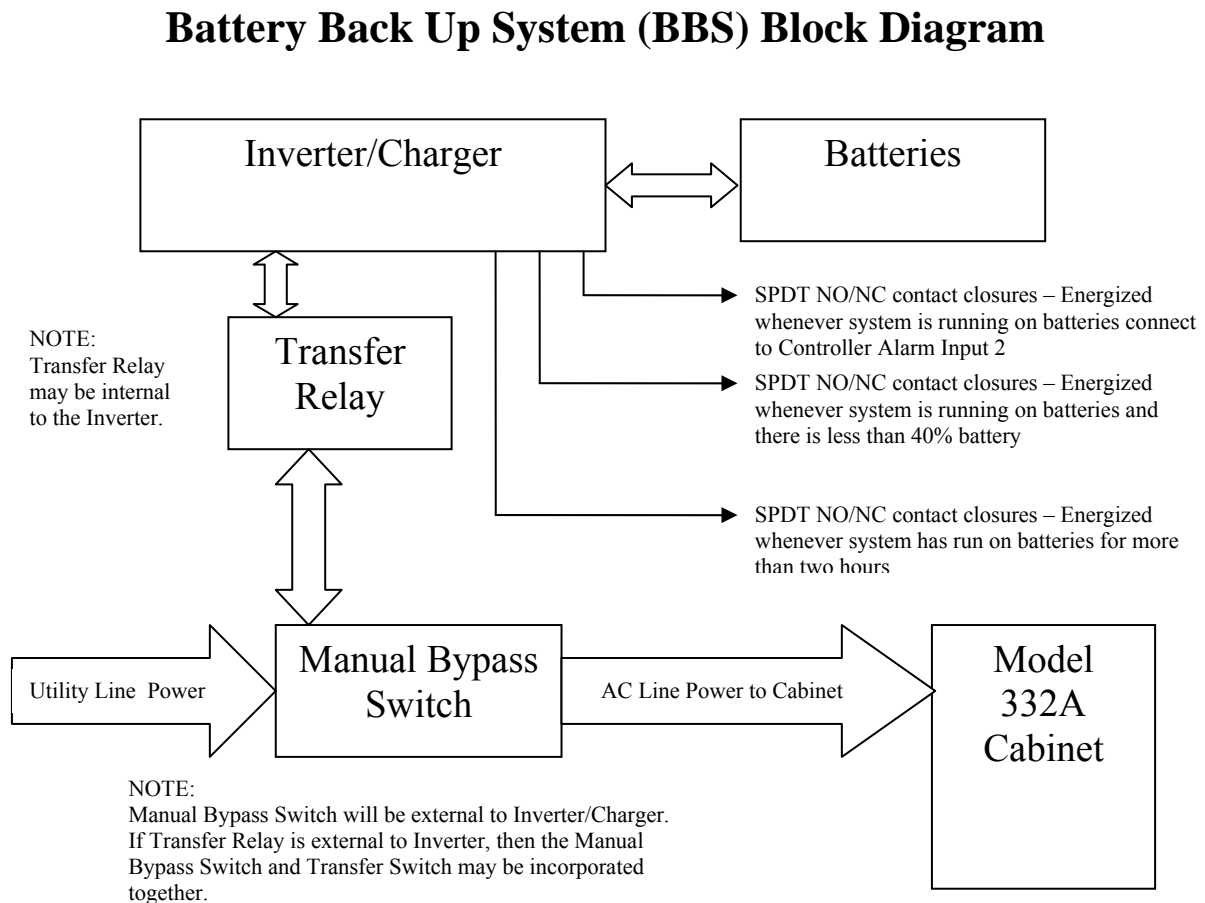


## 925.2.06 Battery Backup System

### A. Requirements

This specification is for establishing the minimum requirements for a complete emergency battery backup system for use with Light Emitting Diode Traffic Signal Modules at intersections with 332 cabinets. The Battery Backup System (BBS) shall include, but not be limited to the following: Inverter/Charger, Power Transfer Relay, Batteries, a separate manually operated non-electric Bypass Switch and all necessary hardware and interconnect wiring. The BBS shall be capable of providing power for full run-time operation for an “LED –only” intersection (all colors: red, yellow, green and pedestrian heads) or flashing mode operation and intersection Red LED’s. The BBS shall be designed for outdoor applications, in accordance with the CALTRANS TEES.

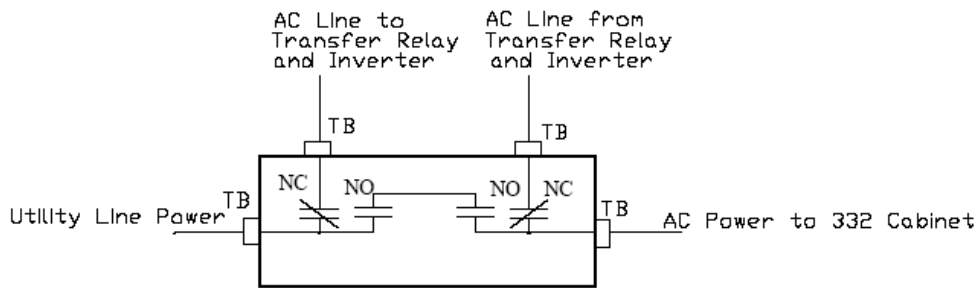
Figure 925-4 Battery Backup Block Diagram



#### 1. Operation:

- a. The BBS shall provide a minimum two (2) hours of full run-time operation for an “LED-only” intersection (minimum 700W/1000VA active output capacity, with 80% minimum inverter efficiency).
- b. The maximum transfer time allowed, from disruption of normal utility line voltage to stabilized inverter line voltage from batteries, shall be 65 milliseconds. The same maximum allowable transfer time shall also apply when switching from inverter line voltage to utility line voltage.
- c. The BBS shall include a Manual Bypass Switch which provides capability to transfer the power service to disable the BBS and operate only from the power service provided. The Manual Bypass Switch shall be as shown in Figure 925-5.

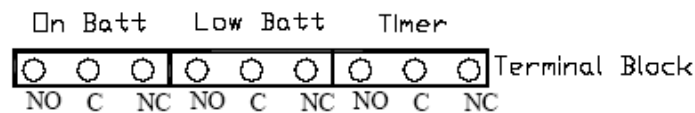
Figure 925 – 5 Manual Bypass Switch (Shown in normal BBS Mode)



Notes:

1. TB - #8 Terminal Blocks
  2. NO - Normally Open
  3. NC - Normally Closed
  4. NO/NC contacts shall all toggle simultaneously with one single manually operated switch.
  5. Manual Bypass Switch shall only switch line. Neutral and Equipment Ground are not switched and shall be connected to 332 Cabinet buses.
- d. The BBS shall provide the user with 3-sets of normally open (NO) and normally closed (NC) single-pole double-throw (SPDT) dry relay contact closures, available on a panel-mounted terminal block, rated at a minimum 120V/1A, and labeled so as to identify each contact. For typical configuration, see Figure 925-6.
- 1) The first set of NO and NC contact closures shall be energized whenever the unit switches to battery power. Contact shall be labeled or marked "On Batt."
  - 2) The second set of NO and NC contact closures shall be energized whenever the battery approaches approximately 40% of remaining useful capacity. Contact shall be labeled or marked "Low Batt."
  - 3) The third set of NO and NC contact closures shall be energized two hours after the unit switches to battery power. Contact shall be labeled or marked "Timer."
  - 4) Relay contact activation shall be annunciated on the front panel via a visual indication. This can be either discreet LED, or part of LCD screen, etc.

Figure 925 – 6 Relay Contacts (NO/NC) available on panel-mounted terminal block (typ)



Notes:

1. NO/NC contacts may either share or use separate commons.
- e. Operating temperature for both the inverter/charger, power transfer relay and manual bypass switch shall be  $-37^{\circ}\text{C}$  ( $-35^{\circ}\text{F}$ ) to  $+74^{\circ}\text{C}$  ( $+165^{\circ}\text{F}$ ).
- f. Both the Power Transfer Relay and Manual Bypass Switch shall be rated at 240VAC/30 amps, minimum
- g. The BBS shall use a temperature-compensated battery charging system. The charging system shall compensate over a range of  $2.5 - 4.0 \text{ mV}/^{\circ}\text{C}$  ( $5-8^{\circ}\text{F}$ ) per cell. The temperature sensor shall be external to the inverter/charger unit. The temperature sensor shall come with 3 meters (10 feet) of wire. Ensure temperature sensor can be mounted to battery with ring terminal to prevent losing connectivity.
- h. Batteries shall not be recharged when battery temperature exceeds  $50^{\circ}\text{C}$  ( $122^{\circ}\text{F}$ )  $\pm 3^{\circ}\text{C}$  ( $6^{\circ}\text{F}$ ).

- i. BBS shall bypass the utility line power whenever the utility line voltage is outside of the following voltage range: 100VAC to 130VAC ( $\pm 2$ VAC).
- j. When utilizing battery power, the BBS output voltage shall be between 110 VAC and 125 VAC, pure sine wave output,  $\leq 3\%$  THD,  $60\text{Hz} \pm 3\text{Hz}$ .
- k. BBS shall be compatible with CALTRANS Model 332A Cabinets, Model 170E Controllers, Model 2070 Controllers and cabinet components for full time operation.
- l. In cases of low (below 98VAC) or absent utility line power, when the utility line power has been restored at above  $105\text{VAC} \pm 2\text{VAC}$  for more than 30 seconds, the BBS shall transfer from battery backed inverter mode back to utility line mode.
- m. In cases of high utility line power (above 132VAC), when the utility line power has been restored at below  $125\text{VAC} \pm 2\text{VAC}$  for more than 30 seconds, the BBS shall transfer from battery backed inverter mode back to utility line mode.
- n. BBS shall be equipped to prevent a malfunction feedback to the cabinet or from feeding back to the utility service.
- o. In the event of inverter/charger failure, battery failure or complete battery discharge, the power transfer relay shall revert to the NC (and de-energized) state, where utility line power is connected to the cabinet.
- p. Recharge time for the battery, from “protective low-cutoff” to 80% or more of full battery charge capacity, shall not exceed twenty (20) hours.

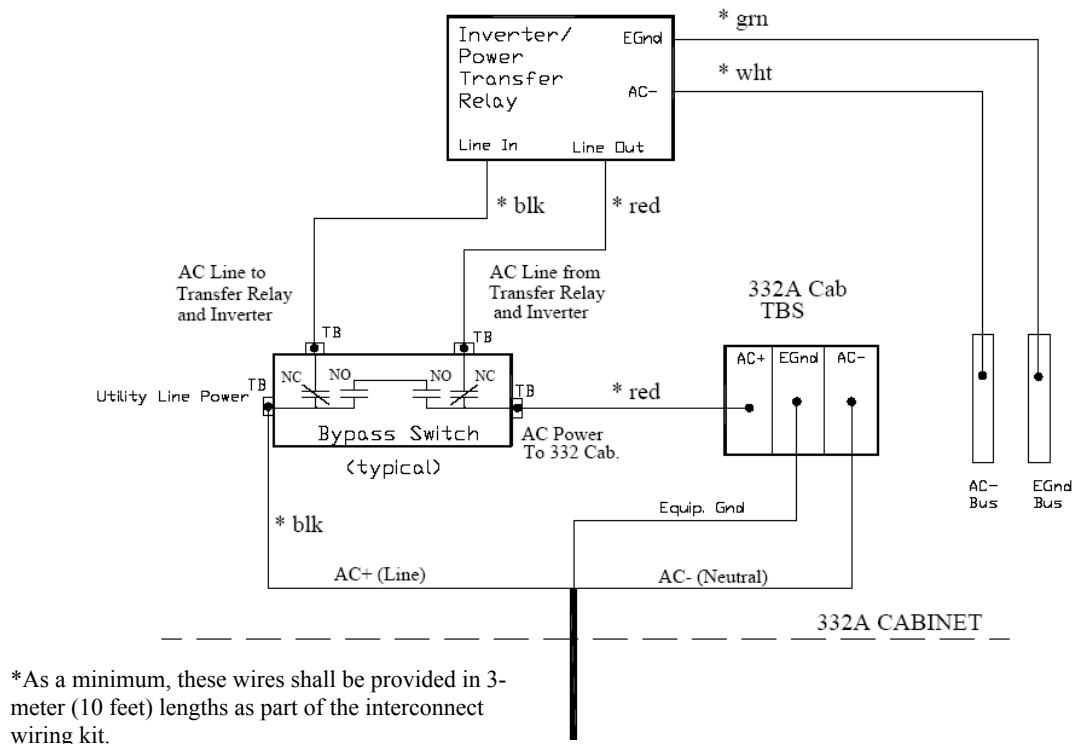
### 2. Mounting/Configuration

NOTE: All references made to EIA rail or EIA 19” (482.6mm) rack shall conform to Electronic Industries Standards EIA-310-B, Racks, Panels, and Associated Equipment, with 10-32 “Universal Spacing” threaded holes.

#### a. General

- 1) Inverter/Charger Unit shall be shelf-mounted or rack-mounted on a standard EIA 19” rack. If the inverter/charger is mounted inside the 332A Cabinet (Configuration 1), a shelf shall be provided that supports the weight of the unit.
- 2) Power Transfer Relay and Manual Bypass Switch shall be mounted on EIA rail.
- 3) All interconnect wiring shall be provided between Power Transfer Relay, Bypass Switch and Cabinet Terminal Service Block and shall be no less than 3 meters (9’10”) of UL Style 1015 CSA TEW with the following characteristics:
  - AWG Rating: 6 AWG
  - Stranding: 133 strands of 30 AWG tinned copper
  - Rating: 600 V, 105 °C, PVC Insulation
- 4) Relay contact wiring provided for each set of NO/NC relay contact closure terminals shall be a minimum of 3 meters (10 feet) of UL Style 1015 CSA TEW 18 AWG wire, same ratings as above, except 16 strands of 30 AWG tinned copper. Wiring shall be of adequate length for particular installation.
- 5) Figure 925-7 provides clarification as to how BBS Power Transfer Relay and Manual Bypass Switch are interconnected with Model 332A Cabinets in order to ensure interchangeability between all BBS manufacturers.

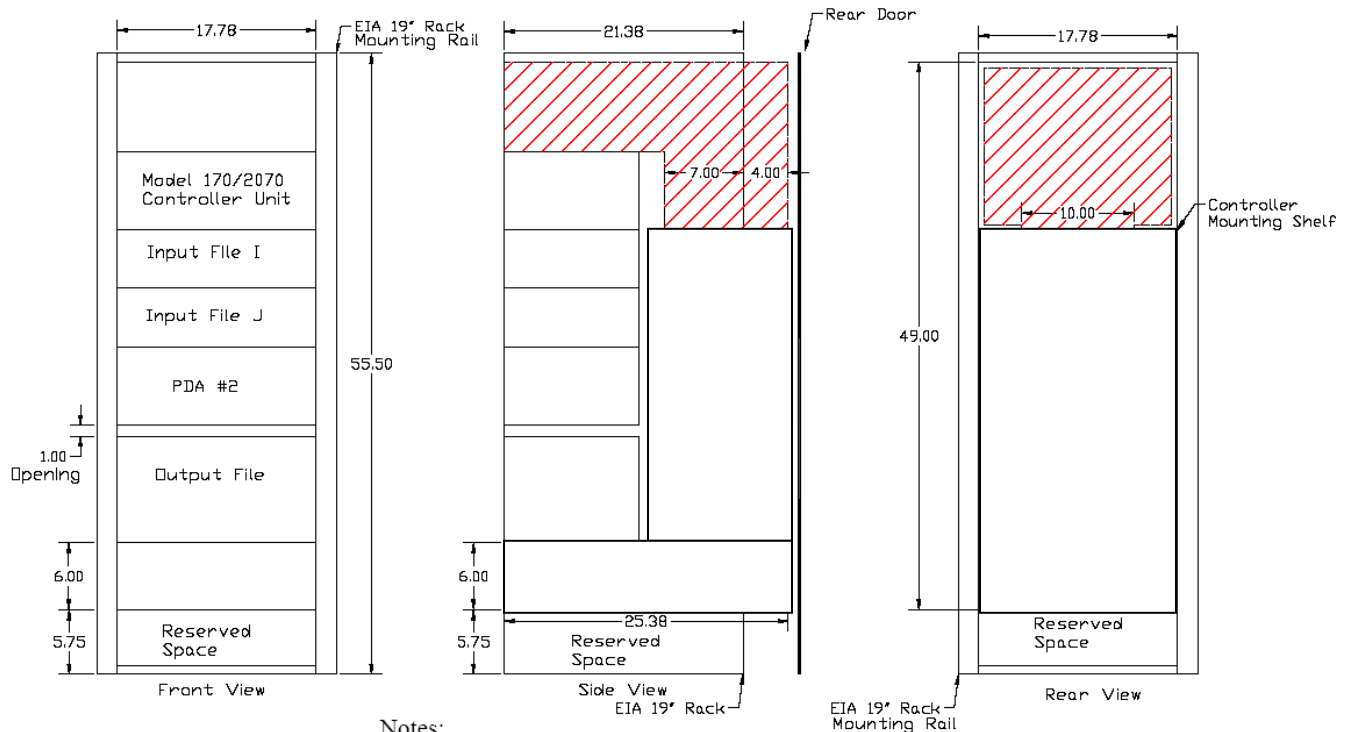
**Figure 925- 7 BBS Utility Power Connection Diagram**



- 6) All necessary hardware for mounting (shelf angles, rack, etc) shall be included in the bid price of the BBS. All bolts/fasteners and washers shall meet the following requirements:
  - Screw type: Pan Head Phillips machine screw
  - Size and Thread pitch: 10-32
  - Material: 18-8 stainless steel (Type 316 stainless steel is acceptable as an alternate)
  - Washer: Use one flat washer (18-8 stainless steel) under the head of each 10-32 screw (provided that the screws are properly tightened, lock washers are unnecessary.)
  - Number of screws per hinge bracket: Minimum of six (6) screws per hinge bracket spaced evenly along bracket, with one screw near each end.
- 7) There shall be two (2) basic BBS mounting options:
  - a) Configuration 1 – The BBS (Inverter/Charger, Bypass Switch and Transfer Relay only) installed inside the 332A Cabinet, with the batteries installed in the externally mounted cabinet. See Figure 925-8 for location of inverter in 332A cabinet.
  - b) Configuration 2 – The entire BBS, including batteries, installed inside the externally mounted cabinet.

Figure 925-8 BBS Mounting Diagram

For a typical Model 332A Cabinet


**Notes:**

Area inside of dashed lines represents available mounting locations for BBS. Prescribed available mounting areas are approximate. All dimensions shown are in inches.

**8) External Cabinet**

- a) The External Cabinet shall be used for housing batteries and/or BBS, which includes inverter/charger unit, power transfer relay, manually operated bypass switch, any other control panels, and all wiring and harnesses.
- b) The same Inverter/Charger, Power Transfer Relay and manually operated Bypass Switch that fits inside a typical fully equipped CALTRANS Model 332A Cabinet shall also be able to fit inside the externally mounted cabinet.
- c) The External Cabinet shall be a NEMA 3R rated cabinet conforming to TEES, August 16, 2002 Chapter 7, Section 2-Housings for the construction and finish of the cabinet. The specific finish of the external cabinet shall match the finish of the 332A cabinet. Anti-Graffiti paint shall not be used. Two separate mounting installations shall be used. Refer to the project plans for the appropriate mounting installation.
  - i. *Mounting Installation Type A shall be typically used for installing at locations with existing 332 cabinet. This cabinet mounting installation shall attach the external cabinet to the side of the 332 cabinet in the relationship as shown in figure 925-9. Type A mounting installation shall use fasteners that meet the following requirements:*
    - (Total of 8 bolts per cabinet with 2 flat washers per bolt and 1 K-lock nut per bolt)
    - Cabinet mounting bolts shall be:
    - 18-8 Stainless Steel Hex Head (Fully Threaded)
    - 3/8" – 16 X 1"
    - Washers shall be:
    - Designed for 3/8" bolt
    - 18-8 Stainless Steel 1" OD round flat type
    - K-lock washer shall be:
    - 18-8 Stainless Steel, Hex Nut Assembled with Free-Spinning Tooth Washer
    - 3/8" – 16 Screw size

*External Cabinet to 332A Cabinet couplings shall provide a conduit for power connections between the 332A Cabinet and External Cabinet. The couplings shall consist of three parts and meet the following requirements:*

- 2" Nylon Insulated, Steel Chase Nipple
- 2" Sealing, Steel Locknut
- 2" Nylon Insulated, Steel Bushing

*The external cabinet shall come provided with all bolts, washers, nuts and cabinet-cabinet coupler fittings provided, necessary for mounting the external cabinet to the 332A Cabinet.*

- ii. *Mounting Installation Type B shall be typically used for locations where a new traffic controller cabinet and foundation are being installed. This cabinet installation shall provide the external battery cabinet as a base mount cabinet on the same foundation as the 332 cabinet.*

*Connections between the cabinets shall be through conduit in the cabinet base. The external cabinet shall be installed in the same relationship as shown in figure 925-9 to the 332 cabinet. The external cabinet shall be installed so that it is centered on the 30 inch left side of the 332 cabinet. Bolt BBS cabinet to pre-fab base. BBS cabinet opening shall be larger than the pre-fab base opening.*

- d) The specific dimensions and details of the external battery cabinet shall be as shown in Figures 925 – 10 through 925 – 12.

Figure 925-9 External BBS Cabinet Details

## External Battery Cabinet

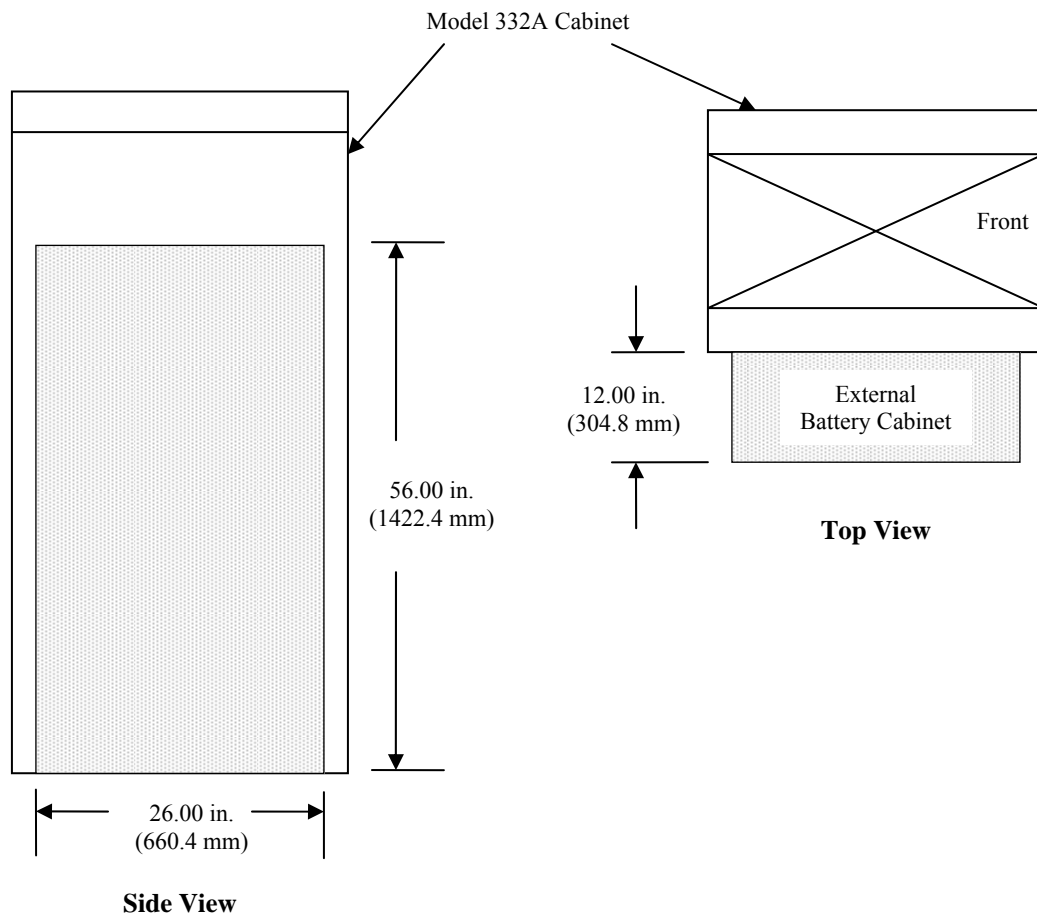
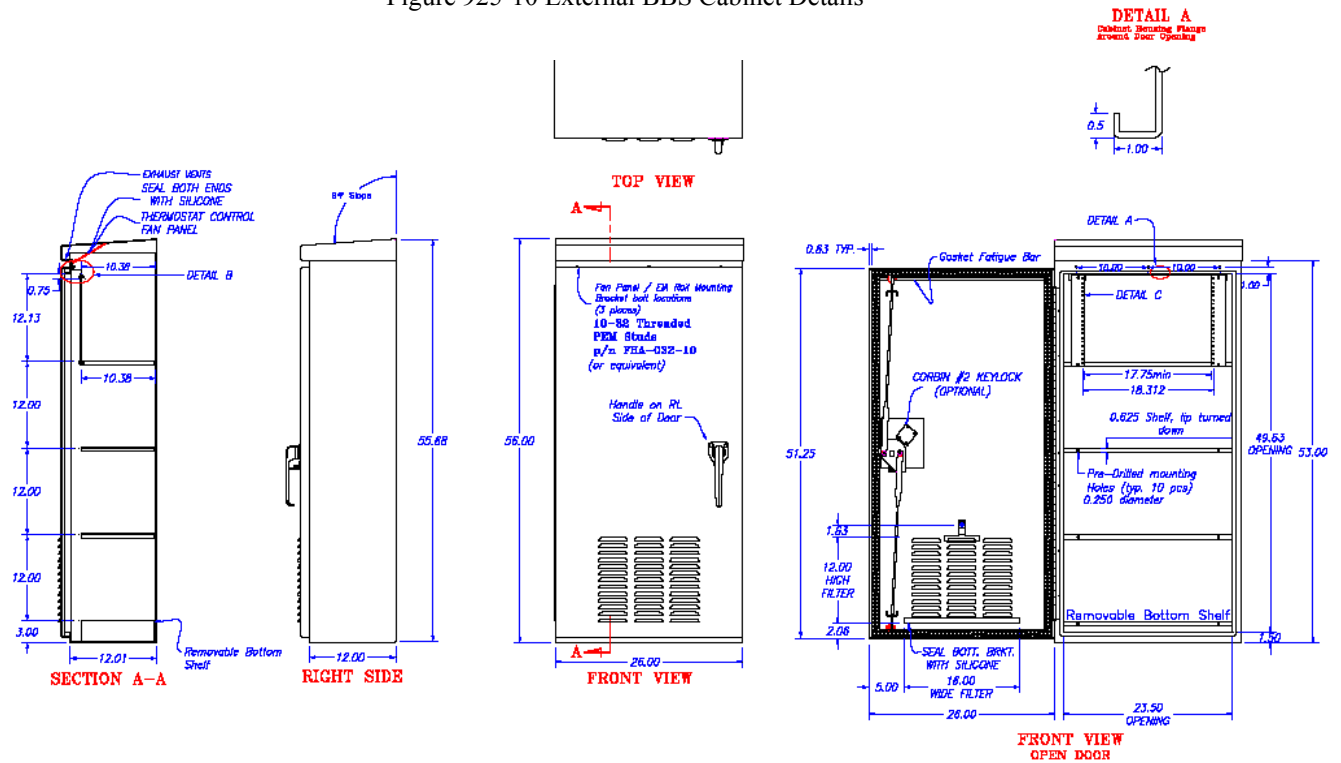
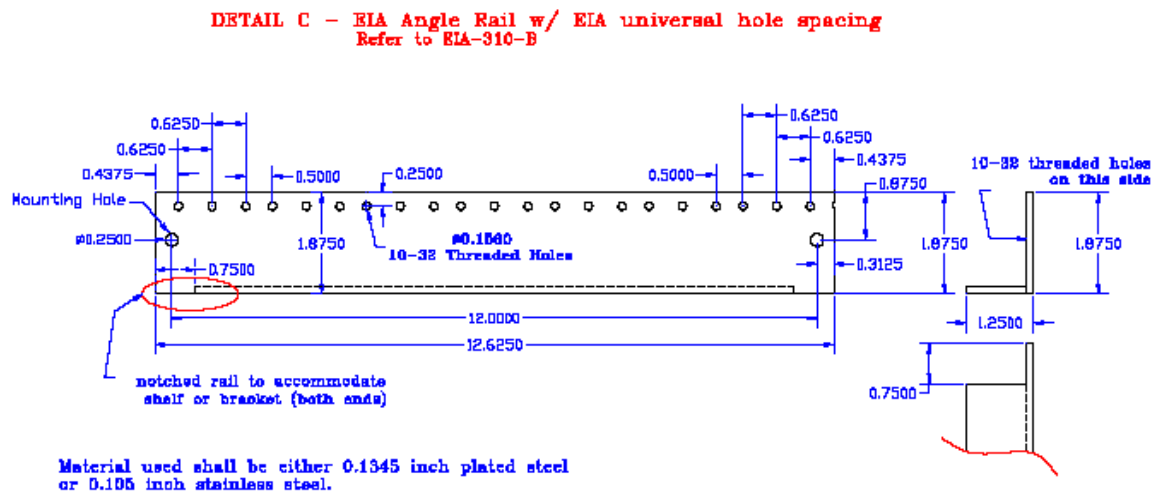


Figure 925-10 External BBS Cabinet Details



- e) Four shelves shall be provided. There shall be a minimum of 304.8mm (12") clearance between shelves. Each shelf shall be a minimum of 263.65mm (10.38") X 635.0mm (25"), and capable of supporting a minimum of 57kg (125 lbs.). Shelf edges shall be turned down on all four sides for support and to provide a flat top surface. Shelves shall be predrilled with EIA rail mounting holes. Shelves shall provide a vertical "passageway" for wiring in the rear of the cabinet on both the left and right.
- f) The bottom shelf shall be capable of being removed.

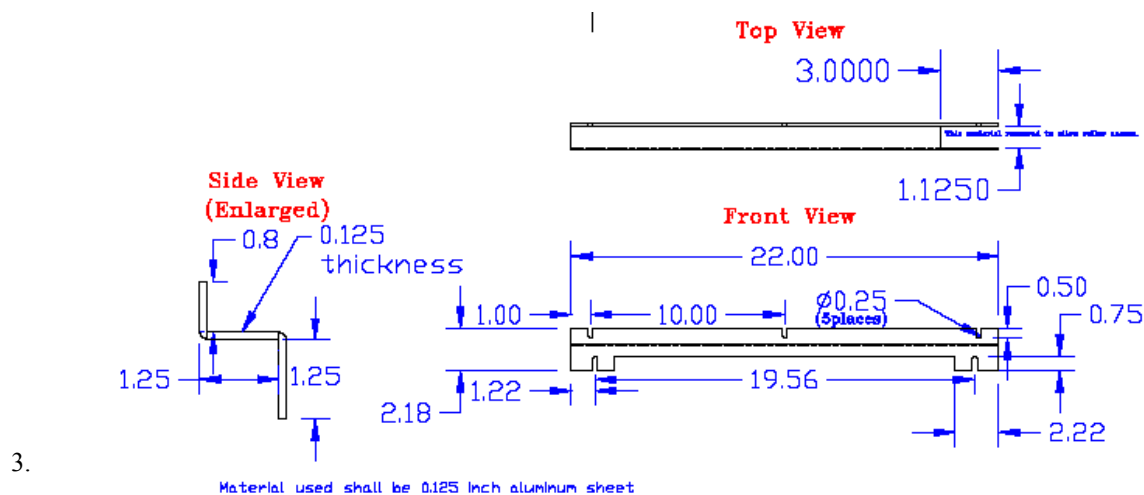
Figure 925-11 EIA Rail for Mounting Inverter or PTR inside External BBS Cabinet



- g) The External cabinet shall be ventilated through the use of louvered vents, filter, and one thermostatically controlled fan as per TEES Chapter 7 Section 2-Housings. The thermostat shall be accessible without removing the BBS controller.

- h) External cabinet fan shall be AC operated from the same line output of the Manual Bypass Switch that supplies power to the 332 Cabinet. A 2-position terminal block shall be provided on the fan panel, along with 3 meters (10 feet) of connected hookup wire.
- i) The door shall be attached to the cabinet through the use of either a continuous stainless steel piano hinge or four, two-bolts per leaf, hinges as per TEES Chapter 7 Section 2. The door shall use a padlock clasp or latch and lock mechanisms as described in the TEES, in order to lock the door.
- j) Two EIA angle rails, per Detail C, Figure 925 – 11, along with all necessary mounting hardware (4 sets of 10-32 bolts and nuts with captive washers) shall be provided with the external cabinet (not installed). Rails shall be symmetric to allow for installation on either right or left sides of the cabinet. Mounting holes and bracket shall allow for EIA rail installation at any location in the external cabinet. The EIA mounting angle nominal thickness shall be either 0.1345 inch (3.4163mm) plated steel or 0.105 inch (2.667mm) stainless steel.
- k) EIA rail mounting bracket shall be of continuous, one-piece design bolted into the cabinet to provide adequate support for rail-mounted equipment. See Figure 925 – 12.
- l) Pressed in, flush-head threaded screw posts shall be inserted into the front face of the cabinet enclosure top sill. These threaded posts shall be used to mount both the fan panel and the EIA rail-mounting bracket. The screw posts shall be #10-32 thread size stud 0.625 inches in length. Refer to Figure 925 – 10, front views for mounting detail.

Figure 925 – 12 EIA Rail Mounting Bracket for Mounting EIA Rails inside External BBS Cabinet



## Maintenance, Displays, Controls and Diagnostics

- a. The BBS shall include a display and /or meter to indicate current battery charge status and conditions.
  - 1) The BBS shall provide voltmeter standard probe input-jacks (+) and (-) to read the exact battery voltage drop at the inverter input.
  - 2) The BBS shall include a 0 to 100% battery capacity LED indicator.
- b. The BBS shall have lightning surge protection compliant with IEEE/ANSI C.62.41.
- c. The BBS shall be equipped with an integral system to prevent battery from destructive discharge and overcharge.
- d. The BBS and batteries shall be easily replaced with all needed hardware and shall not require any special tools for installation.
- e. The BBS shall include a front-panel event counter display to indicate the number of times the BBS was activated and a front-panel hour meter to display the total number of hours the unit has operated on battery power. Both meters shall be resettable.
- f. Manufacturer shall include a set of equipment lists, operation and maintenance manuals, and board-level schematic and wiring diagrams of the BBS, and the battery data sheets. Manual shall conform to TEES August 16, 2002, Chapter 1, Section 1.2.4.2.



### 4. Battery System

- a. Individual batteries shall be:
  - 1) Voltage rating: 12V type
  - 2) Group size: 24 maximum
  - 3) Batteries shall be easily replaced and commercially available off the shelf.
- b. Batteries used for BBS shall consist of 4 to 8 batteries with a cumulative minimum rated capacity of 240 amp-hours.
- c. Batteries shall be deep cycle, sealed prismatic lead-calcium based AGM/VRLA (Absorbed Glass Mat/ Valve Regulated Lead Acid).
- d. Batteries shall be certified by the manufacturer to operate over a temperature range of – 25 °C (-13F) to +74 °C (+165 F).
- e. The batteries shall be provided with appropriate interconnect wiring and corrosion-resistant mounting trays and/or brackets appropriate for the cabinet into which they will be installed.
- f. Batteries shall indicate maximum recharge data and recharging cycles.
- g. Battery Harness
  - 1) Battery interconnect wiring shall be via two-part modular harness.
  - 2) Part I shall be equipped with red (+) and black (-) 30.48 cm (12 inches) cabling that can be permanently connected to the positive and negative posts of each battery. Each red and black pair shall be terminated into an Anderson Power Pole Connector or AMP Power Series Connector or equivalent style connector.
  - 3) Part II shall be equipped with the mating Power Pole style connector for the batteries and a single, insulated Power Pole style connection to the inverter/charger unit. Harness shall be fully insulated and constructed to allow batteries to be quickly and easily connected in any order to ensure proper polarity and circuit configuration.
  - 4) Power Pole style connectors may be either one-piece or two-piece. If a two-piece connector is used, a locking pin shall be used to prevent the connectors from separating.
  - 5) The length of the battery interconnect harness (Part II) shall be a minimum of 152.4 cm (60 inches) from the Inverter/Charger plug to the first battery in the string. The lateral length of the harness between battery connectors shall be a minimum of 30.48 cm (12 inches).
  - 6) All battery interconnect harness wiring shall be UL Style 1015 CSA TEW or Welding Style Cable or equivalent, all of proper gauge with respect to design current and with sufficient strand count for flexibility and ease of handling.
  - 7) Battery terminals shall be covered and insulated with molded boots so as to prevent accidental shorting.

### B. Fabrication

Refer to [Subsection 925.2.07.A.1](#) for controller cabinet minimum fabrication Specifications.

### C. Acceptance

General Provisions 101 through 150. Each BBS shall be manufactured in accordance with a manufacturer Quality Assurance (QA) program. The QA program shall include two Quality Assurance procedures: (1) Design QA and (2) Production QA. The Production QA shall include statistically controlled routine tests to ensure minimum performance levels of BBS units built to meet this specification and a documented process of how problems are to be resolved. The manufacturer, or an independent testing lab hired by the manufacturer, shall perform Design Qualification Testing on new BBS system(s) offered, and when any major design change has been implemented on an existing design. A major design change is defined as any modification, material, electrical, physical or theoretical, that changes any performance characteristics of the system, or results in a different circuit configuration. Where a dispute arises in determining if a system is a new design or if the system has had a major design change, the State will make the final determination if Design Qualification Testing is required prior to production consideration.

Production Quality Control tests shall be performed on each new system prior to shipment. Failure to meet this requirements shall be cause for rejection. The manufacturer shall retain test results for seven years. Each BBS shall be given a minimum 100-hour burn-in period to eliminate any premature failures. Each system shall be visually inspected for any exterior physical damage or assembly anomalies. Any defects shall be cause for rejection.

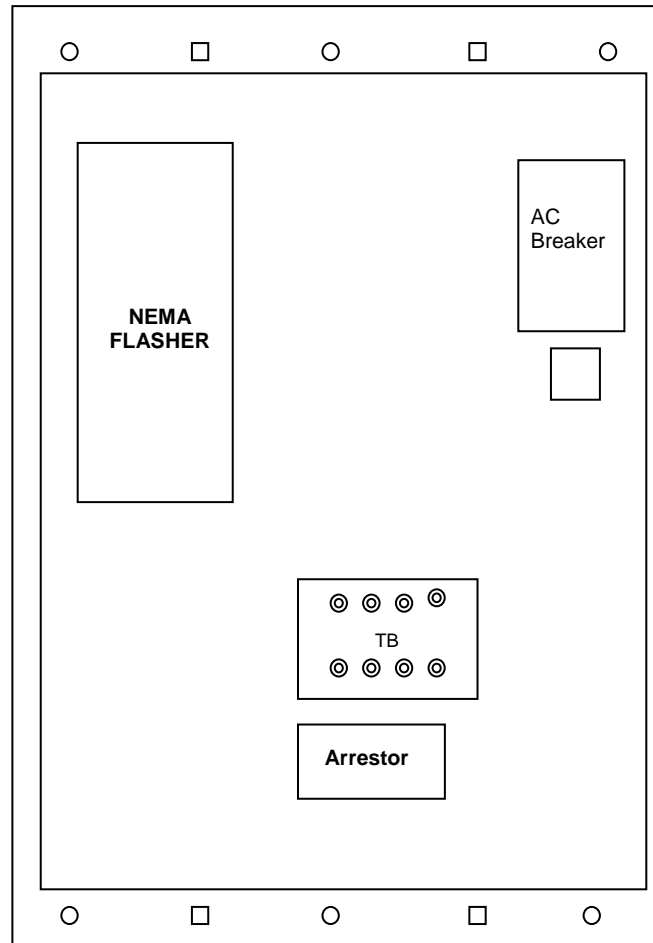
### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties. Manufacturers shall provide a two (2) year factory-repair warranty for parts and labor on the BBS from date of acceptance by the Department. Batteries shall be warranted for full replacement for two (2) years from date of purchase. The warranty shall be included in the total bid price of the BBS.

### 925.2.07 Flashing Beacon Assembly

#### A. Requirements

This specification is for a flashing signal cabinet, which consists of an aluminum cabinet containing a flasher assembly, Field connection terminal block, surge arrestor and circuit breaker wired in a manner to operate flashing beacons. Refer to [Figure 925-13](#).



Note: Front view of cabinet Door Assembly not shown

No scale

Figure 925-13—Typical Flashing Signal Cabinet Layout

#### 1. Cabinet

Supply a NEMA Type 3R cabinet assembly, manufactured of aluminum with a minimum thickness of 0.125 inches (3 mm).

Ensure that the cabinet exterior has a smooth, uniform “bare” aluminum finish with all joints between adjoining cabinet components (sides and bottom) continuously welded on the outside to prevent the intrusion of moisture and dust.

Ensure that all welds are free of cracks, blow holes and other irregularities.

Supply a cabinet with the following exterior dimensions:

	<u>Minimum</u>	<u>Maximum</u>
Height	14 inches (350 mm)	18 inches (450 mm)
Width	10 inches (250 mm)	14 inches (350 mm)
Depth	7 inches (175 mm)	10 inches (250 mm)

Use a cabinet door that is double flanged on all four sides to prevent the entry of dirt and liquids when the door is open.

Install a one-piece gasket formed around the door opening to insure a weather tight seal when the door is secured.

Attach the door to the cabinet housing by a continuous tamper proof hinge.

Equip each cabinet with a Corbin #2 lock and one key. Police panel type locks are not acceptable.

Install an aluminum back panel in the cabinet, mounted on standoffs, to facilitate mounting of internal components.

Install exterior aluminum mounting brackets, which extend a minimum of 1.75 inches (44 mm) and a maximum of 2.5 inches (63 mm) from the top and bottom of the cabinet.

Use brackets that extend across the full width of the cabinet back on the top and bottom.

Provide these brackets with holes for mounting to a flat surface with screws and vertical slots for banding to steel, concrete or wooden signal poles.

### 2. Flasher Unit

Supply a standard plug in two circuits NEMA flasher.

Ensure that the flasher is of all solid state construction, meets the requirements of the NEMA Standards and is rated at a minimum of 10 A per circuit.

Ensure that the flasher utilizes zero voltage turn-on and turn-off current and is capable of dimming outputs.

### 3. Surge Arrestor

Supply a flasher cabinet that incorporates an AC surge arrestor to protect the internal components from lightning and over voltages on the AC service input.

The requirements for the surge arrestor are:

Two Stage Arrestor	
Peak Surge Current	20000 A
Peak Surge Voltage @ 20KA	280 V
Clamp Voltage	280 V @ 20 kA
Continuous AC Voltage	120 V AC RMS
Response Time	<5 nsec
Operating Temp.	-40 °F to 185 °F (-40 °C to 85 °C)

### 4. Circuit Breaker

Include a 15 A circuit breaker in the cabinet. The circuit breaker shall have the following characteristics.

Thermal Magnetic 1 pole 120/240 VAC at 50/60 Hz 15 A

Interrupting Rating of 10KA at 48 VDC

Wire Size 14 to 2 AWG

35 MM Din Rail mounting

### 5. Terminal Block

Include a four position terminal block in the cabinet for making field connections. Properly label all field terminal connections.

### 6. Construction

Assemble the flasher assembly, terminal block, surge arrestor and circuit breaker in the cabinet as shown on the attached drawing.

Wire all components together as a working unit, thus requiring only field connections to and from the AC power and flashing beacons.

**B. Fabrication**

Refer to [Subsection 925.2.07.A.1](#) for controller cabinet minimum fabrication specifications.

**C. Acceptance**

General Provisions 101 through 150.

**D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

**925.2.08 Flashing Signal Cabinet With Time Clock**

**A. Requirements**

This specification is for a flashing signal cabinet with time clock which consists of an aluminum cabinet containing a flasher assembly, time clock, field connection terminal block, surge arrestor and circuit breaker wired in a manner to operate school flashing beacons. Refer to [Figure 925-14](#).

**1. Cabinet**

Supply a NEMA Type 3R cabinet assembly that is manufactured of aluminum with a minimum thickness of 0.125 inches (3 mm).

Ensure that the cabinet exterior has a smooth, uniform natural aluminum finish, and that all joints between adjoining cabinet components (sides and bottom) are continuously welded on the outside to prevent the intrusion of moisture and dust.

Ensure that all welds are free of cracks, blow holes and other irregularities.

The exterior dimensions of the cabinet are as follows:

	<u>Minimum</u>	<u>Maximum</u>
Height	14 inches (350 mm)	18 inches (450 mm)
Width	10 inches (250 mm)	14 inches (350 mm)
Depth	12 inches (300 mm)	16 inches (400mm)

Supply a cabinet door that is double flanged on all four sides to prevent the entry of dirt and liquids when the door is open.

Use a one-piece gasket that is formed around the door opening to insure a weather tight seal when the door is secured.

Attach the door to the cabinet housing with a continuous tamper proof hinge.

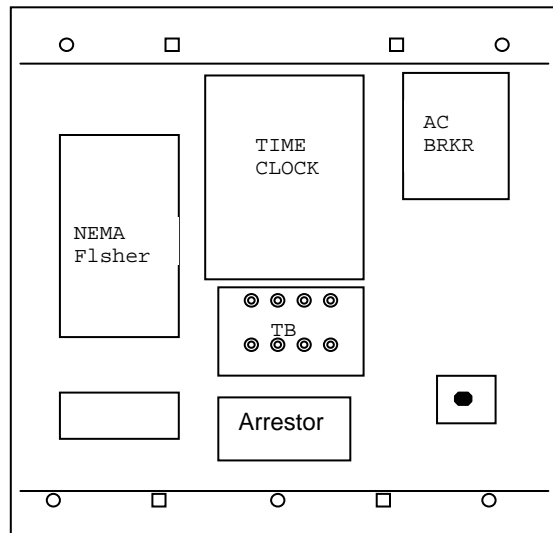
Provide each cabinet with a Corbin #2 lock and one key. Police panel type locks are not acceptable.

Supply each cabinet with an aluminum back panel mounted on standoffs to facilitate mounting of internal components.

Supply cabinets with exterior aluminum mounting brackets, which extend a minimum of 1.75 inches (44 mm) and a maximum of 2.5 inches (63 mm) from the top and bottom of the cabinet.

Use brackets that extend across the full width of the cabinet back on the top and bottom.

Provide these brackets with holes for mounting to a flat surface with screws and vertical slots for banding to steel, concrete or wooden signal poles.



Note: Front view of cabinet Door Assembly not shown No scale

Figure 925-14—Typical Flashing Cabinet with Time Clock Cabinet Layout

2. Flasher Unit

Supply a standard plug in, two circuits NEMA flasher.

Ensure that the flasher is of all solid state construction, meets the requirements of the NEMA Standards and is rated at a minimum of 10 A per circuit.

Ensure that the flasher utilizes zero voltage turn-on and turn-off current and be capable of dimming outputs.

3. Time Switch

Supply a time switch that meets the requirements of [Subsection 925.2.09](#) of this specification.

4. Surge Arrestor

Supply flasher cabinets that incorporate an AC <sup>Arrestor</sup> surge arrestor to protect the internal components from lightning and over voltages on the AC service input.

The requirements of the surge arrestor are as follows:

Two Stage Arrestor

Peak Surge Current	20000 A
Peak Surge Voltage @ 20KA	280 V
Clamp Voltage	280 V @ 20 kA
Continuous AC Voltage	120 V AC RMS
Response Time	<5 nsec
Operating Temp.	-40 °F to 185 °F (-40 °C to 85 °C)

5. Circuit Breaker

Include a 15 A circuit breaker in each cabinet. The circuit breaker shall have the following characteristics.

- Thermal Magnetic 1 pole 120/240 VAC at 50/60 Hz 15 A
- Interrupting Rating of 10KA at 48 VDC
- Wire Size 14 to 2 AWG
- 35 MM Din Rail mounting

6. Terminal Block

Include a four position terminal block in each cabinet for making field connections. Properly label all field terminal connections.

### 7. Construction

Assemble the flasher assembly, terminal block, surge arrestor and circuit breaker in the cabinet as shown on the attached drawing.

Wire all components together as a working unit, thus requiring only field connections of the AC power and flashing beacons.

### B. Fabrication

Refer to [Subsection 925.2.07.A.1](#) for controller cabinet minimum fabrication Specifications.

### C. Acceptance

General Provisions 101 through 150.

### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## 925.2.09 Time Clock

### A. Requirements

Supply time clocks that are single circuit, calendar programmable, solid state, fully self-contained units (RTC AP 21 or Eltec NTC 17E or equivalent) that meet the following Specifications:

1. Alphanumeric liquid crystal display.
2. Automatic daylight savings time and leap year compensation. Changes in the daylight savings time program made through the keypad do not require hardware modification.
3. Minimum twenty-four (24) hour capacitive back up. Battery back up is not acceptable.
4. Keypad entry programming without the use of any external devices such as a PC, external programming unit, another time switch, etc.
5. Operate on 95 to 135 V AC, 60 Hz line current.
6. SPDT relay output rated at 15 A.
7. Maximum size of 4.25 inches (110 mm) wide, 8.25 inches (210 mm) high and 2 inches (50 mm) deep.
8. A programming manual is to be included with each unit.

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

General Provisions 101 through 150.

### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## 925.2.10 Self Tuning Loop Detector

### A. Requirements

This specification sets forth the minimum acceptable design, operational and functional performance requirements for multi-channel, inductive loop vehicle detection systems.

#### 1. General Requirements

##### a. Mounting

Ensure that the unit is configured for rack mount insertion into a NEMA (TS 1 or TS 2) card rack and/or CALTRANS Type 2070 cabinet input file.

##### b. Environmental

Ensure that the unit is in full compliance with the environmental tests, transient tests and size requirements of NEMA standard TS-1 Section 15, TS-2 Section 6.5 and the California Type 2070 Specifications.

Provide documentation from an independent laboratory, which certifies that the unit is in compliance with the above Specifications.

c. LED Indicator

Ensure that each channel includes two high visibility LED indicators; one for the detect state and the second to indicate the status of the fault monitor.

d. Phase Indicator

Ensure that each channel has an erasable write-on pad to aid in identification of the associated phase or function.

2. Operational Requirements

a. Tuning

Supply units that are fully digital and self-tuning.

Ensure that each channel of the unit can automatically tune to any loop and lead in combination within two (2) seconds of application of power or when a reset signal is received.

Ensure that the tuning circuit is designed so that drift, caused by environmental changes or changes in applied power, does not cause false actuations.

b. Scanning

Supply units that sequentially scan each channel (only one channel energized at any given time) to eliminate crosstalk from multiple loops in adjacent lanes and/or allow overlapped loops for directional control and/or allow use of multi-conductor homerun cable when connected to the same detector unit.

c. Sensitivity Setting

Ensure that each channel is equipped with front panel selectable sensitivity settings in presence and pulse modes.

d. Frequency

Supply units that have a minimum of three switch selectable operating frequencies.

e. Inductance Range

Ensure that each channel can tune to an inductive load from 50 to 2000 microhenries with a Q factor > 5.

f. Grounded Loops

Ensure that each channel can continue to operate with poor quality loop systems ( $Q > 2$ ) including those that have a single point short to ground.

g. Fault Monitoring

Supply units that constantly monitor the operation of each channel.

Ensure that the unit detects shorted loops, open circuit loops or sudden changes in inductance ( $> 25\%$  of nominal).

Ensure that each type of fault is indicated on a fault LED by a unique sequence of flashes until the fault is rectified.

Ensure that while the channel is in the fault condition, the channel output remains in the detect state.

When the fault is rectified, the fault LED continues to emit the sequence signifying the last fault detected, but the detect LED and output returns to normal operation.

h. Failsafe Output

Ensure that each channel output generates a continuous solid state output to the controller when power to the detector is removed.

i. Operational Modes

Supply units with each channel selectable for either pulse or presence modes and that meet the following requirements:

- Pulse Mode

This setting provides a single output pulse (125 ms  $\pm$  25) in response to a vehicle entering the loop.

If a vehicle remains in the sensing zone in excess of two (2) seconds, the unit "tunes out" said vehicle.

The channel is then capable of detecting another vehicle entering the same detection zone.

- Presence Mode

The presence hold time is a minimum of four (4) minutes for small vehicles (motorcycles) and a minimum of sixty (60) minutes for automobiles.

Ensure that the unit tunes out of continuous peak hour traffic over long or multiple small loops as long as there is vehicle motion in the sensing zone every ten (10) minutes.

j. Resets

Ensure that the channels are manually resettable by removing the power momentarily.

Ensure that the channels reset remotely when the voltage on Pin C falls below 8 V DC for a period  $> 15\mu\text{s}$ , and that the unit resumes normal operation within four (4) seconds after the application of power or after a reset signal of  $15\mu\text{s}$ .

k. Field Tuning

Ensure that field adjustments to the operation of the detector do not require the use of a meter, circuit changes, special software or any substitutions, modifications or additions to the unit.

3. Performance Requirements

If testing should be required, provide the Department with a test unit and/or software within ten (10) calendar days of the request.

Should the unit fail to meet the design and/or performance requirements of this specification, the unit will be rejected.

Ensure that the units meet the following requirements:

- a. Capable of detecting passage, holding presence and accurately counting all types of licensed motor vehicles when connected in various loop configurations and lead-in combinations without detecting vehicles in adjacent lanes.
  - **Typical Loop Configurations with Lead-in of 5 feet (1.5 m) to 1,500 feet (1000 m) are:**
  - **6 feet x 6 feet (1.8 m x 1.8 m)**
  - **6 feet x 20 feet (1.8 m x 6 m)**
  - **6 feet x 40 feet [(1.8 m x 12 m) standard or quadrupole]**
- b. Capable of responding to an inductance change of 0.02% and sense vehicles at speeds of up to 80 mph (130 km/h).
- c. Not detect vehicles, moving or stopped, at distances greater than three feet for any loop perimeter.
- d. Detect all vehicles over multiple turn and/or multiple loops that may be connected in series, parallel or series/parallel with homerun lengths from  $< 5$  feet (1.5 m) to  $> 1,500$  feet (1,000 m).

4. Optional Features

In addition to the requirements listed in the previous sections, the units may be requested with any combination of the following optional features:

a. Option 1- Timing Features - Delay & Extension

When this option is specified, ensure that the unit incorporates the following features:

1) Delay Timing

Minimum selectable delay time of 1 to 30 seconds in minimum 1-second increments for each channel.

2) Extension Timing

*Minimum selectable extension time of 0.5 to 10 seconds in minimum 0.5-second increments for each channel.*

b. Option 2 - Advanced Features

When the option for advanced features is specified, supply units that incorporate the following advanced features:

1) Serial Port Interface

When the serial port interface is specified, equip the detector with a front and rear panel RS 232 port for the transmission of data. Provide Windows 95 compatible software for interfacing with the detector.

2) PC Interface

Ensure that PC software, when connected directly to the unit through the front panel RS 232 port, provides a screen to display the following loop system operating characteristics, on a per channel basis, for system setup, data collection and diagnostics.

- Loop Status
- Loop Inductance ( $\mu\text{H}$ )
- Loop Frequency (kHz)



- Inductance Change (nH)
- Last Fault: Open, Shorted, >25% ΔL
- Fault Occurrence: Date & Time
- Vehicle Count

### 3) Speed, Volume & Occupancy

The software, when connected directly to the unit, is capable of collecting and storing speed, volume and occupancy data from each detector channel.

The software allows assignment of loop-to-loop distances to enable accurate speed and vehicle length measurements.

The speed volume and occupancy information is uploaded and stored in the vendor-supplied software.

Upon request, supply the necessary information/protocols to allow the Department to write custom software to retrieve speed, volume and occupancy data.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.11 Loop Sealant**

### **A. Requirements**

Furnish and install loop sealant according to [Subsection 833.2.09, “Polyurethane Sealant for Inductive Loops”](#). For a list of sources, see [QPL 75](#).

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.12 Vehicle Signal Heads**

### **A. Requirements**

Supply vehicle signal heads that are 12 inches (300 mm) in diameter for traffic signal control applications. For ramp metering systems supply both 12 inches (300 mm) and 8 inches (200 mm) as per the Plans.

Ensure that the 8 inch (200mm) or 12 inch (300 mm) polycarbonate vehicle signal heads meet the current ITE specification on Vehicle Traffic Control Signal Heads with the following modifications and / or clarifications:

1. Unless otherwise approved by the Engineer or as noted on the Plans, supply signal heads with the following exterior color scheme:
  - Signal Housing - Highway Yellow.
  - Front Face including Doors and Visors: Flat Black
2. Provide housing and housing door that are one piece injection molded ultraviolet and heat stabilized polycarbonate resin with the color impregnated in the material.
3. Terminate the wiring from each signal section in the top section of the head assembly. Ensure that the cable jacket is a minimum of 6 inches inside the signal head assembly.
4. Provide the appropriate Vehicle Signal LED Signal in each section either Circular or Arrow Module.

5. Provide an effective seal with the LED module to make the assembly weather tight.
6. Mount one aluminum reinforcing support plate in the top of the red section of each three, four or five-section signal head for the installation of mounting hardware.
7. Install a support plate between each section of all signal heads. Place these plates such that there is a plate in the bottom of and/or top of any sections where sections adjoin to another section.
8. Provide Signal Heads that use stainless steel hardware and are weather tight. Ensure signal heads that are supplied are sealed for mounting in all possible configurations.
9. Provide Signal Heads that have housing door that “positively” latches using two eyebolts and wing nuts. Ensure the Signal door has hinge lugs molded on one side and two latch jaws are molded on the other side.
10. Provide signal heads that provide a positive method of holding the lens such that the lens does not rotate. Ensure the lens is weather tight. Lens clips which do not apply firm pressure to the lens gasket to avoid rotation are not acceptable. When constructing side by side signal sections ensure that both doors can open at the same time (butterfly). When doors are open ensure that the door will remain attached to housing. Ensure bottom section has drainage holes.

### **B. Fabrication**

Refer to ITE Standards for material composition and finish Specifications.

### **C. Acceptance**

Refer to ITE Standards for material composition, finish Specifications, and wind loading requirements.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.13 Pedestrian Signal Head**

### **A. Requirements**

Provide each section with a visor encompassing the top and sides of the signal face of a size and shape adequate to shield the lens from external lighted sources.

An acceptable option is a “Z-crate” or louver type visor for mounting over the Pedestrian signal face.

Construct the housing of one piece cast aluminum alloy with two integrally hinge lugs, screw slots and openings at each end. Construct the door of one piece cast aluminum alloy with two hinge lugs cast on top of the door and two latch points cast on the bottom. Provide hinge pins of stainless steel to attach the door to the housing and two eye bolts and wing nuts on the other side of the door.

Ensure that the door is provided with a neoprene gasket capable of making a weather resistant, dustproof seal when closed. Supply Pedestrian signal heads with a black face and a yellow body, unless otherwise specified on the Plans.

Ensure that Pedestrian indications are distinguishable to the Pedestrian both day and night and at all distances from 10 feet (3 m) to the full width of the areas to be crossed.

Use symbols that are 12 inches (300 mm) high. Use only internal illumination.

Ensure that when illuminated, the “HAND” symbol is Portland Orange and the “PERSON” symbol is Lunar White, meeting the ITE Standards. Ensure that an opaque material obscures all areas of the face or lens, except for the message. Ensure that when not illuminated, the symbols are not to be distinguishable by Pedestrians at the far end of the crosswalk they control.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.14 Optically Programmed Signal Head

#### A. Requirements

Supply signal heads that permit the visibility zone of the indication to be determined optically and require no hoods or louvers.

The projected indication may be selectively visible or veiled anywhere within 15 degrees of the optical axis.

Ensure that no indication results from external illumination and that one light unit does not illuminate a second. The components of the optical system include the lamp, lamp collar, optical limiter-diffuser, and objective lens.

Ensure that the optical system accommodates projection of diverse, selected indications to separate portions of the roadway such that only one indication will be simultaneously apparent to any viewer.

Ensure that the projected indication conforms to ITE transmittance and chromaticity Standards.

##### 1. Construction

- a. Provide an LED Lamp Module that is a direct replacement for the incandescent lamp. Ensure the Lamp modules are on the latest CALTRANS QPL for LED Programmed Visibility Modules. Ensure the unit provided operates over the voltage range of 80 to 135 VAC and the temperature range of -40 C (-40 F) to 74 C (165 F). Provide modules that conform to the applicable portions of section 925.2.15. Ensure the unit provides a minimum luminous intensity of 500 candela and does not exceed 18 watts at 25 C (77 F).

**Couple the lamp to the diffusing element with a collar including a specular inner surface. The diffusing element may be discrete or integral with the convex surface of the optical limiter.**

- b. Supply an optical limiter with an accessible imaging surface at focus on the optical axis for objects 900 to 1,200 feet (270 to 360 m) distance and permit an effective veiling mask to be variously applied as determined by the desired visibility zone.  
Ensure that the optical limiter is provided with positive indexing means and is composed of heat-resistant glass.
- c. Ensure that the objective lens is a high-resolution planar incremental lens hermetically sealed within a flat laminate of weather resistant acrylic or approved equal.  
Supply a lens that is symmetrical in outline and that may be rotated to any 90-degree orientation about the optical axis without displacing the primary image.

##### 2. Mounting

- a. Supply signals that mount to standard 1.5 inch (38 mm) fittings as a single section, as a multiple section face, or in combination with other signals.  
Provide signal sections with an adjustable connection that permits incremental tilting from 0 to 10 degrees above or below the horizontal while maintaining a common vertical axis through couplers and mounting.  
Ensure that terminal connections permit external adjustment about the mounting axis in 5-degree increments.
- b. Ensure that the signal is mountable with ordinary tools and capable of being serviced with no tools.  
Supply attachments such as back plates or adapters that conform and readily fasten to existing mounting surfaces without affecting water and light integrity of the signal. Supply heads with tri-studs for mounting.

##### 3. Electrical

Supply lamp fixtures that comprise a separately accessible housing and integral lamp support indexed ceramic socket and self-aligning, quick release lamp retainer.

Ensure that electrical connection between case and lamp housing can be accomplished with an interlock assembly, which disconnects lamp holder when opened. Include a covered terminal block for clip or screw attachment of lead wires for each signal section.

Use concealed No. 18 AWG, stranded and coded wires to interconnect all sections to permit field connection within any section.

##### 4. Photo Controls

Ensure that each signal includes integral means for regulating its intensity between limits as a function of the individual background illumination.

Ensure that lamp intensity is not less than 97% of uncontrolled intensity at 10 750 lux, and reduces to 15 + 2% of maximum at less than 10.75 lux.

Ensure that response is proportional and essentially instantaneous to any detectable increase of illumination from darkness to 10 750 lux, and damped for any decrease from 10 750 lux.

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Ensure that the intensity controller is comprised of an integrated, directional light sensing and regulating device interposed between lamp and line wires.

Ensure that it is compatible with 60 Hz input and responsive within the range 105 to 135 V AC.

Output may be phase controlled, but ensure that the device provides nominal terminal impedance of 1,200  $\Omega$  open circuit and a corresponding holding current.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.15 LED Signal Modules**

### **A. Requirements**

This specification covers Type 1 Light Emitting Diode (LED) red, green and yellow modules for vehicle signals for both Circular and Arrow indications. It also covers LED Pedestrian “HAND & PERSON” signal modules.

#### **1. General Requirements All Modules**

Ensure that Type 1 LED signal module include a LED circuit board with LEDs and required circuit components, 36 inch (900 mm) 16 AWG wire leads with strain relief and spade terminals, a rigid housing, and a one piece neoprene gasket.

Supply Type 1 LED signal modules that are watertight when mounted in the traffic signal housing.

Submit life data on the LEDs from the LED Signal Module manufacturer to calculate the expected useful life.

Supply modules with permanent markings of date of manufacture and date of installation.

Ensure that the Type 1 LED signal modules utilize the same mounting hardware that is used to secure the incandescent lens and gasket assembly.

Provide LED modules that are pixilated (5mm) for all circular indications, arrow indications, and hand and person pedestrian displays.

#### **2. Optical All Modules**

Provide test data from an independent laboratory to verify that the performance of the product meets current ITE requirements.

Ensure that the individual LEDs are wired such that a catastrophic failure of one LED will result in the loss of not more than 5% of the signal module light output.

The failure of a single LED in a string or cluster of LED's causes loss of light from only that LED, not the entire string or indication.

Provide control circuitry that prevents the current flow through the LEDs in the “off” state to avoid any false indications as may be perceived by the human eye during daytime and nighttime hours.

Ensure that the LED signal module is operationally compatible with existing or new supplied conflict monitors (NEMA TS-1, NEMA TS-2, Model 210, Model 2010, ITS Cabinet CMU and AMU)..

Ensure that the LED Signal Module is operationally compatible with existing or new supplied load switches.

#### **3. Electrical All Modules**

Supply LED signal modules that operate over the temperature range of -40 °F to 165 °F (-40 °C to 74 °C).

Ensure that the power factor is 90% or greater, at nominal rated voltage, at 77 °F (25 °C), after 60 minutes of operation. Provide modules that do not exceed the maximum power consumption as shown in Table 925-18.

**Table 925-18 Maximum Power Consumption (in Watts) at 25 C (77 F) & 74 C (165 F)**

<b>Vehicle Indications</b>	<b>Red</b>		<b>Yellow</b>		<b>Green</b>	
<b>Temperature</b>	<b>25 C</b>	<b>74 C</b>	<b>25 C</b>	<b>74 C</b>	<b>25 C</b>	<b>74 C</b>
12 Inch (300 mm) Circular	11	17	22	25	15	15
8 Inch (200 mm) Circular	8	13	13	16	12	12
12 Inch (300 mm) Arrow	9	12	10	12	11	11
<b>Pedestrian Indications</b>	<b>Hand</b>				<b>Man</b>	
<b>Temperature</b>	<b>25 C</b>	<b>74 C</b>	<b>25 C</b>	<b>74 C</b>	<b>25 C</b>	<b>74 C</b>
12 Inch (300 mm)	10	12			9	12

Ensure that the total harmonic distortion (THD) is less than 20% at rated voltage, at 77 °F (25 °C) and that all LED traffic signal modules are in compliance with FCC noise regulations.

Ensure that the LED signal modules operate on line voltage, 120 V AC nominal, and are able to operate over the voltage range of 80 V AC to 135 V AC. Power Supply must be integral to the module.

Provide transient voltage suppression rated at 1,500 W for 1 millisecond and fusing with a maximum rating of 2 A to minimize the effect and repair cost of an extreme over voltage situation or other failure mode.

Ensure the lens of the modules that are polymeric and are not frosted have a surface coating to provide front surface abrasion resistance. Ensure the Red and Yellow section module lens are tinted to correspond with the wavelength (chromaticity ) of the LED. Ensure Green Section modules are clear.

Ensure the modules allow a reduction of the intensity of the light output in response to an input from the traffic signal controller. Ensure the minimum light output when dimmed is not less than 30% of the minimum maintained luminous intensity as defined in the applicable Signal Head Module.

#### 4. Circular Signal Modules

Supply LED Circular Signal Modules that fit in standard incandescent vehicle traffic signal housings and meet the Performance Specification of the ITE Vehicle Traffic Control Signal Heads: LED Circular Signal Supplement. In case of conflict, this specification shall govern. Before delivery of any modules supply certification that module is to be in compliance with these specifications. In addition substantiating documentation must be supplied from an independent test laboratory to show the product has passed design qualification testing in accordance with section 6.4 of the ITE Vehicle Traffic Control Signal Heads: LED Circular Signal Supplement. Ensure the report includes a Minimum Maintained Luminous Intensity chart for the module being provided that uses the same horizontal and vertical angles as shown in Table 1 of the ITE Vehicle Traffic Control Signal Heads: LED Circular Signal Supplement. Ensure all modules are provided with a signed copy of the production and test and inspection as detailed in section 6.3 of the ITE Vehicle Traffic Control Signal Heads: LED Circular Signal Supplement.

Supply lenses for that are made of ultraviolet stabilized polycarbonate. Ensure that the external lens surface is smooth, with no raised features, to, minimize the collection of dirt, diesel smoke, and other particulate contaminates, and to facilitate periodic cleaning.

Ensure that Circular Signal Modules have prominent and permanent markings to designate the proper orientation of the signal module in the traffic signal housing. This marking should be an up arrow or the word “UP” or “TOP”.

Ensure Circular Signal Module meets the photometric requirements as indicated and described in the ITE VTCSH LED Circular Signal Supplement.

Supply Red and Yellow LEDs that utilize AlInGaP technology, either AS (Absorbing Substrate or TS (Transparent Substrate) and do not exhibit degradation of more than 30% of their initial light intensity following accelerated life testing (operating at 185 F (85 C) and 85% humidity, for 1000 hours). AlGaAs technology is not acceptable.

Supply Green LEDs that utilize gallium nitride technology.

#### 5. Vehicle Arrow Signal Modules

Supply LED Arrow Signal Modules that fit in standard incandescent vehicle traffic signal housings and meet the Performance specification of ITE Vehicle Traffic Control Signal- LED Vehicle Arrow Traffic Signal Supplement.

Ensure that Arrow Signal Modules provided are omni directional and marked as OD so that they may be rotated at any angle. Ensure the Arrow modules Photometrics support the luminous intensity as indicated in table 925-19.

Before delivery of any modules supply certification that module is to be in compliance with these specifications. In addition substantiating documentation must be supplied from an independent test laboratory to show the product has

passed design qualification testing in accordance with section 6.4 of the ITE Vehicle Traffic Control Signal Heads: LED Circular Signal Supplement. Ensure the report includes a Minimum Maintained Luminous Intensity chart for the module being provided that uses the same horizontal and vertical angles as shown in Table 1 of the ITE Vehicle Traffic Control Signal Heads: LED Vehicle Arrow Traffic Signal Supplement. Ensure all modules are provided with a signed copy of the production and test and inspection as detailed in section 6.3 of the ITE Vehicle Traffic Control Signal Heads: LED Vehicle Arrow Traffic Signal Supplement.

Supply lenses for that are made of ultraviolet stabilized polycarbonate. Ensure that the external lens surface is smooth, with no raised features, to, minimize the collection of dirt, diesel smoke, and other particulate contaminants, and to facilitate periodic cleaning. Supply Red and Yellow LEDs that utilize AllnGap technology, either AS (Absorbing Substrate or TS (Transparent Substrate) and do not exhibit degradation of more than 30% of their initial light intensity following accelerated life testing (operating at 185 F (85 C) and 85% humidity, for 1000 hours). AlGaAs technology is not acceptable.

Supply Green LEDs that utilize gallium nitride technology.

Supply LED Arrow Signal Modules that fit in standard incandescent vehicle traffic signal housings and meet the “ITE Vehicle Traffic Control Signal Heads Part 3: Light Emitting Diode (LED) Vehicle Traffic Signal Modules”. Use Table 925- 19 for all references to minimum maintained Intensity values. Ensure the LED arrow modules meet the required luminous intensity as shown in Table 925-19.

<b>Table 925 - 19 Minimum Maintained Luminous Intensity Values for Arrow LED Indications</b>									
<b>Angle</b>					<b>Angle</b>				
<b>Ver</b>	<b>Hor</b>	<b>12 inch (300 mm)</b>			<b>Ver</b>	<b>Hor</b>	<b>12 inch (300 mm)</b>		
<b>+</b>	<b>+ or -</b>	<b>Red</b>	<b>Yellow</b>	<b>Green</b>	<b>-</b>	<b>+ or -</b>	<b>Red</b>	<b>Yellow</b>	<b>Green</b>
<b>2.5</b>	<b>2.5</b>	56.8	141.6	73.9	<b>2.5</b>	<b>2.5</b>	56.8	141.6	73.9
	<b>7.5</b>	47	117.1	61.1		<b>7.5</b>	47	117.1	61.1
	<b>12.5</b>	32.1	80.1	41.8		<b>12.5</b>	32.1	80.1	41.8
	<b>17.5</b>	18.2	45.3	23.7		<b>17.5</b>	18.2	45.3	23.7
	<b>22.5</b>	8.5	21.2	11.1		<b>22.5</b>	8.5	21.2	11.1
	<b>27.5</b>	3.3	8.2	4.3		<b>27.5</b>	3.3	8.2	4.3
<b>7.5</b>	<b>2.5</b>	47	117.1	61.1	<b>7.5</b>	<b>2.5</b>	47	117.1	61.1
	<b>7.5</b>	38.9	97	50.6		<b>7.5</b>	38.9	97	50.6
	<b>12.5</b>	26.7	66.5	34.7		<b>12.5</b>	26.7	66.5	34.7
	<b>17.5</b>	15.1	37.7	19.7		<b>17.5</b>	15.1	37.7	19.7
	<b>22.5</b>	7.1	17.7	9.2		<b>22.5</b>	7.1	17.7	9.2
	<b>27.5</b>	2.8	6.9	3.6		<b>27.5</b>	2.8	6.9	3.6
<b>12.5</b>	<b>2.5</b>	32.1	80.1	41.8	<b>12.5</b>	<b>2.5</b>	32.1	80.1	41.8
	<b>7.5</b>	26.7	66.5	34.7		<b>7.5</b>	26.7	66.5	34.7
	<b>12.5</b>	18.3	45.7	23.9		<b>12.5</b>	18.3	45.7	23.9
	<b>17.5</b>	10.5	26.1	13.6		<b>17.5</b>	10.5	26.1	13.6
	<b>22.5</b>	5.0	12.4	6.4		<b>22.5</b>	5.0	12.4	6.4
	<b>27.5</b>	-	-	-		<b>27.5</b>	-	-	-
<b>17.5</b>	<b>2.5</b>	18.2	45.3	23.7	<b>17.5</b>	<b>2.5</b>	18.2	45.3	23.7
	<b>7.5</b>	15.1	37.7	19.7		<b>7.5</b>	15.1	37.7	19.7
	<b>12.5</b>	10.5	26.1	13.6		<b>12.5</b>	10.5	26.1	13.6
	<b>17.5</b>	6.0	15.0	7.8		<b>17.5</b>	6.0	15.0	7.8
	<b>22.5</b>	2.9	7.2	3.8		<b>22.5</b>	2.9	7.2	3.8
	<b>27.5</b>	-	-	-		<b>27.5</b>	-	-	-
<b>22.5</b>	<b>2.5</b>	8.5	21.2	11.1	<b>22.5</b>	<b>2.5</b>	8.5	21.2	11.1
	<b>7.5</b>	7.1	17.7	9.2		<b>7.5</b>	7.1	17.7	9.2
	<b>12.5</b>	5.0	12.4	6.4		<b>12.5</b>	5.0	12.4	6.4
	<b>17.5</b>	2.9	7.2	2.8		<b>17.5</b>	2.9	7.2	2.8
	<b>22.5</b>	-	-	-		<b>22.5</b>	-	-	-
	<b>27.5</b>	-	-	-		<b>27.5</b>	-	-	-
<b>27.5</b>	<b>2.5</b>	3.3	8.2	4.3	<b>27.5</b>	<b>2.5</b>	3.3	8.2	4.3
	<b>7.5</b>	2.8	6.9	3.6		<b>7.5</b>	2.8	6.9	3.6
	<b>12.5</b>	-	-	-		<b>12.5</b>	-	-	-
	<b>17.5</b>	-	-	-		<b>17.5</b>	-	-	-
	<b>22.5</b>	-	-	-		<b>22.5</b>	-	-	-
	<b>27.5</b>	-	-	-		<b>27.5</b>	-	-	-

#### 6. Pedestrian Signal Modules

Supply LED Pedestrian Traffic Signal Modules that fit in standard pedestrian one section signal head manufactured in accordance with the ITE Pedestrian Traffic Control Signal Indications (PTCSI) housings and meet the ITE Pedestrian Traffic Signal Modules specification.

Ensure that the Pedestrian Indications for the “Hand” and “Man” are filled in so as to provide a solid indication. Do not supply Pedestrian Indications for the Hand and Man that are “outlines”.

Ensure that Pedestrian Signal Modules have prominent and permanent markings to designate the proper orientation of the signal module in the pedestrian signal housing. This marking should be an up arrow or the word “UP” or “TOP”.

Ensure Pedestrian Signal Module meets the photometric requirements as indicated and described in the ITE PTCSI LED Pedestrian Traffic Signal Module Specification.

Supply Portland Orange LEDs that utilize AlInGaP technology, either AS (Absorbing Substrate or TS (Transparent Substrate) and do not exhibit degradation of more than 30% of their initial light intensity following accelerated life testing (operating at 185 F (85 C) and 85% humidity, for 1000 hours). AlGaAs technology is not acceptable.

Supply White LEDs that utilize InGaN technology.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Ensure that LED traffic signal modules and LED Pedestrian modules are performance warranted to be in compliance with the minimum intensity values as shown in Table 925-19. Provide independent laboratory test results indicating that LED indications satisfy the minimum intensity Standards for LED traffic signal modules, measured at 120 V AC and 165 °F (74 °C), for a period of five (5) years.

Ensure that the manufacturer's name, part number, date code, and electrical characteristics of the LED signal module is visible on the assembly, and that each LED signal module is identified for warranty purposes.

## **925.2.16 LED Pedestrian and Countdown Signal Module**

### **A. Requirements**

This specification covers LED traffic signal module designed as a retrofit replacement for the message bearing surface of nominal 16" x 18" traffic signal housing built to the PTSCI Standard. The message bearing surface of the module consists of an overlapping "Hand" and "Man" Symbols with a numerical display of numbers from 00 to 99.

#### **1. General Requirements**

Ensure that the unit supplied meets the applicable portions of section 925.15 of this specification.

Ensure that the message numbers "00" to "99" are a minimum of 9 inches in height and consist of two rows of LEDs.

Ensure the module fits in the Pedestrian Signal Housing without modification to the housing and requires no special tools for installation.

Supply LED signal modules that are watertight when mounted in the traffic signal housing.

Supply life data from the LED Signal Module manufacturer to calculate the expected useful life

Supply modules with permanent markings for date of manufacture and date of installation.

#### **2. Optical**

Provide test data from an independent laboratory to verify that the performance of the product meets current ITE requirements.

Ensure that the individual LEDs are wired such that a catastrophic failure of one LED will result in the loss of not more than 5% of the signal module light output.

The failure of a single LED in a string causes loss of light from only that LED, not the entire string or indication.

Provide control circuitry that prevents the current flow through the LEDs in the "off" state to avoid any false indications as may be perceived by the human eye during daytime and nighttime hours.

Ensure that the LED signal module is operationally compatible with existing or new supplied conflict monitors (NEMA TS-1, NEMA TS-2, Model 210, Model 2010, ITS Cabinet CMU and AMU).

Ensure that the LED Signal Module is operationally compatible with existing or new supplied load switches.

Ensure that the intensity of the LED signal module does not vary by more than 10% over the allowable voltage range as specified in the electrical section below.

Ensure that the LED signal modules maintain not less than 90% of the required intensity, as defined by the ITE intensity Standards for LED traffic signal modules.



Ensure that each module provides an average luminous of at least 3750 candela per square meter of lighting surface for the “Hand” and 5300 candela per square meter for the Man symbol.

Ensure this over the temperature range of –40 °F to 165 °F (–40 °C to + 74 °C) at 120 V AC, when new and after four (4) years of field installation.

Provide an exterior lens which is uniform and frosted to reduce sun phantom effect.

### 3. Electrical

Supply LED signal modules that operate over the temperature range of –40 °F to 165 °F (–40 °C to 74 °C).

Ensure that the power factor is 90% or greater, at nominal rated voltage, at 77 °F (25 °C), after 60 minutes of operation.

Ensure that the total harmonic distortion (THD) is less than 20% at rated voltage, at 77 °F (25 °C) and that all LED traffic signal modules are in compliance with FCC noise regulations.

Ensure that the LED signal modules operate on line voltage, 120 V AC nominal, and are able to operate over the voltage range of 80 V AC to 135 V AC.

Provide transient voltage suppression rated at 1,500 W for 1 millisecond and fusing with a maximum rating of 2 A to minimize the effect and repair cost of an extreme over voltage situation or other failure mode.

Ensure the modules allow a reduction of the intensity of the light output in response to an input from the traffic signal controller. Ensure the minimum light output when dimmed is not less than 30% of the minimum maintained luminous intensity as defined in the applicable ITE Signal Head Module.

### 4. Operation

Supply LED Modules which start counting when the flashing “Don Walk” Indication starts and will countdown to “0” when the steady “Don’t Walk” signal turns on. Ensure that the unit maintains a consistent countdown during a short power failure (i.e. Traffic Controller does not restart). Ensure that if Traffic Controller restarts that the countdown timer display is turned off until one full pedestrian clearance Cycle is timed. Ensure that the unit will turn off the counter if the steady Don’t Walk Display starts while the countdown timer is displaying a number other than 00.

## B. Fabrication

General Provisions 101 through 150.

## C. Acceptance

General Provisions 101 through 150.

## D. Materials Warranty

Ensure that LED traffic signal modules and LED Pedestrian modules are performance warranted to be in compliance with the latest ITE and CALTRANS minimum intensity Standards for LED traffic signal modules, measured at 120 V AC and 165 °F (74 °C), for a period of five (5) years.

Ensure that the manufacturer’s name, part number, date code, and electrical characteristics of the LED signal module is visible on the assembly, and that each LED signal module is identified for warranty purposes.

### 925.2.17 Blank-Out Signs

#### A. Requirements

Ensure that each sign provides a clearly visible and definable legend for 500 feet with ample safety factors.

Provide hardware to mount the sign on standard 1.5 inch (38 mm) pipe brackets or to mount directly to signal mast arms or span wire or as outlined in the Plans.

Ensure LED blankout signs conform to the requirements of section 925.15 for LED modules and optical requirements

Supply blank-out signs face 30 inches x 36 inches (750 mm x 900 mm) that are capable of displaying one message at a time in one direction.

#### 1. Case

Use a case formed from aluminum extrusion F1-6-E and a special aluminum door frame angle.

For Alloy 6063-T5, ensure that the wall is at least 0.075 inches thick and the corners and joints are at least 0.080 inches (2 mm) thick.

Use filler arc for all welding. Ensure all hinges and fastening hardware, nuts, bolts, fasteners on the housing and internal components are stainless steel

Use a BR-type take-apart door hinge and draw bolt. Furnish one P-15 1.5 inch (38 mm) hub on the top surface.

Prime the entire case with zinc chromate, bake the inside with two coats of non-yellowing white, and paint the outside with two coats of highway yellow.

### 2. Electrical

Ensure that all blankout signs are LED and conform to current ITE Standards. Supply all signs with the necessary mounting hardware to provide for mounting as shown on the Plans. Provide mounting for one way or two way configurations.

Obtain approval for messages and letter dimensions from the Engineer.

### 3. Sun Phantom Screen

Attach to each sign a heavy-duty aluminum louver-type sun phantom screen covering the entire sign face. Slant the louvers down enough to eliminate the sun glare without obstructing the view of the sign face.

### 4. Painting

Paint the signal surfaces, inside and out, with two coats of oven-baked enamel in addition to the primer coat. Paint the non-illuminated portions of the signal face black. Paint the housings, brackets, fittings, and etc. highway yellow.

### 5. Lens

Use a fabricated, three-section Plexiglas lens clear face, with or without legend, which can accept a silk-screened legend on the first surface. Provide a thickness of at least 0.31 inches (8 mm).

### 6. Legend

Acceptable legends are as follows:

Text:

- NO LEFT TURN
- NO RIGHT TURN
- SIGNAL AHEAD
- NO TURNS

Symbols:

- NO LEFT TURN SYMBOL
- NO RIGHT TURN SYMBOL

## B. Fabrication

General Provisions 101 through 150.

## C. Acceptance

General Provisions 101 through 150.

## D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## 925.2.18 Lane-Use Control Signal

### A. Requirements

Ensure that all signals are LED and conform to current ITE Standards. Supply all signals with the necessary mounting hardware to provide for mounting as shown on the Plans. Provide mounting for one way or two way configurations.

#### 1. General Requirements

##### a. Weight

Ensure that one-way units weigh not more than 50 pounds (23 kg) and two-way units weigh not more than 60 pounds (27 kg), regardless of messages.

##### b. Color

Ensure that the color of lane-use control signal indications is clearly visible for 0.25 mile (0.38 km) at all times under normal atmospheric conditions. Provide lane-use control signals with a visibility angle of a minimum of 60 degrees.

c. Housing

Ensure that the housing of each signal is polycarbonate or a one-piece corrosion resistant aluminum alloy die casting or equal and meets current related ASTM Specifications.

Ensure that all configurations are balanced to provide a plumb hanging unit. Ensure that all components are readily and easily accessible from the open door.

d. Housing door

Ensure that the housing door is one-piece corrosion resistant aluminum or polycarbonate and meets current related ASTM Specifications.

Provide two substantial door hinges with stainless steel hinge pins. Ensure hinges are on the left side of each section with a latch boss on the right side.

Provide stainless steel dual eye bolt latches or similar approved devices to securely close and latch the housing door. Equip the housing or door with a continuous molded neoprene gasket to make the interior of the unit dustproof and waterproof.

e. Wiring

Provide each signal housing with a complete terminal board. Ensure that one side of terminal strip accommodates socket leads and the other side accommodates field wires. Ensure that the terminal board provides totally separate wiring of each symbol.

Ensure each lamp is separately wired to a terminal block located in each housing. Provide each lamp holder socket with color-coded leads.

For combination symbols, color-code socket leads separately to distinguish between red "X", yellow "X" or downward arrow symbols. Provide leads that are No. 14 AWG type THW, 600 V AC, and fixture wire with 194 °F (90 °C) thermoplastic insulation.

f. Visors

Provide visors not less than 12 inches (300 mm) long for multiple unit and 7 inches (175 mm) long for single unit signals for each signal face.

Ensure that the visors are constructed of sheet aluminum or polycarbonate and encompass the top and sides of each section.

g. Painting

Paint all signal surfaces, inside and out, with two coats of oven baked enamel in addition to the primer coat. Paint the insides of the visors flat black.

The non-illuminated portions of the signal face black or dark gray and all housings, brackets and fittings highway yellow.

h. Hardware and fittings:

Supply all necessary fittings, pipe brackets, hangers, hubs, etc. for the type of mounting specified. Ensure all fittings are aluminum or galvanized coated to prevent rust and corrosion.

i. Sun -phantom screen

Provide each signal face with a screen, which substantially counteracts sun phantom effect.

2. Signal Display

Ensure that the symbols, which are on an opaque black or dark gray background, meet ITE requirements and are blacked out when not illuminated.

3. LED Optical System

a. Ensure that the LEDs supplied for the lane use control signal meet the Specifications for a type module as required in section 925.2.14. Ensure that each separate color indication in a sign face is illuminated by independent LEDs

b. Ensure that the green arrow indication does not utilize the same termination points as any "X" indication.

c. Ensure that total power required for any single indication does not exceed 250 W.

d. Ensure that all modules are contained behind a water tight signal face or lens assembly.

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- e. Ensure that the entire optical system is weatherproof and is not vulnerable to extremes in temperature or moisture.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.19 Pedestrian Push Button Station**

### **A. Requirements**

Ensure that Pedestrian push buttons are of tamperproof construction and consist of a direct push type button and single momentary contact switch in cast aluminum housing. The pushbutton cover shall also be of cast aluminum. The housing and cover shall be free of voids, pits, dents, molding sand excessive foundry grinding marks. Exterior surface shall be smooth and cosmetically acceptable, free of molding fins, cracks and other exterior blemishes.

Provide housing and cover with an alodine conversion coating so as to provide a proper base for paint adhesion. Finish the housing with baked enamel and paint the push button housing and Pedestrian heads highway yellow (unless otherwise specified by the Engineer).

The assembly shall be capable of being mounted to a flat or curved surface. Ensure the assembly includes the appropriate sign as shown in the Plan Details.

Ensure that any screws or bolts are stainless steel and vandal proof. Provide the unit with a 0.5 inch (13 mm) threaded opening with plug.

Ensure that the assembly is weatherproof and so constructed that when properly installed, it will be impossible to receive an electrical shock under any weather condition.

Ensure that Pedestrian Pushbuttons are integrated with a sign as shown in the standard details. Provide the sign size as indicated on the Plans. GDOT will allow an adapter of cast aluminum. GDOT will allow one of three options:

1. The use of a 9 inch (229 mm) by 15 inch (381 mm) cast aluminum plate adapter to upgrade existing push button station, 9 inch (229 mm) by 12 inch (305 mm).
2. Push button station assembly 9 inch (229 mm) by 15 inch (381 mm) sign w/round pushbutton adapter.
3. The use of a 9 inch (229 mm) by 15 inch (381 mm) cast aluminum plate adapter to upgrade existing push button station, 5 inch (127 mm) by 7 inch (178 mm).

Ensure that the Pedestrian Push Button sign adapter plate is, die-cast aluminum and separate, such that it is interchangeable.

Ensure that the Pedestrian Push Button sign adapter assembly be, die-cast aluminum and attached, prior to shipping.

The plate shall be finished with highway yellow baked enamel paint (unless otherwise specified by the Engineer).

Ensure the button assembly is configured to be a mechanical switch with ball and 2 inch mushroom plunger.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01D](#) for Materials Warranties.

### 925.2.20 Signal Head Back Plate

#### A. Requirements

Ensure that each back plate is designed to properly shield a traffic signal head from background distractions for better visibility.

Design the back plates to extend beyond the signal head to a minimum of 6 inches (150 mm) on all sides and have all corners rounded with minimum 2 inch (50 mm) radii.

Construct the back plates from; UV stabilized polycarbonate or, ABS plastic material with a finished color of flat black. Ensure that polycarbonate back plates are at least 0.15 inches (4 mm) thick; ABS back plates are at least 0.05 inches (1 mm) thick and metal back plates are at least 0.05 inches (1 mm) thick.

Design the back plates with predrilled holes to provide for simple attachment to the specified brand, size and configuration of traffic signal head with all mounting hardware included.

Ensure that the back plates do not interfere with the signal mounting hardware. Ensure that the back plates include louvers.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

General Provisions 101 through 150.

#### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.21 Signal Head Visors

#### A. Requirements

Typically, visors are one piece tunnel type and removable unless specified otherwise in the signal Plans.

Ensure that visors are polycarbonate and at least 9 inches (225 mm) deep for 12 inch (300 mm) heads. Special angle visors are full circle with the long side at least 18 inches (450 mm) deep. Ensure that visors provide a positive method of attaching to the door of the signal head that do not allow rotation. An acceptable method is to provide tabs that use stainless steel screws.

Unless otherwise specified by the Engineer, provide black signal head visors.

If special tools are required for louver adjustment one shall be provided per project.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

General Provisions 101 through 150.

#### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.22 Signal Head Louvers

#### A. Requirements

Ensure that louvers (with the vanes oriented vertically) are directional with a 7-degree cutoff right of center. Rotating the louver 180 degrees will produce a 7-degree cutoff left of center.

Provide twelve-inch (300 mm) louvers with 5 vanes. Finish all louvered surfaces in flat black. Ensure that programmable louvers are directional with a 7-degree cutoff and that all louver surfaces have a flat black finish.

Ensure that the units can be installed and programmed in accordance with the manufacturer's instruction on visors that are recommended by the manufacturer.

Have the programmable louver display approved by the Engineer prior to placing the signal in stop and go operation.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.23 Hardware For Mast Arm Mounting**

### **A. Requirements**

1. Ensure that signal heads are rigidly mounted to the mast arm. Provide mounting hardware that is in accordance with the following:  
Adjustability  
Ensure the mounting bracket is completely adjustable such that it allows; rotational adjustment about the bracket axis; vertical adjustment; rotational adjustment about the Mast Arm; and rotational adjustment from the vertical plane.
2. Attachment  
Ensure the bracket is provided with air-craft grade galvanized steel cables with stainless steel fastening hardware and make a minimum of two wraps around to fasten the bracket to the arm. Ensure the bracket is easily adjustable to fit all sizes of round, elliptical or other shaped structure without special tools or equipment.
3. Signal/Sign Accommodations  
Ensure the bracket attaches to the signal or sign to assure maximum rigidity. When clamping the signal top and bottom, ensure a standard bracket accommodates all major signal manufacturers signal for 3, 4 and 5 section signal head configurations.
4. Wiring  
All electrical wiring shall be completely concealed with the bracket. The vertical support shall be a gusseted “C” shaped extruded aluminum tube to accommodate the signal cable regardless of vertical positioning of the tube.
5. Materials  
The upper and lower arms shall be cast 319 aluminum or equivalent. The lower arm shall be internally threaded to accommodate the threaded vertical support tube. Ensure the lower arm is furnished with plastic covers which slide and snap into place. Both arms shall have 72 tooth serrations cast into the arm to assure a positive lock with signal housing and shall be secured about their rotational axis with setscrews. Ensure the arms have a tri-bolt arrangement for attachment to the signal housing.  
Ensure the vertical support is gusseted tube extruded from 6063-T6 aluminum. Ensure the tube includes a vinyl closure strip.  
Ensure the mast arm clamp assembly is cast from 713 aluminum alloy or equivalent. Provide an assembly that allows for 360 degrees of rotation with no internal bracing obstructing the center opening. Provide two air-craft grade galvanized steel cables that have minimum tensile strength of 100,000 PSI.  
Ensure that each bracket is complete with all necessary bolt, washers, gaskets and miscellaneous items to allow assembly of the signal to the bracket and the bracket to the mast arm. Ensure all aluminum parts have an Aldine finish. All non stainless steel parts shall have a yellow zinc di-chromate or galvanize finish.

This item will be approved upon submittal of catalog cuts. Refer to Standard Detail Drawings for additional information.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01D](#) for Materials Warranties.

### 925.2.24 Hardware For Signal Head Pole Mounting

#### A. Requirements

Ensure this item consists of hardware adequate for the specific mounting. As a minimum provide the following hardware. 1 ½ inch pipe nipples of die cast aluminum that are a minimum of 12 inches and threaded with 1 ½ inch NPS threads on either end. On the upper and lower arm there shall be a serrated 72 tooth boss with set screw. The upper arm shall have a neoprene gasket to provide weather tight fit. Hub plates for pole mounting shall be provided and they shall be appropriate for the particular mounting (round or flat). Hardware shall die cast aluminum alloy 380 or extruded. All die cast parts shall be cleaned in an alkaline cleaning compound Extruded parts shall have an alodine conversion coating to provide proper base for paint adhesion. The assembly is to be painted federal yellow and baked in an oven. Ensure the assembly is provided with all required hardware. All other hardware shall be stainless steel.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

Ensure that this item consists of hardware as shown in the standard details.

This item will be approved upon submittal of catalog cuts.

#### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.25 Balance Adjuster

#### A. Requirements

Ensure this item consists of hardware that is cast from 316 Stainless Steel or 65-45-12 Ductile Iron or equivalent. Ensure castings are free of voids, pits, dents, molding sand and excessive grinding marks. Exterior surface shall be cosmetically acceptable and free of molding fins, cracks and other exterior blemishes. All hardware shall be supplied and be stainless steel or galvanized.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

Ensure this item consists of hardware as shown in the Standard Details. This item will be approved upon submittal of catalog cuts.

#### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.26 Hardware For Mounting 12 Inch (300 mm) Pedestrian Head

#### A. Requirements

Ensure this item meets the same criteria as 925.2.24.A and is in accordance with the Standard Details.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

Ensure this item consists of hardware as shown in the Standard Details. This item will be approved upon submittal of catalog cuts.

#### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

**925.2.27 Pedestal Pole**

**A. Requirements**

The Pedestal poles support vehicle signal heads, pedestrian signal heads, IVDS and push button. Furnish Pedestal poles according to type and overall length.

Pedestal pole for vehicle display for one lane ramp metering operation shall be constructed to support one 12” signal head and one 8” signal head assembly as shown in the Plans.

Pedestal pole for ramp meter advance warning sign and flashing beacon shall be constructed to meet the sign manufacturer’s structural requirements. Pedestal pole mounting adapter shall rigidly attach to the sign case’s structural bracing. Cable entrance to the sign case shall be through the inside of the pole.

Ensure that all poles are made of one continuous piece of bare finish spun aluminum from top to base connection for the entire height of the pole.

The shaft, of appropriate shape, may or may not be uniformly tapered from butt to tip. A pole used to support only a traffic signal may be tapered.

Fabricate pole caps, when required, of cast material, and secure in place with set-screws.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

General Provisions 101 through 150.

**D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

**925.2.28 Pedestal Pole Base**

**A. Requirements**

Ensure that all design radii are smooth and intact. Ensure that the exterior surface finish is smooth and cosmetically acceptable by being free of molding fins, cracks and other exterior blemishes.

Fabricate from new aluminum ingot. Do not use scrap materials.

Minimum requirements are as follows:

- |                               |          |                                 |            |
|-------------------------------|----------|---------------------------------|------------|
| • ALUMINUM ALLOY NO.          | 319      | ELONGATION [% IN 2 IN. (50 mm)] | 2.5        |
| • TENSILE STRENGTH, KSI (MPa) | 34 (234) | BRINELL HARDNESS                | 85         |
| • YEILD STRENGTH, KSI (MPa)   | 19 (131) | SHEAR STRENGTH, KSI (MPa)       | 232 (1600) |
1. Ensure this item consists of square cast aluminum with bare finish, and has a minimum weight of 21 pounds (9.5 kg). Thread the upper end to receive a 4 inch (100 mm) National Pipe Thread (NPT) pipe shaft.
  2. Design the base so that it may be fastened to a foundation with four (4) 0.75 inch (19 mm) anchor bolts located 90 degrees apart on the bottom of the base. Provide slots in the bottom of the base 1.5 inch (38 mm) wide and 2.5 inches (63 mm) long measured along the circumference of the bolt circle, allowing a proper fit even if the bolts are placed slightly off center.
  3. Design the base to accommodate bolt circles of a minimum of 12 inches (300 mm) through a maximum of 14.5 inches (363 mm) and anchor bolts with a minimum of 0.63 inches (16 mm) through 1 inch (25 mm) diameter.
  4. Design the base with a removable plastic door. Ensure that the door opening is free of burrs and sharp edges and is no less than 8.5 inches (213 mm) square. Attach the door to the base using one socket button head screw to prevent unauthorized entry.
  5. Ensure that the base meets or exceeds current AASHTO breakaway requirements. Provide test reports from an FHWA approved independent laboratory certifying that the base has been tested and meets all applicable requirements. In addition, supply a statement of certification from the FHWA stating such tests have been accepted and approved.
  6. In order to prove structural soundness, provide a certification from a recognized independent structural laboratory certifying that the base will withstand a bending moment of 10,750 ft-lbs (14 575 N-m).



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7. Ensure that the door is injection molded from ABS plastic to deter vandalism and theft, and has the following properties:

<u>TEST</u>	<u>ASTM METHOD</u>	<u>VALUE</u>
Tensile @ Yield [0.13 inches (3 mm)]	D638	6600 psi (45 500 kPa)
Flexural @ Yield	D790	11,000 psi (75 850 kPa)
Rockwell Hardness	D785	101 (R Scale)
Notched Izod	D256	5 ft-lb./in. (0.03 N-m/mm)

8. Ensure that the door exhibits the following properties:

- Has an edge thickness of 0.25 inches (6 mm) and a minimum thickness of 0.156 inches (4 mm)
- Contains flame-retardant material, meeting or exceeding underwriters laboratories UL 94 test H.B
- Gray aluminum tone in color, unless otherwise specified
- Contains ultra-violet inhibitors and stabilizers for protection against UV degradation
- Is injection molded with a smooth front finish
- Has flat and straight surfaces without blisters, buckling or warping; have reinforcing ribs
- Contains two (2) injection molded lugs on the bottom of the door with slots of the proper width and depth to fit the base door opening.

9. Supply the base with a set of four (4) anchor bolts, 0.75 inch (19 mm) diameter by 18 inches (450 mm) in length, material per ASTM A 572A 572M, Galvanized per ASTM A 153/A 153M. Supply (1) hex nut and (1) flat washer with each bolt.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

General Provisions 101 through 150.

**925.2.29 Pedestal Pole Foundation Anchor Assembly**

**A. Requirements**

Provide Foundation Anchor assembly that is 4 inches (100 mm) in diameter by 56 inches (1400 mm) with a single helical blade and a square fixed baseplate with combination underside holt-head retainer and dirt scrappers allowing flush- mount with the ground.

Provide Baseplate that is steel and conforms to ASTM A-36 material. Provide pipe with helical blade that is manufactured from ASTM A-53ERW Grade B Steel. Ensure 4 inch pipe has 2 inch (50 mm) by 3 inch (75mm) entrance hole 18 inches below the steel plate. Ensure the anchor assembly is hot dipped galvanized finish after fabrication and complies with ASTM A-123.

Ensure base plate has four slotted mounting holes to fit bolt circles from 7 ¾ inch (195mm) to 14 ¾ inch (375 mm). Provide 4 slotted mounting hole with a ¾ inch keyhole slot to permit bolt installation and replacement from the top surface without digging under the baseplate.

Ensure assembly is furnished with;

- Quantity of four ¾ inch(20 mm) -10NC x 3 inch(75 mm) square head galvanized ASTM 325 anchor bolts;
- Quantity of four ¾ inch(20 mm) plain flat galvanized washers;
- Quantity of four 3/16 inch(5 mm) thick galvanized plate washers;
- and Quantity of four ¾ inch (20 mm) galvanized hex nuts.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

General Provisions 101 through 150.

**D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

**925.2.30 Timber Poles**

**A. Requirements**

Ensure that all timber poles meet the requirements of [Section 861](#). Poles must be inspected and tested by the GDOT Office of Materials and Research and hammer stamped by the inspector.

Ensure that all poles have a brand or stamp 10 feet (3 m) from the butt that notes the type wood, date of manufacture, manufacturer, class and length.

Ensure that all timber poles that have guy attachments or support span wire or arms that suspend signal heads over the roadway or sidewalk are Class II.

Poles that support loop lead-in, messenger or communications cable that does not have guy attachments may be Class IV size.

Ensure that all poles meet the requirements in the table below unless otherwise noted on the traffic signal Plans or list of materials.

Class	Nominal Length, ft (m)	Minimum Circumference
		At 6 feet (2.4 m) from butt, in. (mm)
II	30 (9)	34.0 (850)
II	35 (10.5)	36.5 (913)
II	40 (12)	38.5 (963)
II	45 (13.5)	40.5 (1013)
II	50 (15)	42.0 (1050)
IV	30 (9)	29.5 (738)
IV	35 (10.5)	31.5 (788)
IV	40 (12)	33.5 (838)

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

General Provisions 101 through 150.

**D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

**925.2.31 Steel Strain Poles****A. Requirements**

Ensure that steel strain poles conform to [Section 639](#) and include hardware for span wire attachments, anchor base, and anchor bolts for the purpose of supporting span wire suspended signs and/or signals.

For signal supports, ensure that the opening at the top and bottom of the pole is large enough to allow all wiring into and out of pole. Do not strap conduit to strain pole because of insufficient opening allowances.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

General Provisions 101 through 150.

**D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

**925.2.32 Pre-Stressed Concrete Strain Pole****A. Requirements**

Ensure that Pre-stressed concrete strain poles for overhead signs and signal supports conform to [Section 500](#).

For signal supports, ensure that the opening at the top and bottom of the pole is large enough to allow all wiring into and out of pole. Do not strap conduit to strain pole because of insufficient opening allowances.

**B. Fabrication**

General Provisions 101 through 150.

**C. Acceptance**

General Provisions 101 through 150.

**D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

**925.2.33 Traffic Signal Pull Box****A. Requirements**

Ensure that traffic signal pull boxes a matched assembly of a box and cover from the same manufacturer.

For all pull boxes except Types 4 and 5, use pull boxes manufactured in a single unit for the full depth required in the size in an open bottom configuration. Do not use stacked pull boxes.

For pull boxes Types 4 and 5, use stacked pull boxes as shown in the Plans, where the top unit is open bottom and the bottom unit is closed bottom manufacture. In the bottom unit provide a drain hole.

Provide pull boxes that are constructed of fiberglass-reinforced composite polymer concrete product or steel wire reinforced portland cement concrete product with a concrete gray or tan color.

Ensure that pull boxes meet all requirements of ANSI 77 2002 Tier 15. Provide compliance test documentation.

Provide a ¼-inch galvanized wire mesh between the gravel base and the open bottom box or closed bottom box drain hole for all pull box types.

Use Type 1 pull boxes [12 inches x 12 inches (300 mm x 300 mm)] for loop lead-ins. When loop lead-ins and splices and other cables are required, use Type 2 pull boxes [11 inches x 18 inches (275 mm x 450 mm)] or Type 3 pull boxes [17 inches x 30 inches (425 mm x 750 mm)]. Use Type 4, 4S, 5, 5S, 6 and 7 pull boxes for fiber optic cable. Furnish one-piece covers for all pull boxes except Types 5, 5S, and 7. Furnish two-piece covers for Types 5, 5S, and 7.

Furnish covers with a skid-resistant surface with a minimum coefficient of friction of 0.5 when tested in accordance with ASTM C1028.

Furnish covers with stainless steel hold-down bolts, minimum size 3/8-16.

Furnish covers with the logo “TRAFFIC SIGNAL” for pull box Types 1, 2 and 3, and with other pull box types when installed for traffic signal cabling at a traffic signal.

Unless otherwise shown in the Plans or installed for traffic signal cabling at a traffic signal, furnish covers with the logo “GDOT COMMUNICATIONS” for pull box Types 4, 4S, 5, 5S, 6 and 7.

Furnish pull box Types 4, 5, 6 and 7 with factory-installed cable racks and rack hooks.

Cable racks and rack hooks shall be hot-dipped galvanized steel.

Each cable rack rail shall be minimum 24 inches (600 mm) in length with rack hook mounting holes on the entire length. Install two racks on each of the pull box long side walls. For Type 4 and 5 pull boxes only, each cable rack rail may be comprised of two minimum 12 inch (300 mm) units installed on the stacked box side walls.

Mount cable racks to the side walls using minimum 3/8-16 stainless steel hardware.

Furnish a minimum of four rack hooks, minimum 6 inch length (150 mm), per pull box. Furnish an additional four rack hooks for each through cable stored in the pull box. Furnish an additional two rack hooks for each splice closure stored in the pull box.

Furnish Types 6 and 7 pull boxes with factory-installed non-metallic conduit terminators for Sch. 40 and SDR11 2-inch (53 mm) of the quantity and location as shown in the Plans, or for a different conduit size if shown in the Plans.

Terminator bodies shall be manufactured from high-impact polystyrene or approved equivalent.

When joining conduits of dissimilar materials, furnish an airtight and watertight conduit adhesive intended for direct-contact underground use.

Refer to the Standard Detail Drawings and the Traffic Signal Design Manual for further information.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.34 Prefabricated Controller Cabinet Base**

### **A. Requirements**

Provide controller cabinet bases that are precast polymer concrete and grey in color. Ensure the prefabricated controller cabinet base has the correct bolt pattern for the cabinet(s) to be installed. Provide prefabricated controller cabinet bases with UNC inserts as shown on plans. UNC inserts shall be stainless steel and be designed for a minimum of 15 foot-pounds of torque.

Ensure that prefabricated controller cabinet bases are designed to withstand wind loading of 125 mph (200 km/h) with the cabinets as shown in the Plans mounted. Ensure that prefabricated controller cabinet bases are designed for a minimum static vertical load of 5,000 pounds over a 10 inch (254 mm) by 10 inch (254 mm) by 1 inch (25 mm) thick distribution plate and withstand a tested load of 7,500 pounds. Ensure that prefabricated controller cabinet bases are designed for a minimum lateral load of 1800 pounds over an 18 inch (457 mm) by 24 inch (610 mm) by 1 inch (25 mm) steel plate applied to the longest side and shall withstand a tested load of 2700 pounds. The prefabricated controller cabinet base shall withstand a 50 foot-pound impact administered with a 12-pound weight having a “C” tup without puncture or splitting, in accordance with ASTM D2444. The prefabricated controller cabinet base shall meet the

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requirement of ASTM D543 Section 7, Procedure 1. Provide a copy of all test reports from a certified lab along with the materials certification package.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.35 Loop Lead-In Cable**

### **A. Requirements**

Ensure that loop detector lead-in cable is No. 18 AWG, 3-pair shielded cable that meets IMSA specification #50-2.

Ensure that identification markings are stamped on the jacket.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.36 Loop Detector Wire**

### **A. Requirements**

Ensure that loop detector wire, meets IMSA specification 51- -3 and is 14 AWG..

Ensure that identification markings are stamped on the cable jacket.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.37 Aerial (Lashed) & Duct Signal Cable**

### **A. Requirements**

Ensure that aerial (lashed) or duct (conduit) No. 14 AWG, stranded, 7-conductor, with black polyethylene (PE) jacket and 600 V AC rating meets IMSA specification #20-1. Use conductors that are straight, not twisted pairs.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### **925.2.38 Self-Supporting Twisted Pair Aerial Signal Communications Cable**

#### **A. Requirements**

Ensure that self-supporting, figure eight, aerial signal communications cable, No. 19 AWG, stranded 6-pair conductors is rated at 600 V AC and meet IMSA specification #20-4-1984.

Use conductors that are twisted pairs with copper tape shield under a black PE jacket. Ensure that messenger strand is 0.25 inch (6 mm), 7-strand and conforms to ASTM A 475 Siemens-Martin grade or better with a Class A coating.

#### **B. Fabrication**

General Provisions 101 through 150.

#### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### **925.2.39 Underground Feeder Cable, Type UF**

#### **A. Requirements**

Ensure that underground feeder cable, Type UF w/ground has two (2) conductors with pvc/nylon jacket and a minimum 600 V AC rating per UL #493. Two-conductor, No. 6 AWG wire may be used.

#### **B. Fabrication**

General Provisions 101 through 150.

#### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### **925.2.40 Messenger & Guy Strand (Span Wire)**

#### **A. Requirements**

Ensure that all messenger and guy strand (span wire) conforms to ASTM A 475 Extra High Strength grade or better with a Class A coating, 7-wire span wire.

Ensure ¼-inch (6 mm) Messenger & guy strand shall be used to support interconnect cable or as tether spans.

Messenger & guy strand 0.31 inch (7 mm) shall be used only where it is essential to match an existing 0.31 inch (7 mm) span wire that will not be replaced as part of a new installation.

Ensure all span wire for signal heads, blank out sign, optically programmed heads, lane control signs, standard, aerial or sidewalk guys uses a minimum Messenger & guy strand 0.38 inch (9 mm) as a minimum size.

#### **B. Fabrication**

General Provisions 101 through 150.

#### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.41 Power Disconnect Box

#### A. Requirements

Ensure that all power disconnect boxes are NEMA 3R 240 V AC, 60 Amp Phase 1 (metal non-fused 2 pole). Ensure the disconnect box is supplied with a padlock keyed as per directions of District Signal Engineer. Provide power disconnect box that is not fused and does not have a circuit breaker. Supply with a service grounding kit.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

General Provisions 101 through 150.

#### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.42 Cable Ties

#### A. Requirements

Ensure that all cable ties are nylon, ultraviolet resistant black and consist of the following as a minimum:

Nominal Length	8 inches (200 mm)
Width	0.30 inches (7 mm)
Tensile Strength	120 pounds (55 kg)

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

General Provisions 101 through 150.

#### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.43 Lashing Rod

#### A. Requirements

Ensure that all lashing rods are sized in accordance with messenger and cable(s) diameters to be supported. Provide lashing rods that are of the same material as the messenger or guy strand.

#### B. Fabrication

General Provisions 101 through 150.

#### C. Acceptance

General Provisions 101 through 150.

#### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### 925.2.44 Stainless Steel Lashing Wire

#### A. Requirements

Provide lashing wire that is type 316 stainless steel with 0.045 inch (1 mm) diameter.

#### B. Fabrication

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### **925.2.45 Guy Guards**

#### **A. Requirements**

Ensure that all guy guards are high impact resistant PVC with ultraviolet stabilizers added for retention of color. Ensure that insulators attach to the guy so that they cannot easily be removed. Use guy insulators which are yellow unless otherwise directed.

#### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### **925.2.46 Guy Strain Insulators**

#### **A. Requirements**

Ensure guy strain insulators are protected from the environment including the effects of voltage, ultraviolet rays, and acid rain by a fully bonded, electrically tack-free, and impenetrable silicone rubber sheath. Each insulator shall be UL proof tested, and permanently marked to show date of test.

#### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

### **925.2.47 Universal Closure Kit**

#### **A. Requirements**

Supply a Universal Signal Closure Kit to seal the signal head at either the top or bottom. Ensure that the kit will fit any manufacturer's signal head (top or bottom) without the use of special tools or modification.

1. Ensure that the gasket is 60-70 durometer neoprene.
2. Ensure that Closure Cap is injection molded ABS plastic. The plastic is to be loaded with UV stabilizers.
3. Ensure that Adapter Bar is made so that it will secure the closure cap and compensate for varying thickness of signal heads.
4. Provide two # 10 (9mm) screws to fit any manufacturer's signal head. Ensure that one screw is 0.75 inches (19 mm) in length and the second screw is 1 inch (25 mm) in length.
5. Pack each assembly in a clear plastic bag. Mark the bag with the manufacturer's name and part number. Include the Universal Signal Closure Kit in a package containing the span wire clamp and Tri-Stud wire entrance fitting.
6. Ensure that the Closure Cap is molded to closely match the color of the signal head (Federal Yellow). The adapter bar and screws are to be zinc plated steel.



### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

General Provisions 101 through 150.

### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## 925.2.48 Cast Aluminum Span Wire Clamp

### A. Requirements

Provide Span Wire Clamps that are cast from Aluminum Alloy 713 or equivalent, free of voids, pits, dents, molding sand and excessive foundry grinding marks. Ensure that all design radii are smooth and intact.

Provide an exterior surface finish that is smooth and cosmetically acceptable, free of molding fins, cracks and other exterior blemishes. Ensure that span wire clamps are fabricated from aluminum ingot with minimum requirements as follows:

- ALUMINUM ALLOY No. 713
- YIELD STRENGTH, ksi (MPa) 25 (172)
- TENSILE STRENGTH, ksi (MPa) 35 (240)
- BRINELL HARDNESS 75
- ELONGATING [% in 2 inches (50 mm)] 3

1. Ensure that the Span Wire Clamp can accommodate cables 0.25 inch (6 mm) to 0.63 inch (16 mm) diameter.
2. Ensure that the weight is less than 1.75 pounds (0.8 kg) with hardware.
3. Ensure that the Span Wire Clamp have a minimum overall length of 7 inches (175 mm).
4. Ensure that the Span Wire Clamp have a centerline dimension from cable to clevis pin of 2 inches (50 mm) [+/- 0.5 inches (13 mm)].
5. Ensure that the Span Wire Clamp have a cast aluminum cable bar to protect the cable when tightening the U-bolts.
6. Ensure that the Span Wire Clamp have a mounting opening of 0.75 inches (19 mm) [+/- 0.03 inches (0.8 mm)].
7. Ensure that the Span Wire Clamp have 0.5 inch (13 mm) - 13 NPT U-bolts with 0.5 inch (13 mm) lock washers and nuts.
8. Ensure that the clevis pin are 0.63 inch (16 mm) diameter with a length of 2.25 inches (56 mm) and secured with a hump back stainless steel cotter pin.
9. Ensure that the Clamp and Cable Bar have an Alodine 1200 conversion coating to help resists oxidation.
10. Ensure that the Clevis Pin and hardware are galvanized per ASTM 123/A 123M or stainless steel.

### B. Fabrication

General Provisions 101 through 150.

### C. Acceptance

General Provisions 101 through 150.

### D. Materials Warranty

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## 925.2.49 Cast Aluminum Tri-Stud Span Wire Entrance Fitting

### A. Requirements

Ensure that the Tri-Stud Span Wire Entrance Fittings are cast from Aluminum Alloy 713 or equivalent, free of voids, pits, dents, molding sand and excessive foundry grinding marks.

Ensure that the all design radii are smooth and intact. Ensure that the exterior surface finish is smooth and cosmetically acceptable, free of molding fin, cracks and other exterior blemishes.

## Section 925—Traffic Signal Equipment

---

Ensure that the material is fabricated from aluminum ingot with minimum requirements as follows:

- ALUMINUM ALLOY No. 713
  - YIELD STRENGTH, ksi (MPa) 25 (172)
  - TENSILE STRENGTH, ksi (MPa) 35 (240)
  - BRINELL HARDNESS 75
  - ELONGATION [% in 2 inches (50 mm)] 3
1. Ensure that the Tri-Stud Span Wire Entrance fitting has a mounting support at the top of the wire entrance 0.69 inches (17 mm) thick [+/- 0.07 inches (1.5 mm)].
  2. Ensure that the Tri-Stud Span Wire Entrance fitting weight is not less than 1.75 pounds (0.8 kg) with hardware.
  3. Ensure that the mounting support has at least six (6) clevis openings for adjustment with suspension bracing between every two (2) openings.
  4. Ensure that the Tri-Stud Span Wire Entrance has a minimum of 0.5 inch (13 mm) diameter throughout for wire access and that wire access is free of burrs and casting webs.
  5. Ensure that the Wire Entrance opening is recessed and has a neoprene grommet with sealed membrane sections.
  6. Ensure that the signal head attachment end is serrated and has a minimum of 3-signal head centering bosses extending 0.19 inches (5 mm) from the serrations.
  7. Ensure that the serrations have a 72-tooth design to match the signal head.
  8. Ensure that three (3) stainless steel studs are cast into the wire entrance fitting. Ensure that the studs are 0.31 inches (7 mm) and extend 1.5 inches (38 mm) [+/- 0.13 inches (4 mm)] beyond the serrations. Provide each Tri-Stud span wire entrance fitting with a Tri-Stud hardware kit.
  9. Ensure that the Tri-Stud Span Wire Entrance Fitting has an alodine conversion coating to provide a proper base for paint adhesion. Ensure that the assembly is painted federal yellow and baked in a drying oven after painting.
  10. Ensure that the all Hardware is galvanized or stainless steel.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.50 Bull Rings**

### **A. Requirements**

Provide bull rings that are galvanized weldless steel 0.63 inch (16 mm) diameter. Submit catalog cuts for approval.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.51 Ramp Meter Enforcement Device**

### **A. Requirements**

For each metered lane, provide one ramp meter enforcement device mounted on the back of one signal per lane and wired directly to the red signal display, (Refer to 647.3.05.L). This installation shall include a Red 44 LED Array

## Section 925—Traffic Signal Equipment

---

(allnGaP), Pixel housing, 6061 aluminum powder coated swivel bracket, 2 inch lens, with an aluminum hood. Mounted and adjusted as per the Plans.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.52 Advance Warning Flasher Blank-Out Sign**

### **A. Requirements**

The Advance Warning Flasher blank-out sign shall display the message “PREPARE TO STOP” and shall have the dimensions shown in the Plans. The advance warning flasher blank-out sign assembly shall consist of:

- The legend color shall be double stroke red LED Letters
- The LED shall conform to the Federal color Standards.
- The formed letters shall conform to the United States Department of Transportation's Standard Alphabet.
- Two yellow 12 inches (300 mm) traffic signal heads (flashing Beacons) shall be mounted on each end of the sign as shown in the Plans.
- The Yellow Flashing Beacon will be designed using the 925.2.06 Flashing Beacon Assembly, 925.2.15 LED Signal Modules, and 925.2.11 Vehicle Signal Heads requirements. The Yellow Flashing Beacon shall alternate. The flashing beacon cabinet assembly shall be located outside attached to the sign pedestal pole. The surge arrestor in the flashing beacon cabinet assembly shall protect the blank-out sign and the flasher unit/flashing beacons. Provide a non-fused disconnect switch instead of the circuit breaker required in 925.2.06, wired to disconnect all power to the advance warning flasher assembly.
- The sign shall be equipped with a photo-cell for dimming of the sign legend. Dimming shall be as per the manufacturers Specifications.
- The assembly shall be capable of continuous operation over a temperature range of -37 °C (-34 F) to +74 °C (165 F). The advance warning flasher blank-out sign assembly housing shall consist of:
  - The entire front face of the sign shall be protected by a sheet of polycarbonate mounted in the cast door frame. Lens material shall be 3 millimeter thick clear polycarbonate with vandal resistant properties.
  - The sign shall include a 2.5 millimeter thick aluminum weatherproof housing and door with internal structural frame.
  - The interior of the unit shall be painted with a flat black enamel to eliminate internal reflection and two coats of yellow standard color No. 13538 baking enamel for exterior surfaces.
  - The signal shall completely blank-out when not energized.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

## **925.2.53 Vinyl Electrical Tape**

### **A. Requirements**

Ensure electrical tape used is flame retardant, cold and weather resistant. Provide tape that is rated for 600 volts and for use between 0 F (-18 C) and 176 F (80 C).

## Section 925—Traffic Signal Equipment

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Ensure tape is 0.0085inches (0.2 mm) thick and meets the requirements of UL 510 and Mil-I-24391. Provide tape that remains flexible with abrasion resistance.

### **B. Fabrication**

General Provisions 101 through 150.

### **C. Acceptance**

General Provisions 101 through 150.

### **D. Materials Warranty**

Refer to [Subsection 925.2.01.D](#) for Materials Warranties.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**Section 934—Rapid Setting Patching Materials for Portland Cement Concrete**

---

*Delete Section 934 and substitute the following:*

**934.1 General Description**

This section includes the requirements for rapid setting patching materials used in Portland cement concrete.

**934.1.01 Related References**

**A. Standard Specifications**

[Section 886—Epoxy Resin Adhesives](#)

**B. Referenced Documents**

<b>AASHTO</b>	<b>ASTM</b>
T 97 T 260	C 31/C31M C 109/C 109M C 140 C 666

Federal Hazardous Products Labeling Act

[QPL 27](#)

**934.2 Materials**

**934.2.01 Rapid Setting Patching Materials**

**A. General Requirements**

1. Use rapid setting patching materials that have the following characteristics:
  - Are nonmetallic.
  - Have a color similar to Portland cement concrete.
  - Can be mixed and placed like concrete.
  - Have accelerated hardening characteristics.
  - Yield a permanent patch in concrete that can withstand traffic within 2 hours.

For a list of sources, see [QPL-27](#).

2. Type I  
Use Type I to patch reinforced or nonreinforced horizontal Portland cement concrete surfaces.
3. Type II  
Use Type II to patch only nonreinforced horizontal Portland cement concrete surfaces.
4. Type III  
Use Type III to patch reinforced vertical or overhead Portland cement concrete surfaces.

5. Classify Type I, Type II, and Type III as follows:
  - a. Class A, Premixed: Use these materials as received by adding water or an activator solution, according to the manufacturer's instructions.

**NOTE: DO NOT add extra aggregate to Class A patching material without approval from the Office of Materials and Research.**

- b. Class B, Non-Premixed: These materials contain no aggregate. Add aggregate (fine and/or coarse) according to the manufacturer's recommendations.
6. Type IV  
Use elastomeric patching material to patch nonreinforced horizontal Portland cement concrete surfaces.
7. Type V  
Use two-component cross linked resins to patch nonreinforced horizontal Portland cement concrete surfaces.
8. Type VI  
Use cementitious, rapid setting, structural repair mortar to patch nonreinforced horizontal Portland cement concrete surfaces.

## B. Physical Requirements

1. Use Type I, Type II, and Type III patching materials that have been evaluated by the National Transportation Product Evaluation Program (NTPEP) or other approved test facility, and meet the following requirements.

Requirement	Measurement
Flow of Mortar, Type I and Type II Type III	100% minimum 80% to 100%
Flexural Strength, Minimum	500 psi (3.5 MPa ) in 24 hours
Compression Strength, Minimum	
2 hours	1,200 psi (8.5 MPa)
24 hours	3,000 psi (20 MPa)
7 days (moisture cure)	4,000 psi (27.5 MPa)
Absorption, Maximum	10%
Shear Bond, Minimum	200 psi (1.5 MPa) in 24 hours
Freeze Thaw Durability Factor	75% of the reference concrete after 300 freeze-thaw cycles
Total Chlorides	
Type I and Type III	0.6 lb/yd <sup>3</sup> (0.4 kg/m <sup>3</sup> ) maximum
Type II	No limits

## C. Fabrication

1. Packaging
  - a. Package this material in strong, moisture-proof paper bags or other suitable containers that can withstand shipping, normal handling, and storage without breaking.
  - b. Clearly label each container of the components of a patching system with the following information:
    - Component designation, if two components.
    - Manufacturer's batch number.

- Mixing ratio and directions.
- Potential hazards and precautions displayed according to the Federal Hazardous Products Labeling Act.

#### D. Acceptance

1. Follow the mixing instructions of the manufacturer to create test specimens.
2. Air-cure all test specimens except for the 7-day moisture cure cubes.
3. Test Types I, II, and III using the following methods:

Test	Method
Flow of mortar	ASTM C 230
Flexural strength	AASHTO T 97
Compressive strength	ASTM C 109/C 109M or C 31/C 31M, whichever is applicable
Absorption	ASTM C 140
Shear bond strength	See Subsection <a href="#">934.2.01.C</a> , "Acceptance", Step 4
Rapid freeze thaw	ASTM C 666
Total chlorides	AASHTO T 260

4. Shear Bond Strength
  - a. Place a Type II epoxy resin adhesive meeting the requirements of [Section 886](#) on the surface of a cured mortar bar 16 x 3 x 3 in (400 x 75 x 75 mm).
  - b. Cast a 16 x 2 x 0.5 in (400 x 50 x 13 mm) rapid-setting material patch in the center of the mortar base.
  - c. Air-cure the test sample for 24 hours.
  - d. Saw the mortar bar base and the cured rapid setting material patch into 2 in (50 mm) segments for testing.
  - e. Use a holding device and plunger to apply a load at a rate of 0.05 in (1.3 mm) per minute to the patch until the patch fails.
  - f. Read the load in pounds (newtons) on the plunger.
  - g. Calculate the shear bond strength in pounds per square inch by dividing the load in pounds by the interfacial area of the patch in square inches. Calculate the metric equivalent for shear bond strength in MPa by dividing the load in newtons by gravitational acceleration (9.81 m/s<sup>2</sup>).
5. Use Type IV, Type V and Type VI patching materials that have been evaluated by NTPEP, and received a subjective field rating of  $\geq 4$  on an ascending scale from 1 to 5.
6. The Department will reject a patching system that meets all the requirements of this Specification, but does not work as required in actual use.

#### E. Materials Warranty

Ensure that the material has a minimum storage life of at least 1 year under conditions of 40° to 90° F (4° to 32° C) and maximum relative humidity of 90 percent.

Office of Materials & Research

Date: May 29, 2001  
First Use Date 2001 Specifications: November 1, 2002  
Revised: July 28, 2009

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**Section 103—Award and Execution of Contract  
(50 Day Clause)**

---

*Delete paragraph one of Subsection 103.02 and substitute the following:*

If a Contract is Awarded, it will be Awarded to the lowest reliable bidder whose Proposal shall have met all the prescribed requirements. The Contract will be Awarded, if at all, within 50 calendar days after the opening of the Proposals, unless a longer period is specified in the Proposal or the successful Bidder agrees in writing a longer period for the Award.



**Department of Transportation  
State of Georgia  
Special Provision**

**P.I. NO. 0010751  
District 3**

**Section 105 - Control of Work**

*Add the following to Sub-Section 105.06:*

**105.06 Cooperation with Utilities**

**A. White Lining**

The Contractor will designate the route(s) and/or area(s) to be excavated using white pre-marking, White Lining, prior to notifying the One Call Center, 811 Center, and before the locator arrives on the project. The definition of excavation shall be in accordance with O.C.G.A. 25-9-1.

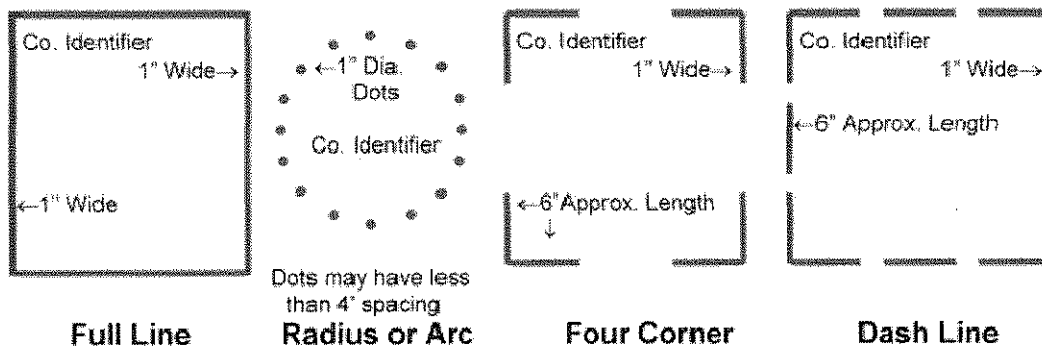
1. The Contractor will mark excavation sites with the following uniform color code:

White	Proposed Excavation
-------	---------------------

2. Excavation Delineation

The Contractor shall mark the route(s) and/or area(s) to be excavated using Full Line, Radius or Arc, Four Corner, or Dash Line approach. The use of white marking products (e.g. paint, flags, stakes, whiskers or a combination of these) shall be used to identify the excavation site(s).

- a. Single Point Excavations Paint Markings



Delineate in white paint the route(s) and/or area(s) to be excavated through the use of: a continuous line, dots marking the radius or arcs, dashes marking the four corners of the excavation site or dashes outlining the excavation site. Limit the size of each dash to approximately 6" to 12" (127 mm to 254 mm) in length and 1" (25 mm) in width with interval spacing approximately 4' to 50' (1.3 m to 13 m) apart. The maximum separation of excavation marks is to be reduced to a length that can be reasonably seen by the operator's locators when the terrain or excavation site conditions warrant it. Dots of approximately 1" (25 mm) diameter are typically used to define arcs or radii and may be placed at closer intervals in lieu of dashes.

- b. Single Stake Marking Center Point of Excavation Site

**Georgia Department of Transportation  
State of Georgia  
Special Provision**

**District 3  
P.I. NO. 0010751**

**Section 105 - Control of Work**

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***Delete Section 105.04 and Substitute the following:***

**105.04 Coordination of Plans, Specifications, Supplemental Specifications, and Special Provisions**

The *Standard Specifications*, the Supplemental Specifications, the Plans, Special Provisions, and all supplementary documents are essential parts of the Contract, and a requirement occurring in one is as binding as though occurring in all. They are intended to be complementary and to describe and provide for a complete work.

In cases of discrepancy, the governing descending order will be as follows:

1. Special Provision Section 999- Design - Build
2. Special Provisions
3. Project Plans including Special Plan Details
4. Supplemental Specifications
5. Standard Plans including Standard Construction Details
6. Standard Specifications

Calculated dimensions will govern over scaled dimensions.

The Contractor shall take no advantage of any apparent error or omission in the Plans or Specifications. In the event the Contractor discovers such an error or omission, he shall immediately notify the Engineer. The Engineer will then make such corrections and interpretations as may be deemed necessary for fulfilling the intent of the Plans and Specifications.

**A. Specifications of Other Organizations**

When work is specified to be done or when materials are to be furnished according to the published specifications of organizations other than the Department, the latest specifications published by those organizations at the time bids are received shall apply unless otherwise specified.

AASHTO Interim Specifications and ASTM Tentative Specifications will be considered effective on date of issue.

**B. Item Numbers**

The first three digits of any Item Number in the itemized Proposal designates the Specification section under which the Item shall be constructed.

**Office of Construction Bidding Administration**

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**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
  
SPECIAL PROVISION**

**Section 108—Prosecution and Progress  
(Federal Aid Projects)**

---

*Delete Subsection 108.06 and substitute the following:*

The Engineer has the authority to suspend the Work wholly or in part, for as long as he may deem necessary, because of unsuitable weather, or other conditions considered unfavorable for continuing the Work, or for as long as he may deem necessary by reason of failure of the Contractor to carry out orders given, or to comply with any provisions of the Contract. If the performance of all or any portion of the Work is suspended or delayed by the Engineer, in writing, for an unreasonable period of time (not originally anticipated, customary, or inherent to the construction industry) and the Contractor believes that additional compensation and/or contract time is due as a result of such suspension or delay, the Contractor shall submit to the Engineer, in writing, a request for adjustment within 7 calendar days of receipt of the notice to resume work. The request shall set forth the reasons and support for such adjustment.

Upon receipt, the Engineer will evaluate the Contractor's request. If the Engineer agrees that the cost and/or time required for the performance of the Contract has increased as a result of such suspension and the suspension was caused by conditions beyond the control of, and not the fault of, the Contractor, its suppliers, or subcontractors at any approved tier, and not caused by weather, the Engineer will make an adjustment (excluding profit) and modify the Contract in writing accordingly. The Engineer will notify the Contractor of his/her determination whether or not an adjustment of the Contract is warranted.

No contract adjustment will be allowed unless the Contractor has submitted the request for adjustment within the time prescribed.

No contract adjustment will be allowed under this clause to the extent that performance would have been suspended or delayed by any other cause, or for which an adjustment is provided for or excluded under any other term or condition of this Contract.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
SPECIAL PROVISION**

**District 3  
Project No. 0010751**

**Section 108 – Prosecution and Progress**

---

*Add the following to Subsection 108.08:*

For this project, an overall completion date has been established. In order to minimize the disruption of normal traffic flow, separate completion times are specified for those portions of the work requiring closing of lanes or detours as specified in Subsection 150.11.

1. Lane Closures

Failure to reopen lanes as specified in Section 150.11 will result in the assessment of Liquidated Damages at a rate of \$500.00 per hour or any part thereof.

These rates are cumulative and in addition to Liquidated Damages that may be assessed in accordance with Subsection 108.08 for failure to complete the overall project.

INNOVATIVE PROGRAM DELIVERY

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**District 3  
P.I. No.: 0010751**

**Section 150 – Traffic Control**

---

*Add the following to Section 150:*

**150.11 Special Conditions**

**A. WORK HOURS:**

Lane Closures are not allowed during the following times:

Between 7:00 AM and 9:00 AM Monday through Friday

Between 3:00 PM and 5:00 PM Monday through Friday

Failure in maintaining work hours within the time specified will result in the assessment of Liquidated Damages as specified in Special Provision 108.08.C.

**B. Miscellaneous**

**Portable Message Signs:**

For this project, the advanced warning signs specified in Subsection 150.03H shall be portable message signs. These signs shall be in place only during times that construction is in progress or as conditions warrant as directed by the Engineer. Signs shall be removed at all other times.

**INNOVATIVE PROGRAM DELIVERY**

First Use: August 10, 2012  
(DESIGN BUILD)

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**SPECIAL PROVISION**

**P.I. No.: 0010751  
District 3**

**SECTION 999 – DESIGN-BUILD PROJECT**

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A	Intersection List	
B	Costing Plan Templates	

## 999.1 GENERAL DESCRIPTION

- A. Project Location:** The location of the construction work included in this Project is various intersections throughout District 3. A list of required intersections is provided in the Costing Plans Package. This Project is located entirely within District 3 and includes signing and pavement marking upgrades at 295 intersections throughout District 3.
- B. Design-Build Concept:** The Contractor and a design consultant (or design consultant team) will work together to design and build the Project. The design consultant will either be acting as a subconsultant to the Contractor or as a joint-venture member with whom this agreement has been executed. In this document (Section 999), the words "design consultant" or "design consultant team" will refer to the consultant firm or consultant team acting as a subcontractor or joint-venture team member to the Contractor. The design consultant or design consultant team will not be required to fill out Department subcontractor forms for Department use.

The words "Engineer" (with a capital "E") will refer to those personnel of the Department that are acting in the capacity of an engineer for the Department. When the word "engineer" is used the designation will refer to those persons acting on behalf of the Contractor. The Department will have oversight responsibilities only, which include performing reviews and granting acceptance of the design work.

Notice to Proceed (NTP) 1 is the Department's issuance of NTP for design activities.

NTP 2 may be issued for the entirety of the project with individual intersection signing and striping installation beginning upon acceptance of the Project Work Plan and intersection layout approval by the engineer.

**Ensure no construction activities occur until the following have been accepted by the Department for the entire project or for any portion(s) of the project as approved by the Department; and the Department provides written authorization through the issuance of NTP 2:**

- 1. Approved Project Work Plan**
- 2. QC/QA Plan**
- 3. Traffic Control Plan**

After the Department has provided written authorization for NTP 2, it shall be the Contractor's responsibility to continue to properly coordinate the Work during the land disturbing phase(s) of the project including but not limited to right of way requirements, utility relocations, and/or environmental requirements. Any additional project costs involving subsequent utility relocations that is determined to be no fault of the Utility shall be at the Contractor's cost with no additional cost to the Department. Any additional project costs associated with additional right of way or environmental impacts shall be at the Contractor's cost with no additional cost to the Department.

Bids on the Project will reflect designing and constructing the Project as shown in the Scope (999.1.C) and close conformity to applicable portions of the Costing Plans. No additional design exceptions and no design variances will be assumed by the Contractor.

Ensure submission of the Project Work Plan. The Project Work Plan will constitute the Contractor's plan and schedule of how the project will be designed, managed, and constructed. This should include a plan of where work is anticipated to be completed on a monthly basis. Changes to the actual project schedule will result in submitting a revised Work Plan. Include an example intersection layout (as will be developed by the design engineer and provided to the Contractor prior to construction) and Engineering Recommendation Report. Work Plan must demonstrate Contractor's design engineer completing a proposed layout of the intersection prior to construction of the intersection. Individual intersection



layouts are not required to be reviewed and approved by the Engineer. Intersection layouts must be available onsite during sign and pavement marking installation. Submit changes to Project Work Plan monthly or as changes to the project schedule occur.

Ensure use of those entities prequalified in related disciplines (design, traffic analysis, geotechnical, NEPA, construction, etc.) as presented in the Statement of Qualifications (SOQ). Any proposed changes to the team must be approved by the Department. All Work must be performed by entities which are prequalified by the Department.

**C. General Project Scope:** The Project includes restriping and resigning at 295 intersections in GDOT District 3. A complete list of intersections can be found in Appendix A and on the ftp site. The Costing Plan Templates are provided in Appendix B and on the ftp site.

1. Ensure the installation of and all signing and pavement marking in general conformance to the Costing Plan Templates. Actual intersections may consist of a combination of provided templates or variations from provided templates. Replace or install all signs including posts in general conformance to the Costing Plan Templates. Install double arrow warning signs at the stem of T-intersections. Existing signs not shown in the provided templates are not to be removed or replaced unless they have a conflicting message or inadequate spacing with required signing. Ensure signs are installed in accordance with Department and MUTCD design guidelines, standards, and details (most current edition at time of advertisement). Order of Precedence (Highest to Lowest) for Design Standards:
  - a. Costing Plan Templates
  - b. GDOT Signing and Marking Guide
  - c. MUTCD
  - d. All GDOT Standards and Details
2. Restripe all intersections to the proposed intersection limits. Intersection limits are defined by the furthest sign or rumble strip placement for each intersection leg as required by the Costing Plan Templates, the MUTCD, and Department design guidelines (most current edition at time of advertisement). All existing striping, including striping not shown in templates, to be restriped within the intersection limits except for parking spaces. Restriping to be done with thermoplastic in all locations except for bike lanes and on concrete pavement and bridges. Bike lanes to be restriped as per GDOT Detail T-16, DETAILS OF BICYCLE LANE PAVEMENT MARKINGS. Concrete pavement and bridges to be restriped with preformed plastic pavement markings with contrast as per GDOT Specification 657. Add new striping for stop bars not currently in place. Existing stop bars that appear to cause sight distance issues to be removed by water blasting. Stop bars should be placed based on site distance concerns, the MUTCD, and Department design guidelines. Install rumble strips as per the standard intersection layouts. Rumble strips must be thermoplastic reflectorized pavement markings and installed in general conformance with GDOT Detail T-19. Do not install rumble strips at intersections located in the following counties:
  - a. Houston
  - b. Macon
  - c. Marion
  - d. Twiggs
3. Ensure all existing mainline striping is restriped where defined intersection limits between proposed intersections are 1000' or less. This is to minimize gaps in striping along the mainline for proposed intersections in close proximity.

4. Do not add or restripe pavement markings located on dirt roads, parking lots, or private property.
5. Coordinate delivery of existing signs removed as part of this project to the District Sign Shop, coordinate delivery with the District Maintenance Engineer, 706-741-3570. Existing signs should be bound on pallets. Sign posts to be disposed by the Contractor at an approved waste site.
6. Ensure continuing service is provided to all waterline, gas line, and transmission lines as per Standard Specification Section 107.21, and all other Special Provisions and Standard Specifications. Contractor is responsible for any interruption to service liabilities due to construction on the project.
7. Develop proposed intersections as-builts showing the replaced pavement markings and new as well as existing (to remain in place) signs at each intersection. As-builts must be done in CAD software. Intersection as-built plan sheets will include but are not limited to:
  - a. Depict the following items within the construction limits on the layout:
    - 1) Project limits
    - 2) Intersections
    - 3) Driveways
    - 4) Turn and Through Lanes
    - 5) Median
    - 6) Road names
    - 7) North arrow
    - 8) Approximate Sight Triangles
  - b. Required signing and pavement marking:
    - 1) Show the location of installed signs with a "T" sign symbol, a representation of the sign face, sign code and sign barcode information
    - 2) Show location of existing signs (to remain in place) with a "T" sign symbol and a representation of the sign face
    - 3) Depict and label installed pavement markings
8. Provide a database of all signs installed with corresponding barcode, intersection description, photo of installed sign, Geographic Information Systems (GIS) coordinates, and date (month/year) of sign installation. A current database with corresponding intersection maps has been provided on the ftp site. Bar codes to be placed on both the sign and the post. Barcodes will be provided by GDOT.
9. Prepare an Engineering Recommendation Report that includes the following:
  - a. Clearing and trimming recommendations
  - b. Need for lane additions
  - c. Apparent sight distance issues; including the required sight distance for the intersection, if adequate sight distance exists, and the approximate sight distance as determined by field observations.
  - d. Before and after photos of the overall intersection
  - e. Photos of sign installation

- f. Guardrail recommendation
  - g. Recommendation for a Traffic Engineering Study
  - h. Certification Statement from the Engineer of Record that the installed signs and striping meet Costing Plan Templates, MUTCD, and GDOT Standards and Details
  - i. Document any removed or relocated proposed signs due to engineering judgement.
  - j. An example Engineering Recommendation Report noting all required intersection information has been provided on the ftp site. Contractor Engineering Recommendation Reports must contain the same level of information as a minimum.
  - k. Apparent ADA deficiencies.
10. Complete 10 TE Studies for the following intersections:

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	RTE TYPE	RTE NO	CITY LIMIT	COUNTY LIMIT	Int Map ID
SR 42	SR	004200	ENGLAND CHAPEL RD	BURG RD	CR	000300	JENKINSBURG	BUTTS	228
SR 16	SR	001600	SHILOH RD		CR	022100		BUTTS	331
COL JOE M JACKSON M O H HWY	SR	003400	LORA SMITH RD		CR	006300		COWETA	186
CLARK HOWELL MEM HWY	SR	008500	HARP RD		CR	012900		FAYETTE	371
SR 92	SR	009200	GOZA RD		CR	014400		FAYETTE	249
SR 16	SR	001600	MACEDONIA RD		CR	055700		COWETA	359
GRAY HWY	SR	001100	GREENE SETTLEMENT RD		CR	001900		JONES	375
BARNESVILLE JACKSON RD	SR	003600	HIGH FALLS RD		CR	013500		LAMAR	435
SR 18	SR	001800	MORTON RD		CR	012200		JONES	276
JACKSON RD	SR	015500		N MCDONOUGH RD	CR	049800		SPALDING	324

11. The scope for the TE studies includes:
- a. Detailed evaluation of the intersection.
  - b. Identify problems associated with traffic control, road geometry (turn lanes), sight distance issues, and accident data evaluation.
  - c. Signal warrant analysis including roundabout analysis and concept signal/roundabout design (if warranted).
  - d. Existing conditions sketches and figures for any proposed modifications.
12. Contractor will not clear any vegetation or landscaping as part of this project.

**D. Right of Way:** Ensure design and construction the Project occurs within the existing Right of Way.

**E. Environmental:** Ensure adherence to and provide all material, labor, equipment, and other incidentals required to adhere to the "Commitments/Requirements" applying to the Contractor, design or construction of the Project. Key words such as "construction," "contractor," "work," etc., point to the areas for which the Contractor is responsible.

1. The Department is responsible for preparation and obtaining approval of the NEPA document and any Environmental Reevaluations from the Federal Highway Administration (FHWA) since the Contractor is prohibited from being involved with the decision making responsibilities related to the NEPA process (23 CFR Ch 1, Section 636.109(b)(6)). In addition, the Contractor may make recommendations to the Department for consideration. The NEPA document has been approved. A copy of the NEPA document is available on the ftp site.
2. The NEPA document and Special/Technical Studies are valid until project changes occur which would invalidate the original findings. Any and all design changes made by the Contractor, which are outside of the parameters of the approved Environmental documentation, may require one or more of the Special/Technical Studies (Air, Archaeology, Ecology, History, and Noise) to be updated. Please note, revising Special/Technical Studies may require review/approval coordination with the various agencies be reopened. Project changes would also require an Environmental Reevaluation of the NEPA document. Updates to the Special/Technical Studies and the Environmental Reevaluation will be completed by the Department. The Environmental Timeframe Matrix provides approximate timeframes for environmental approvals to assist the Contractor in scheduling.
3. Provide to the Department project change information, revised/final plan sheets, and any additional work product that may need to be considered in the NEPA analysis, in order to update Special/Technical Studies and complete the Environmental Reevaluation.
4. To proceed to Construction, the Special/Technical Studies and the NEPA document must have addressed all project changes affecting environmental resources.
5. Once it has been determined the environmental documentation is accurate and all NEPA related tasks (such as approval of an Environmental Reevaluation, all Preconstruction Environmental Commitments, including, but not limited to receipt of all permits, variances, and the purchase of mitigation credits) have been completed the Department will issue an Environmental Certification which will be provided to the Contractor. **No land disturbing activities will take place until this certification or conditional certification is issued.**

## 999.2 PLANS

- A. **General:** The Costing Plans Package prepared on behalf of the Department includes multiple resources. Information will be made available to the short listed Contractors via a read only GDOT FTP site and is considered for information only. These resources are to be used in preparing the bid and corresponding technical proposal (refer to Special Provision Section 102—Bidding Requirements and Conditions and Special Provision Section 999.6 – Technical Proposal) for this Project. Notify the Department of any resource in error or that would cause the design (as presented in the Costing Plans Package) to not be constructible.

The Georgia Department of Transportation, in making this information available to Contractors, assumes no responsibility for its accuracy. No claim will be considered if the Contractor relies on this "For Information Only" data in its bidding or in its construction operations and finds that it is inaccurate. The Contractor's attention is directed to Specifications 101.16 – CONTRACT and 102.05 – EXAMINATIONS OF PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND SITE OF THE WORK.

Available files will be posted 8 am the day of Project Advertisement on the GDOT SharePoint site. Check this site daily for possible updates. A Read Me First file will document when new files are added. A Question and Answer document will also be maintained on the GDOT SharePoint site. Instructions to review and download are as follows:

1. Enter <http://mydocs.dot.ga.gov/info/designbuild/default.aspx>
2. Select Project Identification Number – 0010751

### 999.3 DESIGN

A. **General:** Ensure the design of the complete Project. Ensure the design based on their specific knowledge, and engineering judgment in the preparation of the design for the Project.

1. **Measuring Units:** Ensure the Project is designed in **English** units of measurement.
2. **Design Software:** GIS database to be designed and managed using ESRI Arc View GIS Compatible software.

Intersection as-builts to be designed using CAD software.

3. **Design Scope of Services:** Prepare Plans in accordance with the Georgia Department of Transportation's instructions as to design criteria, procedures, and format as contained in this Special Provision and in accordance with, but not limited to the following reference materials current at the time of advertisement: A Policy On Design Standards Interstate System, GDOT Design Policy Manual, GDOT Signing and Marking Design Guidelines, GDOT Driveway and Encroachment Manual, AASHTO Roadside Design Manual, AASHTO Geometric Design of Highway and Streets, Manual on Uniform Traffic Control Devices (MUTCD), and Utility Accommodation Policy and Standards Manual.

Current Department design manuals and guidelines may be found at: <http://www.dot.ga.gov/doingbusiness/PoliciesManuals/roads/Pages/default.aspx>. Ensure Project designers consider all elements of the design, including but not limited to roadway geometry, drainage requirements, traffic control during construction, erosion control, structural design, utility conflicts, signing and marking, and future maintenance requirements.

4. **Design Reviews:** The design is to be prepared under the direct supervision of licensed design professionals. A Professional Engineer licensed to practice engineering in the State of Georgia on the design team seals the as-built plans. The seal on the as-built plans represents certification that the design meets all applicable codes and is of good engineering practice and standards. Check and certify the design. The Engineering Recommendation Report certification statement and signature represents certification that the recommendations and observations are of good engineering practice and standards.

The Department will establish dates and times for cursory reviews and will comment on design work, but will not require hold points on the design, review periods, or comment responses, except as noted otherwise. If at any time the Department determines the design work is not in conformance with the Department's standards, details, specifications, or good engineering practice, the Department reserves the right to stop work, at the Contractor's expense until a resolution of the issue(s) has occurred.

Submit construction documents (plans and specifications) shown in Table 4-1 to the Department for review and acceptance. Acceptance, disapprovals, or comments made by the Department will be provided in writing to the Contractor within the appropriate timeframes shown in Table 4-1.

No construction is to begin on any phase of the work prior to the Department authorizing NTP 2. Other items shall be submitted to the Department by the Contractor, if requested.

Facilitate monthly progress meetings at a venue and time determined convenient to the Department. The general purpose of these meetings are to update the Department staff on the status of design, current activities, issues, activities that the Department is currently performing, and other related matters that impact scope, schedule and budget. Provide the Engineer an agenda and updated Project Work Plan of items one week in advance of the meeting in order the Engineer may arrange for the various GDOT Office reviewer(s) to attend, if necessary. Other attendees include the Contractor, design consultant, the Department's Project Engineer and Project Manager. Provide a call in number and

conferencing capabilities to allow others to participate at the Department's discretion. Publish meeting notes of those discussions within two weeks of their occurrence and sent to all attendees and others indicated by GDOT. Ensure the first of these monthly meetings occur at the conclusion of the initial preconstruction conference.

**ABBREVIATIONS FOR TABLE 4.1**

AR	As Required
HC	Hard Copy – 8 ½ x 11 unless otherwise noted
EC	Electronic Format acceptable by GDOT
NTP	Notice to Proceed
PAS	Per Approved Schedule
PDF	Adobe PDF – One complete file and individual plan sheet files meets GDOT Electronic Plans Process

TABLE 4-1: REVIEWS

Submittal Description	Format	Quantity	Delivery Date*	Review Period*	Review Type	Comment
Project Work Plan	HC, PDF	2, 1	NTP+14	14	Accepted by Engineer	
Schedule of Values	HC, PDF	2, 1	NTP + 14	14	Accepted by Engineer	
Schedule – including review times	HC, PDF	2, 1	NTP+14	30	Accepted by Engineer	
QC/QA Plan	HC, PDF	2, 1	NTP+14	14	Accepted by Engineer	
Worksite Utility Control Supervisor	HC, PDF	2, 1	PAS	21	Accepted by Engineer	
Traffic Control Supervisor Qualifications	HC, PDF	2, 1	PAS	21	Accepted by Engineer	
Construction Traffic Control Plan	HS, PDF	2, 1	PAS	21	See Specification 150	
Intersection As-Built	HC, PDF	2, 1	PAS	30	Accepted by Engineer	Submitted monthly concurrent with invoice submittals
Engineering Recommendation Report	HC, PDF	2, 1	PAS	30	Accepted by Engineer	Submitted monthly concurrent with invoice submittals
Traffic Engineering Studies	HC, PDF	2, 1	PAS	30	Accepted by Engineer	
Sign Database	EC	1	PAS	30	Accepted by Engineer	
GIS Database	EC	1	PAS	30	Accepted by Engineer	

\*All units are "Calendar Days.", as defined in section 101, Standard specifications

**Transmit all submittals** directly to the Engineer. The Engineer will provide submittals to the applicable GDOT Office Reviewer and/or other applicable entities (including FHWA), unless otherwise noted or discussed with the Contractor. **Hand-deliver submittals.** Unless a different review time is specified elsewhere in the contract, a period of **thirty (30) calendar days** from receipt to release of the submittal by the Department shall be allowed for the Department's review. Engineer's (Department's) acceptance as to completeness is required for all reviews. Ensure schedules reflect the review times contained within the specifications and contract. Engineer's receipt of submittals will mark the beginning of the review period. Errors and omissions are the responsibility of the Contractor to correct and shall be at the Contractor's expense.

Include a cover letter with all submittals describing the submittal, review period and the due date for any Department response.

Include the Contractor's QC/QA certification statement with all submittals (in addition to the design consultant's QC/QA certification statement for all design related submittals). The Department will reject any submittal if the QC/QA certification statement is not included.

Any submittal received by the Engineer after 12 PM (noon) shall be considered as being received the following business day.



5. **Field Surveys:** Verify all provided GIS data. Provide GIS data for all installed signs for this Project. Provide all survey data noted in English units. All supplemental field survey information is to be completed in accordance to the *GDOT Automated Survey Manual*.
6. **Quality Control/Quality Assurance for Design:** The Department, except where noted otherwise, will have oversight responsibilities only and will not perform official reviews and approvals of design work. The Department will not take any approval or formal review actions on design issues except as noted herein or for deviations from the intended scope of the Project.

Employ only persons duly registered in Georgia in the appropriate category in responsible charge of supervision and design of the work; and further, employ only qualified, State of Georgia registered land surveyors in responsible charge of any survey work.

Use only a consultant design team prequalified by the Department in all applicable area classes as described in the SOQ. Should a member of the design consultant team need to be replaced, the Department must approve of the change prior to the Project letting. Failure to secure approval of the replacements prior to letting may result in the disqualification of the Contractor's bid.

Endorse all final reports, contract plans and survey data. These endorsements shall be made by a person(s) duly registered in the appropriate category by the Georgia State Board of Registration for Professional Engineers and Land Surveyors, being in the full employ of the Contractor and responsible for the work prescribed in the contract.

Authorized representatives of the Department and Federal Highway Administration (FHWA) may review and inspect the Project activities and data collected at all times. All reports, drawings, studies, specifications, estimates, maps and computations prepared by or for the Contractor shall be available to authorized representatives of both the Department and FHWA for inspection and review. The Department's review comments are to be incorporated into the plans by the Contractor or as agreed. These changes shall not result in an increase in cost.

Before the start of the contracted design effort, develop and acquire the Department's approval for a QC/QA Plan to ensure all design documents are prepared using good, prudent and generally accepted design and engineering practice. Also see the Department's Manual of Quality Standards for Consultant Services.

- a. Ensure the QC/QA Plan includes the following, which shall be considered minimum requirements:
  - 1) Quality control and quality assurance procedures for design documents specify measures to be taken by the Contractor to (A) ensure appropriate quality standards are specified and included in the design documents and to control deviations from such standards, being understood and agreed no deviations from such standards be made unless they have been previously accepted by the Department, and (B) for the selection of suitable materials and elements of the Work included in the Project.
  - 2) Quality control and quality assurance procedures for preparing and checking all plans, calculations, drawings and other items submitted to ensure they are independently checked and back-checked in accordance with generally accepted engineering practices, by experienced engineers. Identify the originator, checker and back-checker on the cover of all submittals. Ensure the Plans, reports and other documents are stamped, signed and dated by the responsible Georgia Registered Engineer where required under the contract documents, generally accepted engineering practices or by applicable laws. The Contractor will submit a certified statement to ensure all reviews have been made.

- 3) Procedures for coordinating work performed by different persons within the same area, in an adjacent area or in related tasks shall ensure that conflicts, omissions or misalignments do not occur between drawings or between the drawing and specifications. These procedures allow for the coordination of the review, approval, release, distribution and revision of documents involving such persons.
- 4) All the persons proposed to be responsible for Quality Control and Quality Assurance procedures are to be listed as follows: Discipline, Name, Qualifications, Duties, Responsibilities and Authorities.
- 5) Designate all key personnel performing Quality Control and Quality Assurance functions as such and will not be assigned to perform conflicting duties.

All plan related documents produced during the contract period are to be maintained by the Contractor for the duration of the Contract organized, indexed and delivered to the Department (1) upon Final Acceptance of the Project or (2) even if incomplete, within seven (7) days of receipt of request from the Department. These documents include, but not limited to, the following items: design criteria, reports and notes, calculations, drawings, schematics, supporting materials, statement regarding accomplishment of reviews and others.

7. **As-Built Plans:** Provide a complete As-Built set of plans to the Department in the following formats:
  - a. Two (2) CD-ROMs or DVDs containing:
    - 1) all electronic design files, engineering reports, traffic studies (including syncho or other traffic modeling files), etc.
    - 2) .pdf images of each plan sheet – one sheet per file with each sheet numbered and corresponding to the intersection database number
    - 3) .pdf containing the entire plan set with each sheet numbered
  - b. Two (2) hard copies of the Engineering Recommendation Reports and Traffic Engineering Studies
  - c. Provide a revised estimated summary of quantities and detailed estimate in the final As-Built plans

Ensure all production and delivery of materials needed for Department review.

8. **Ownership of Documents:** The Contractor agrees all reports, drawings, studies, specifications, survey notes, estimates, maps, computations, computer files and other data, prepared by or for the Project under the terms of this Agreement and delivered to the Department become and remain the property of the Department. The Department will have the right to use this information without restriction or limitation and without compensation to the Contractor other than provided for in this agreement.

Any use of these documents by the Department on any Project other than this one will be done without warranty by the Contractor/Design Consultant Team.

9. **Insurance:** In addition to the insurance requirements covered elsewhere, provide insurance coverage of the following types and amounts:
  - a. Valuable Papers: Insurance in an amount sufficient to assure the restoration of any plans, drawings, field notes or other similar data relating to the work covered by the Project is required. Insurance is to be maintained in full force and effect during the life of this Agreement.
  - b. Professional Liability (Errors and Omissions): Insurance in an amount not less than one million dollars (\$1,000,000) per claim (with a maximum of \$250,000 deductible

per claim) during the agreement term and for a period of at least five (5) years after this Agreement is closed is required. Such a policy is to cover all of the Contractor's professional liabilities, whether occasioned by the Contractor, his employees, subcontractors or other agents, arising out of services performed under or in accordance with this Agreement.

- 10. Publication and Publicity:** Articles, papers, bulletins, reports or other materials reporting the plans, progress, analyses or results and findings of the work conducted under this Agreement shall not be presented publicly or published without prior approval in writing from the Department. All releases of information, findings and recommendations shall include a disclaimer provision to be included in all published reports on the cover and title page in the following form:

"The opinions, findings and conclusions in the publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia or the Federal Highway Administration."

Any information concerning the Project, including conduct, results or data gathered or processed, released by the Contractor without prior approval from the Department will constitute grounds for termination without indemnity to the Contractor. Information released by the Department or by the Contractor with prior written approval is to be regarded as public information and no longer subject to the restrictions of this Agreement. Information required to be released by the Department under the Georgia Open Records Act, Section 50-18-70, et seq., O.C.G.A., the restrictions and penalties mentioned set forth herein shall not apply. Any request for information directed to the Contractor, pursuant to the Georgia Open Records Act, is to be redirected to the Department for further action.

- 11. Copyrighting:** The Contractor and the Department agree any papers, interim reports, forms and other material which are a part of work under this Agreement are to be deemed a "work made for hire", as such term is defined in the Copyright Laws of the United States. As a "work made for hire", all copyright interests in said works shall vest in the Department upon creation of the copyrightable work. If any papers, interim reports, forms or other material which are a part of work under the Agreement are deemed by law not to be a "work made for hire", any copyright interests of the Contractor are hereby assigned completely and solely to the Department. Publication rights to any works produced under this Agreement are reserved by the Department.
- 12. Patent Rights:** If patentable discoveries or inventions result from work described herein, all rights accruing from such discoveries or inventions are the sole property of the Contractor. However, the Contractor agrees to and does hereby grant to the Department, an irrevocable, non-exclusive, non-transferable and royalty-free license to practice each invention in the manufacture, use and disposition according to law of any article or material and in use of any method that may be developed as a part of the work under this Agreement.

## **B. Roadway**

### **1. Preparation of Intersection Layouts**

- a. General Criteria:** Ensure and use the most current design criteria at the time of advertisement, as determined by the Department, American Association of State Highway and Transportation Officials (AASHTO) Design Manuals for Arterial Streets, Rural, Urban and Interstate Highways, including those standards adopted by AASHTO and approved by the Secretary of Commerce, as provided by Title 23, United States Code, Section 109 (b), with the Department's Standards, Procedures, Plans, Specifications and Methods, with Federal Highway Administration procedures relating to plan review and approval, and shall produce plans in accordance therewith.

- b. Design Specifications and Guidelines:** Design for roadways and intersections shall be in accordance with the current edition of AASHTO Design Specifications;; and AASHTO Roadside Design Guide and the Department of Transportation Standard Specifications for Construction of Roads and Bridges, 2001 Edition, the 2008 Supplemental Specifications modifying the 2001 Standard Specifications. Design and plan preparation shall be in accordance with the FHWA Federal-Aid Policy Guide. Plan and specifications shall conform to the requirements of the Highway Capacity Manual.

Design for work to conform to AASHTO design standards for the appropriate classification and speed design.

Utilize the following references as a minimum in the development of this Project in addition to the references listed above

- 1) GDOT Design Policy Manual – current version
- 2) Manual on Uniform Traffic Control Devices (MUTCD) by the U.S. Department of Transportation, Federal Highway Administration “FHWA” – current version
- 3) Manual on Drainage Design for Highways by the Georgia Department of Transportation - current version
- 4) Roadway and Bridge Standard Plans as of July, 2006 by the GDOT Road and Airport Design Office. Design and plan preparation in accordance with the Certification Acceptance authorized by 23 USC 117(a) for Administering Federal Aid Projects Not on Interstate System, dated June 1, 1990.
- 5) GDOT Construction Standards and Details - current versions
- 6) Pay Item Index by the GDOT State Transportation Office Engineer - current version
- 7) Utility Accommodation Policy and Standards by the GDOT Utilities Office - current version
- 8) GDOT Signing and Marking Design Guidelines – current version
- 9) Traffic Signal Design Guidelines – current versions
- 10) A Policy on Design Standards for Interstate System – current version.
- 11) Other manuals of guidance which are standard procedures of the Department, (signal design, signing and markings, etc).

The above list is not intended to be all-inclusive. All references to the “current version” shall mean those in effect at time of advertisement. Any current editions written in metric units ensure “soft converted” to U.S. Standards Units. Any rounding shall be to the dimension that shall increase safety.

## C. Utilities

1. Coordination Responsibilities: The Contractor shall have the responsibility of coordinating the project construction with all utilities that may be affected. Coordinating responsibilities shall include but not be limited to the following:

- a. The Contractor shall initiate early coordination with all Utility Owners located within the project limits. The Contractor shall be responsible for the cost of Utility Coordination. Coordination shall include, but shall not be limited to, contacting each Utility Owner to advise of the proposed project.
- b. The Contractor shall design the project to avoid conflicts with utilities.
- c. Progress meetings will be held at the project location if requested by either the Contractor or the Department. Attendees shall include the Contractor, design consultant, the Department's project engineer and design liaison, and may also include a representative from various Department Offices.
- d. The Contractor shall coordinate and conduct a preliminary review meeting with the Utility Owners to assess and explain the impact of the project. The Department's Project Manager, District Construction Engineer (or designee), and District Utilities Engineer (or designee) shall be included in this meeting. Knowledge of the project environmental "Commitments/ Requirements" (Green Sheets) is essential for Utility Owners during their design phase. The Contractor shall provide the Environmental Commitments table, and any re-evaluation with all Utility Owners.
- e. During the construction of the project, the Contractor shall designate, prior to beginning any work, a Worksite Utility Coordination Supervisor (WUCS) who shall be responsible for initiating and conducting utility coordination meetings and accurately recording and reporting the status. The WUCS shall be the primary point of contact between all of the Utility companies, the Contractor and the Department. The WUCS shall recommend the rate of reoccurrence for utility coordination meetings and the Engineer will have the final decision on the regularity for utility coordination meetings. The WUCS shall contact each of the utility companies for the purpose of obtaining information. The WUCS shall notify the appropriate utility company and/or utility subcontractors and the Department of the status of controlling items of white lining and utility locations as they are completed.

- 1) Qualifications: The WUCS shall be an employee of the Prime Contractor, shall have at least one year experience directly related to highway and utility construction in a supervisory capacity and have a complete understanding of the Georgia Utilities Protection Center operations, and shall be knowledgeable of the High-voltage Safety Act and shall be trained on the Georgia Utility Facility Protection Act (GUFPA). The Department does not provide any training on GUFPA but will maintain a list of the Georgia Public Service Commission certified training programs developed by other agencies. Currently the following companies offer approved GUFPA training programs:

Associated Damage Consultants  
Phone: 706.234.8218 or 706.853.1362

Georgia Utility Contractors Association  
Phone: 404.362.9995

Georgia Utilities Protection Center  
Phone: 678.291.0631 or 404.375.6209

H B Training & Consulting  
Phone: 706.619.1669 or 877.442.4282 (Toll Free)

The Prime Contractor is responsible for obtaining the GUFPA training for their employees.

Questions concerning the Georgia Public Service Commission GUFPA training program shall be directed to:

Georgia Public Service Commission  
244 Washington St. SW  
Atlanta, GA 30334-5701  
404.463.9784

- 2) Ticket Status: During the utility coordination meetings the WUCS shall collect and maintain the Ticket Status information to determine the status of all locate requests within the project limits. This information will be used to assure those planning to use mechanized equipment to excavate or to work within the project limits are prepared to begin work when they have reported or estimated beginning work. At points where the Contractor's or utility company's operations are adjacent to or conflict with overhead or underground utility facilities, or are adjacent to other property, damage to which might result in considerable expense, loss, or inconvenience, work shall not commence until all arrangements necessary for the protection thereof have been made.
  - 3) Notice: The names of known utility companies and the location of known utility facilities will be shown on the Plans, or listed in the Overhead/Subsurface Utility Engineering Investigation if performed or in the Special Provisions; and the WUCS shall give 24-hour notice to such utility companies before commencing work adjacent to said utility facilities which may result in damage thereto. The WUCS shall further notify utility companies of any changes in the Contractor's work schedules affecting required action by the utility company to protect or adjust their facilities. Notice to the utility companies by the Department of the Award of Contract, under Subsection 105.06, shall not be deemed to satisfy the notice required by this paragraph. Furthermore, this 24-hour notice shall not satisfy or fulfill the requirements of the Contractor as stated in Chapter 9 of Title 25 of the Official Code of Georgia Annotated, known as the "Georgia Utility Facility Protection Act".
- f. In addition to the above, the Contractor shall comply with all provisions set forth under subsection 107.21 of the Georgia Department of Transportation's Specifications, Construction of Transportation Systems, current edition.

## 2. General

- a. By Georgia Statutes, utilities whether public or privately owned, aerial or underground, are permitted by the Department and local governments to be accommodated within the public right of way. To this end, the Contractor will avoid all utilities. Design/construction techniques that avoid utility conflicts may involve increased upfront costs; however, those costs are offset by savings during construction, in addition to the total cost savings for the project (the Department or local government) and the respective utility owners.
- b. Additional guidance for accommodating utilities within the right of way are given in the AASHTO publications: A Guide for Accommodating Utilities within Highway Right of Way, A Policy on Geometric Design of Highways and Streets; the TRB publication:

Policies for Accommodation of Utilities on Highway Rights-of-Way; and in GDOT's Utility Accommodation Policy and Standards, current edition.

- c. Overhead/Subsurface Utility Engineering (SUE) Investigations are not a requirement on this project.
  - 1) The Contractor shall identify all utility conflict points where verified existing utility information is necessary to avoid the respective utility conflict. The Contractor shall coordinate with the Utility Owners to avoid existing utility facilities and thereby eliminate utility relocations.
- 3. Anytime underground operations (sign placement), excavations or digging of any type is contemplated in the general area of the any utility facility, "Excavating" means any operation by which the level or grade of land is changed or earth, rock, or other material below existing grade is moved and includes, without limitation, grading, trenching, digging, ditching, auguring, scraping, directional boring, and pile driving. Georgia Utility Facility Protection Act (GUFPA) mandates that, before starting any mechanized digging or excavation work, you must contact Georgia 811 at least 48 hours but no more than 10 working days in advance to have utility lines marked. See Special Provision Section 105.06. Damage and Emergency locate request may be called in 24 hours a day, seven days a week. The Contractor shall take reasonable action to determine the location of any underground utility facilities in and near the area for which signs are to be placed. In addition to establishing the approximate location of all utility facilities, the Contractor shall be required to fully expose the facility to verify its horizontal and vertical location, if underground operations are contemplated within the Tolerance Zone, which is defined to mean the approximate location of underground utility facilities defined as a strip of land at least 4 feet wide, but not wider than the width of the underground facility plus 2.0 feet on either side of the outside edge of such facility based upon the markings made by the locators. Excavation within the tolerance zone requires extra care and precaution. The contractor shall avoid interference with underground utility facilities within the tolerance zone by utilizing such precautions that include, but are not limited to, hand excavation, vacuum excavation methods, and visually inspecting the excavation while in progress until clear of the existing marked facility; The Contractor shall provide, during and following excavation for placement of any signs, such support for existing underground utility facilities in and near the excavation as may be reasonably necessary for the protection of such facilities unless otherwise agreed to by GDOT and the Utility owner. The Contractor shall backfill all excavations in such manner and with such materials as may be reasonably necessary for the protection of existing underground utility facilities in and near the area of excavation or sign placement.

<http://www.dot.ga.gov/doingbusiness/consultants/Pages/default.aspx>

#### **999.4 CONSTRUCTION**

Ensure the Project is constructed as per the Project scope and as per the accepted Project Work Plan in accordance with the Specifications. No construction will begin on any phase of the work prior to the Department has issued NTP 2. Ensure intersection layouts are available onsite for Department review and inspection at all times during construction. Notify the Area Five Office weekly on intersections planned to be completed for the next week and submit intersection layouts to Area Office no later than the week prior to beginning work on an intersection.

Construction includes, but is not limited to, the following:

- A. All signing, interstate signage including sign structures, pavement marking, and raised pavement markers.
- B. Ensure storing of any equipment and materials on the Project outside of the active clear zone.
- C. Errors and omissions are the responsibility of the Contractor to correct and at the expense of the Contractor.
- D. No existing materials removed from the Project shall be reused. Coordinate the removal and disposal of all Signing items with the Department. All remaining material shall be disposed of properly by the Contractor in accordance with all Local, State and Federal laws.
- E. Preparation of As-Built Construction Plans.



**999.5 MEASUREMENT AND PAYMENT**

The Work required under this Specification will not be measured separately for payment unless otherwise specified. Payment for the items listed below, complete and accepted, will be made at the Lump Sum price bid. Payment shall be full compensation for furnishing all materials, labor, tools, equipment, superintendence, mailing charges, removal and replacement of unsuitable material and other incidentals. It shall also be made for performing all work specified, including but not limited to, designing, detailing, producing construction plans (preliminary and final, electronic and hard copy), meeting with the Department, and complete construction.

Provide a detailed estimate with the Release for Construction plans. Partial payments of the Lump Sum price will be made on monthly statements based on an accepted schedule of values and detailed estimate. Develop a schedule of values with sufficient breakdown for each of the following items:

- DESIGN COMPLETE
- CONSTRUCTION COMPLETE

Include the schedule for values a rational basis for partial payments of the Lump Sum bid based on the completed portion of the item and definitive activities. Payment for construction activities will be made on a per completed intersection basis. Payment will not be made for individual construction activities. Submit the schedule for values to the Engineer. No payments will be made until the schedule of values is accepted. Mobilization shall be an incidental cost to each intersection and shall not be included as a separate line item in the schedule of values.

At the end of each calendar month, provide the Department with a certification showing the percent complete for each item of work and the intersections that have been completed. Include a breakdown and supporting documentation, to include the Design Consultant's monthly invoice, in sufficient detail to substantiate the percent complete certified.

Payment shall be made under:

Item 999-2010 - DESIGN COMPLETE .....	per Lump Sum
Item 999-2015 - CONSTRUCTION COMPLETE .....	per Lump Sum

## **999.6 TECHNICAL PROPOSAL**

Submit a Technical Proposal that includes the anticipated project schedule, Project Work Plan, total contract time, and mobilization assumptions. There are no page limit restrictions for the technical proposal.

GDOT maintains the ability to review and approve all project submittals after award. Selection of a Proposer will not imply acceptance or approval of Proposer's Preliminary Baseline Schedule or Project Work Plan.

Submit to the Department five (5) copies of the technical proposal and one (1) cd or dvd containing an electronic copy of the technical proposal in a sealed envelope so marked as to identify its contents without being opened.

If the "Technical Proposal" is not received by the GADOT Office of Construction Bidding Administration, Room 1113, by no later than 11:00 a.m. on the day of the Bid Opening, the Bid will be subject to rejection.

## Appendix A

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
THOMASTON RD	SR	007400	BEAVER OAKS DRIVE		CR	075600	MACON	BIBB	167
JEFFERSONVILLE RD	SR	001900		DAVIS RD	CR	014900		BIBB	213
JEFFERSONVILLE RD	SR	001900	FRANKLINTON RD		CR	015100		BIBB	344
JEFFERSONVILLE RD	SR	001900		CREST DR	CR	016000		BIBB	94
JEFFERSONVILLE RD	SR	001900		OWENS ST	CR	028200		BIBB	289
JEFFERSONVILLE RD	SR	001900		GAILU DR	CR	028300		BIBB	422
JEFFERSONVILLE RD	SR	001900		SHERRIE DR	CR	045500		BIBB	31
EISENHOWER PKWY	SR	002200	TIDWELL RD		CR	003000		BIBB	155
EISENHOWER PKWY	SR	002200	HOLLEY RD		CR	003300		BIBB	267
EISENHOWER PKWY	SR	002200	S LIZELLA RD		CR	003800		BIBB	166
EISENHOWER PKWY	SR	002200		COLUMBUS RD	CR	030400		BIBB	114
EISENHOWER PKWY	SR	002200	WILLIAMSON DR		CR	070100		BIBB	421
EISENHOWER PKWY	SR	002200	KNOXVILLE RD		CR	071500		BIBB	44
EISENHOWER PKWY	SR	002200		N LIZELLA RD	CR	072800		BIBB	288
THOMASTON RD	SR	007400	SOUTHFORK DRIVE		CR	111100		BIBB	265
HAWKINSVILLE RD	SR	024700		FEAGIN RD	CR	012600		BIBB	84
HAWKINSVILLE RD	SR	024700		PATRICIA DR	CR	012800		BIBB	409
SR 16 (W 3RD ST)	SR	001600	IMOGENE GOFF RD		CR	020700	JACKSON	BUTTS	410
MULBERRY ST	SR	003600	BROWNLEE RD		CR	029600	JACKSON	BUTTS	408
MULBERRY ST	SR	003600	COLLEGE ST		CS	052503	JACKSON	BUTTS	83
COVINGTON ST	SR	003600	1ST ST		CS	056303	JACKSON	BUTTS	154
COVINGTON ST	SR	003600	HENDERSON ST		CS	057403	JACKSON	BUTTS	264
BROOKWOOD AVE	SR	004200		MCDONOUGH RD	CS	052503	JACKSON	BUTTS	333
SR 42	SR	004200	ENGLAND CHAPEL RD	BURG RD	CR	000300	JENKINSBURG	BUTTS	228
SR 42	SR	004200	SHILOH RD		CR	009300	JENKINSBURG	BUTTS	11
SR 16	SR	001600	STARK RD		CR	009400		BUTTS	82
ARTHUR K BOLTON PKWY	SR	001600	JACKSON RD	WINDY LA	CR	018300		BUTTS	332
SR 16	SR	001600	SHILOH RD		CR	022100		BUTTS	331
SR 16	SR	001600	DEAN PATRICK RD		CR	029100		BUTTS	263
SR 16	SR	001600	COLWELL RD		CR	029900		BUTTS	153

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
SR 16	SR	001600	HIGGINS RD		CR	030100		BUTTS	407
SR 36	SR	003600	HIGH FALLS RD		CR	015900		BUTTS	189
SR 36	SR	003600	PRISON BLVD	SHORT RD	CR	016500		BUTTS	10
SR 36	SR	003600	OLD BETHEL CH RD		CR	029500		BUTTS	81
SR 42	SR	004200	SR 87 (US HWY 23)		SR	008700		BUTTS	406
SR 87	SR	008700	HIGGINS RD		CR	011500		BUTTS	150
CRISP MILITARY HWY	SR	052000	WELLS ST	MARTHA BERRY HWY	SR	000100	CUSSETA	CHATTAHOOCHEE	377
CRISP MILITARY HWY	SR	052000	OLD LOUVALE RD		CR	002600	CUSSETA	CHATTAHOOCHEE	73
CLARKE W DUNCAN HWY	SR	002600	BOX SPGS RD	OLD GA 137	CR	001600		CHATTAHOOCHEE	191
CLARKE W DUNCAN HWY	SR	002600		KING ST	CR	002900		CHATTAHOOCHEE	88
CLARKE W DUNCAN HWY	SR	002600	WELLS ST	LAFAYETTE RD	CR	003000		CHATTAHOOCHEE	50
CLARKE W DUNCAN HWY	SR	002600		INDUSTRIAL PARK RD	CR	006800		CHATTAHOOCHEE	383
CRISP MILITARY HWY	SR	052000	MANTA ROAD		CR	000300		CHATTAHOOCHEE	102
JEFFERSON DAVIS MEM HWY	SR	001400	BETHLEHEM CHURCH RD	E CAMP ST	CR	020100	MORELAND	COWETA	378
WELLS ST	SR	001600	PYLANT ST		CR	007400	SENOIA	COWETA	104
MCINTOSH TRL	SR	015400	OLD HWY 16		CR	009100	SHARPSBURG	COWETA	356
SR 16	SR	001400	SR 14		SR	001600		COWETA	181
JEFFERSON DAVIS MEM HWY	SR	001400		HERRING RD	CR	004300		COWETA	103
SR 16	SR	001600	LEONA MCWILLIAMS RD		SR	005400		COWETA	358
SR 16	SR	001600		MARION BEAVERS RD	CR	009000		COWETA	255
SR 16	SR	001600	LAWSHE RD		CR	014200		COWETA	183
SR 16	SR	001600	OLD CARROLLTON RD		CR	030600		COWETA	105
REV TRAVIS HENRY EDISON HWY	SR	001600		MAIN ST	CR	031000		COWETA	184
SR 16	SR	001600	SARGENT MAIN ST		CR	031700		COWETA	256
SR 16	SR	001600	WELCOME SGT RD	SMITH RD	CR	031800		COWETA	3
SR 16	SR	001600	MACEDONIA RD		CR	055700		COWETA	359
COL JOE M JACKSON M O H HWY	SR	003400	LORA SMITH RD		CR	006300		COWETA	185
COL JOE M JACKSON M O H HWY	SR	003400	LASSETTER RD	THOMAS OVERBY RD	CR	006600		COWETA	360
COL JOE M JACKSON M O H HWY	SR	003400	EBENEZER CHURCH RD		CR	006700		COWETA	5
COL JOE M JACKSON M O H HWY	SR	003400		WEXFORD DR	CR	014080		COWETA	4

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
MAJ STEPHEN W PLESS M O H HWY	SR	003400	BRUCE JACKSON RD	PIERCE CHAPEL RD	CR	025100		COWETA	186
MAJ STEPHEN W PLESS M O H HWY	SR	003400	PETE DAVIS RD	THIGPEN RD	CR	027300		COWETA	6
MAJ STEPHEN W PLESS M O H HWY	SR	003400	DIXON RD		CR	027500		COWETA	75
COL JOE M JACKSON M O H HWY	SR	003400	OAKCREST DR		CR	048700		COWETA	257
MAJ STEPHEN W PLESS M O H HWY	SR	003400	WELCOME RD		CR	054900		COWETA	74
COL JOE M JACKSON M O H HWY	SR	003400	GLENDA TR	ACES DR	CR	168800		COWETA	106
PRESIDENTIAL ROUTE	SR	004100	DONALD LAMB RD	ROBISON RD	CR	020400		COWETA	328
SR 54	SR	005400	BEXTON RD	CECIL HUNTER RD	CR	018500		COWETA	258
SR 54	SR	005400	GORDON RD		CR	054700		COWETA	7
MCCOLLUM SHARPSBURG RD	SR	015400	EMORY PHILLIPS RD		CR	006800		COWETA	361
MCCOLLUM SHARPSBURG RD WILLIAM T OVERBY M PKWY	SR	015400	MALVERN HILL		CR	138600		COWETA	259
US HWY 80	SR	002200		LOWE RD	CR	013500	ROBERTA	CRAWFORD	152
PEACH BLOSSOM TRL	SR	000700	HOPEWELL RD		CR	016300		CRAWFORD	330
SR 42	SR	004200		POWERS RD	CR	004400		CRAWFORD	9
SR 42	SR	004200	TAYLOR MILL RD	MARSHALL MILL RD	CR	016100		CRAWFORD	262
PINE AVE	SR	000700	HORNE ST		CR	032200	PINEHURST	DOOLY	78
2ND ST	SR	023000	SCHOOL ST		CS	051609	UNADILLA	DOOLY	188
3RD ST	SR	000700	E PINE ST	W PINE ST	CS	070511	VIENNA	DOOLY	77
3RD ST	SR	000700	E WOODWARD ST	W WOODWARD ST	CS	071611	VIENNA	DOOLY	151
SR 7	SR	000700		ANDREWS ST	CS	073311	VIENNA	DOOLY	261
UNION ST	SR	002700	W PINE ST		SR	009000	VIENNA	DOOLY	260
E UNION ST	SR	002700	7TH ST		CR	017000	VIENNA	DOOLY	8
HAWKINSVILLE RD	SR	002700		E UNION ST	SR	021500	VIENNA	DOOLY	76
HAWKINSVILLE RD	SR	002700	MITCHELL ST		CS	070511	VIENNA	DOOLY	187
VIENNA PITTS HWY	SR	021500	SR 257		SR	025700		DOOLY	405
JOEL COWAN PKWY	SR	007400	E CRESTWOOD RD		CS	055109	TYRONE	FAYETTE	273
SR 92	SR	009200		HAMPTON RD	CR	100100	WOOLSEY	FAYETTE	146
LANIER AVE	SR	005400	FLAT CREEK TRL		CR	008300		FAYETTE	1
SR 54	SR	005400		CALLAWAY RD	CR	021300		FAYETTE	206

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
JOEL COWAN PKWY	SR	007400	WESTBOURNE DR	KIRKLEY RD	CR	006400		FAYETTE	363
JOEL COWAN PKWY	SR	007400	SANDY CREEK RD		CR	036500		FAYETTE	364
CLARK HOWELL MEM HWY	SR	008500	HARP RD		CR	012900		FAYETTE	371
CLARK HOWELL MEM HWY	SR	008500	SEAY RD		CR	013800		FAYETTE	225
SR 85	SR	008500		GOZA RD	CR	014400		FAYETTE	252
CLARK HOWELL MEM HWY	SR	008500	LISBON RD		CR	014700		FAYETTE	176
CLARK HOWELL MEM HWY	SR	008500		PORTER RD	CR	015600		FAYETTE	248
CLARK HOWELL MEM HWY	SR	008500		RISING STAR RD	CR	016100		FAYETTE	310
CLARK HOWELL MEM HWY	SR	008500	ROYAL RIDGE WAY		CR	079500		FAYETTE	352
CLARK HOWELL MEM HWY	SR	008500		HWY 85 CONN	CR	087500		FAYETTE	301
CLARK HOWEL MEM HWY	SR	008500	CHRISTOPHER DR		CR	099900		FAYETTE	285
SR 92	SR	009200	PETERS RD		CR	002000		FAYETTE	179
SR 92	SR	009200	NEWTON RD		CR	002100		FAYETTE	433
SR 92	SR	009200	BROGDON RD		CR	003100		FAYETTE	175
SR 92	SR	009200	WHITE RD		CR	003700		FAYETTE	197
SR 92	SR	009200	STANLEY RD		CR	004400		FAYETTE	349
SR 92	SR	009200		GRAVES RD	CR	004500		FAYETTE	272
SR 92	SR	009200	SEAY RD		CR	013800		FAYETTE	93
SR 92	SR	009200	MCBRIDE RD		CR	014200		FAYETTE	69
SR 92	SR	009200	HILLS BRIDGE RD		CR	014300		FAYETTE	350
SR 92	SR	009200	GOZA RD		CR	014400		FAYETTE	249
SR 92	SR	009200		ANTIOCH RD	CR	014900		FAYETTE	165
SR 92	SR	009200	LOWERY RD		CR	018800		FAYETTE	327
SR 92	SR	009200	INMAN RD		CR	020200		FAYETTE	144
SR 92	SR	009200	CARROLLWOOD DR		CR	037100		FAYETTE	399
SR 92	SR	009200	CHAPMAN RD	CARSON RD	CR	088100		FAYETTE	295
SR 314	SR	031400	WHITE OAK WAY		CR	036700		FAYETTE	198
MCDONOUGH RD	SR	092000	FELTON DR		CR	059500		FAYETTE	254
MCDONOUGH RD	SR	092000	VOLUNTEER WAY		CR	111300		FAYETTE	119
WARM SPGS RD	SR	008500	SINCLAIR DR	ALEXANDER RD	SR	020800	WAVERLY HALL	HARRIS	404

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
HAMILTON RD	SR	000100		E BONACRE RD	CR	014700		HARRIS	423
MARTHA BERRY HWY (US HWY 27 E)	SR	000100		SR 208	SR	020800		HARRIS	424
HAMILTON RD	SR	000100		FLORIDA LN	CR	030500		HARRIS	345
OLD WARM SPGS RD	SR	000100	SR 315		SR	031500		HARRIS	56
HAMILTON RD	SR	000100	SECRETARIAT TRL	COCA WAY	CR	041600		HARRIS	95
SR 18	SR	001800	NELSON RD		CR	000600		HARRIS	238
RIVERS RD	SR	001800	WHITESVILLE RD		SR	021900		HARRIS	366
BLUE SPGS RD	SR	011600	LOWER BLUE SPGS RD		CR	039300		HARRIS	388
SR 219	SR	021900	GOAT ROCK RD	SR 315	SR	031500		HARRIS	209
SR 315	SR	031500	CANNON RD		CR	012200		HARRIS	110
SR 315	SR	031500	MOUNTAIN HILL DR		CR	038500		HARRIS	28
RIVER ST	SR	000100	LAGRANGE ST	S RIVER RD	SR	003400	FRANKLIN	HEARD	284
MARTHA BERRY HWY	SR	000100	GLENLOCH	ARMSTRONG MILL RD	CR	001300		HEARD	192
MARTHA BERRY HWY	SR	000100	GUM CREEK AIRPORT RD		CR	002700		HEARD	14
MARTHA BERRY HWY	SR	000100	WELCOME RD	PROVIDENCE RD	CR	021600		HEARD	111
MCDONOUGH ST	CS	055401	HAMPTON LOCUST GROVE RD		CR	065000	HAMPTON	HENRY	193
ROSENWALD DR	CS	060401	MCDONOUGH ST		CS	053101	HAMPTON	HENRY	343
SR 20 / HAMPTON- MCDONOUGH RD	SR	002000	WESTRIDGE INDUSTRIAL BLVD	NAIL DR	CR	026000	MCDONOUGH	HENRY	120
ZACH HINTON PKWY	SR	002000	TOMLINSON RD		CR	034800	MCDONOUGH	HENRY	54
CONYERS RD	SR	002000	MCGARITY RD		CR	41100	MCDONOUGH	HENRY	235
HAMPTON ST	SR	002000	BROWN AVE		CS	060209	MCDONOUGH	HENRY	385
N CEDAR ST	SR	002000		LAWRENCEVILLE ST	CS	060809	MCDONOUGH	HENRY	164
RAYMOND G DAVIS MED OF HON HWY	SR	004200		IVEY EDWARDS LN	CR	049600	MCDONOUGH	HENRY	90
ATLANTA ST	SR	004200	HUNTINGTON DR		CS	071209	MCDONOUGH	HENRY	19
RAYMOND G DAVIS M O H HWY	SR	004200	GRANDIFLORA DR		CS	073611	STOCKBRIDGE	HENRY	373
CONYERS RD	SR	002000	ELLIOTT RD		CR	013100		HENRY	13
SR 20	SR	002000	TURNER CH RD		CR	013200		HENRY	339
SR 20	SR	002000	NEW MORN DR	MANLEY DRIVE	CR	020400		HENRY	99
SR 20	SR	002000	SIMPSON MILL RD	OAKLAND RD	CR	028000		HENRY	353
SR 20	SR	002000	ROCKY CREEK RD		CR	028500		HENRY	275



ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
SR 20 ( CONYERS RD)	SR	002000	E LAKE RD		CR	044300		HENRY	436
SR 20	SR	002000		KELLEYTOWN RD	CR	066300		HENRY	20
SR 20	SR	002000	MT LAUREL DR		CR	098000		HENRY	89
SR 20	SR	002000	MOSBY CREEK DR		CR	174400		HENRY	178
RAYMOND G DAVIS MED OF HON HWY	SR	004200	CANUP DR		CR	033300		HENRY	268
RAYMOND G DAVIS MED OF HON HWY	SR	004200	DAVIS RD		CR	034000		HENRY	160
RAYMOND G DAVIS MED OF HON HWY	SR	004200	JOHN PRICE DR		CR	127400		HENRY	414
SR 11	SR	001100		GILES RD	CR	007300		HOUSTON	202
SR 11	SR	001100	NEW DUNBAR RD		CR	007400		HOUSTON	218
SR 11	SR	001100	LAKEVIEW RD		CR	014400		HOUSTON	51
SR 11	SR	001100	CRESTVIEW CH RD		CR	044200		HOUSTON	415
SR 11	SR	001100	CHURCHHILL PL		CR	130400		HOUSTON	161
SR 96	SR	009600		ROYAL OAK LN	CR	116400		HOUSTON	277
SR 127	SR	012700	SR 247		SR	024700		HOUSTON	437
SR 127	SR	012700	SYLVAN DR		CR	040300		HOUSTON	355
BILL CONN PKWY	SR	001800	CUMSLO RD		CR	029100	GRAY	JONES	297
GRAY HWY	SR	001100	GRAHAM RD	HOMER ROBERTS RD	CR	000100		JONES	21
GRAY HWY	SR	001100	SAND CREEK TRAIL	ROCK CREEK RD	CR	000600		JONES	201
GRAY HWY	SR	001100	GREENWOOD RD	OLD MACON RD	CR	000800		JONES	122
GRAY HWY	SR	001100	GREENE SETTLEMENT RD		CR	001900		JONES	375
MONTICELLO HWY	SR	001100	OLIVER GREENE RD		CR	004000		JONES	298
GRAY HWY	SR	001100		R L WHEELER RD	CR	017900		JONES	374
SR 18	SR	001800		MCKAY RD	CR	001100		JONES	246
SR 18	SR	001800	HOWARD ROBERTS RD		CR	2800		JONES	320
SR 18	SR	001800	MORTON RD		CR	012200		JONES	276
SR 22	SR	002200	SAVANNAH DR		CR	045400		JONES	141
GA HWY 49	SR	004900		GARRISON RD	CR	015900		JONES	321
GA HWY 49	SR	004900	CUMSLO RD	PITTS CHAPEL RD	CR	029100		JONES	220
SR 49	SR	004900		BOWEN HILL RD	CR	029200		JONES	66
GA HWY 49	SR	004900		MATTIE WELLS DR	CR	045900		JONES	396

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
HWY 41 N	SR	000700	INDUSTRIAL RD		CR	006500		LAMAR	116
HWY 41 S	SR	001800	FREDONIA CHURCH RD		CR	003500		LAMAR	434
HWY 18 W	SR	001800	PIEDMONT RD	FIVE POINTS RD	CR	021600		LAMAR	351
HWY 36 W	SR	003600	COUNTRY KITCHEN RD		CR	003600		LAMAR	325
HWY 36 W	SR	003600		MIDWAY RD	CR	004100		LAMAR	250
BARNESVILLE JACKSON RD	SR	003600	HIGH FALLS RD		CR	013500		LAMAR	435
HWY 36 E	SR	003600	HIGHFALLS PARK RD		CR	021400		LAMAR	71
HWY 36 E	SR	003600	VAN BUREN RD		CR	021700		LAMAR	177
SR 26	SR	002600	TRAVELERS REST RD		SR	022400		MACON	251
SR 49	SR	004900	HEAD RD	CO RD 17	CR	001700		MACON	402
E 6TH AVE	SR	002600	S CHURCH ST		CS	050601	BUENA VISTA	MARION	326
SR 30	SR	003000	COOL SPRINGS RD	GEORGE WELCH RD	CR	011700		MARION	226
PARK ST	SR	005400	EAST OAK ST		CR	041100	LUTHERSVILLE	MERIWETHER	348
ROOSEVELT HWY (N. MAIN ST)	SR	004100	3RD ST		CS	081917	MANCHESTER	MERIWETHER	432
BROAD ST	SR	004100	4TH ST		CS	082617	MANCHESTER	MERIWETHER	67
2ND ST	SR	004100	2ND AVE		CS	083117	MANCHESTER	MERIWETHER	322
ROOSEVELT HWY	SR	004100	HOLY HILL PL		CS	085317	MANCHESTER	MERIWETHER	143
2ND ST	SR	004100	3RD AVE		CS	091017	MANCHESTER	MERIWETHER	247
ROOSEVELT HWY	SR	004100		RALEIGH RD	SR	017300		MERIWETHER	222
ROOSEVELT HWY	SR	004100	JUDSON BULLOCH RD		CR	017400		MERIWETHER	86
S LEE ST	SR	004200		MONTPELIER AVE	CR	005600	FORSYTH	MONROE	266
S LEE ST	SR	004200	CHAMBERS ST		CS	061905	FORSYTH	MONROE	158
M L KING JR DR	SR	008300		WASHINGTON DR	CR	012400	FORSYTH	MONROE	87
CABANISS RD	SR	008300	N FRONTAGE RD	S FRONTAGE RD	CS	070705	FORSYTH	MONROE	412
SR 18	SR	001800	COLLIER RD		CR	013500		MONROE	338
HAROLD G CLARKE PKWY	SR	001800	SHONEYS RD		CR	047300		MONROE	47
SR 19	SR	001900	OLD MACON RD		CR	003400		MONROE	302
SR 42	SR	004200		MONTPELIER SPGS RD	CR	007700		MONROE	231
SR 42	SR	004200	I75 FRONTAGE RD		CS	070905		MONROE	48
SR 42	SR	004200	MOSELY RD		CR	018300	BYRON	PEACH	430

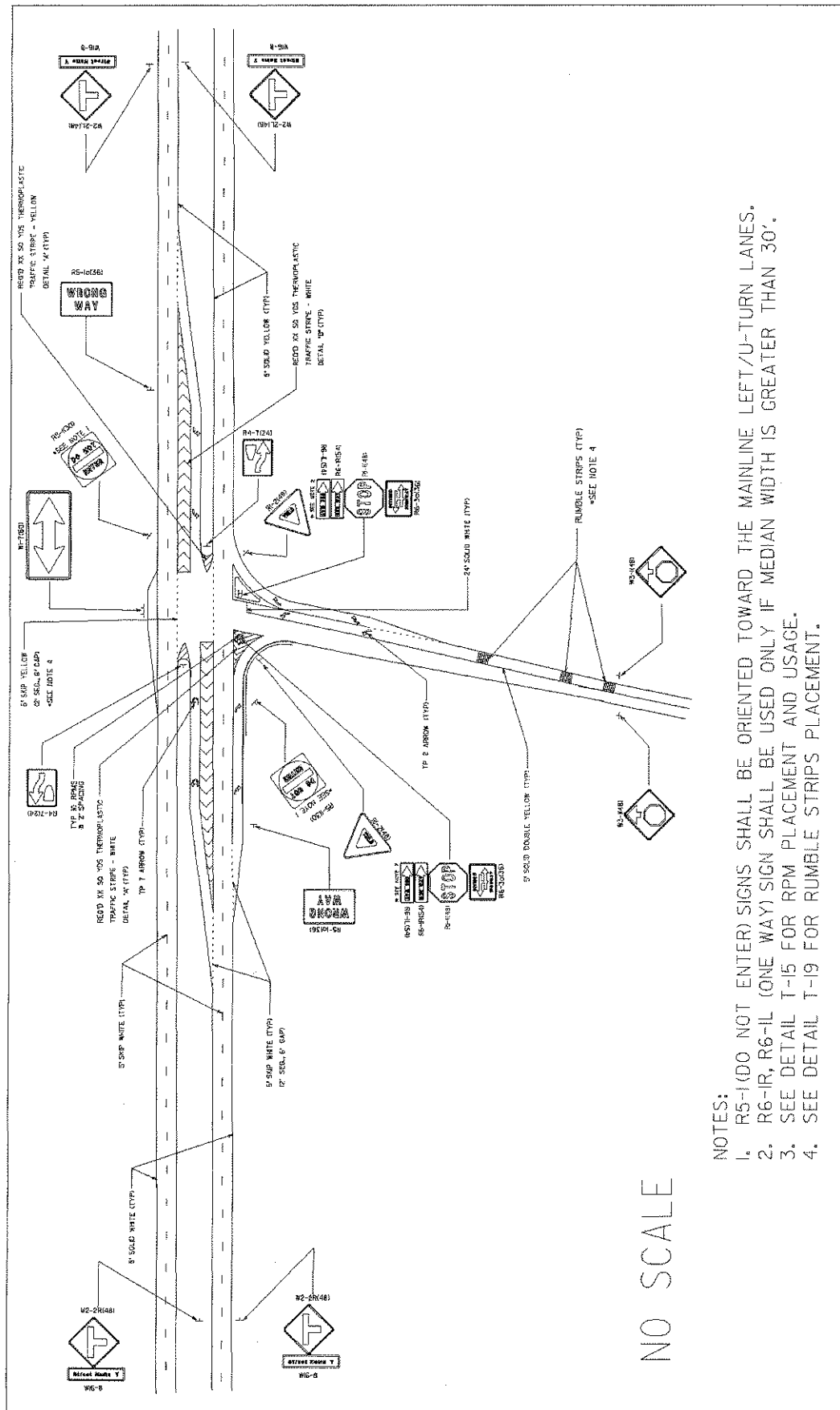
ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
PEACH PKWY	SR	004900	ACADEMY ST		CS	050301	BYRON	PEACH	318
SR 7	SR	000700	NORWOOD SPGS RD		CR	000400		PEACH	395
SR 7	SR	000700	CLOPINE LAKE RD		CR	000500		PEACH	140
SR 7	SR	000700		UNIVERSITY BLVD	CR	030800		PEACH	291
STATE ROUTE 894	SR	004900	STATE UNIVERSITY DR	DOLES RD	CR	002700		PEACH	219
N CAMELLIA RD	SR	004900	TAYLORS MILL RD		CR	004900		PEACH	35
PEACH PKWY	SR	004900	COUNTRY CLUB RD	SYLVAN DELL RD	CR	005100		PEACH	62
PEACH PKWY / SR 49	SR	004900	DUNBAR ROAD		CR	007300		PEACH	115
PEACH PKWY (SR49)	SR	004900	MOSELY RD		CR	018300		PEACH	429
SR 96	SR	009600	CO RD 82	AULTMAN RD	CR	019800		PEACH	63
SR 49C	SR	0049C O	TAYLORS MILL RD		CR	017500		PEACH	137
SR 49C	SR	0049C O	WOOLFOLK RD		CR	018600		PEACH	244
CENTERVILLE RD	SR	0247C O	HOUSERS MILL RD		CR	008300		PEACH	216
CENTERVILLE RD	SR	0247C O	POWERSVILLE RD	SR 247 CONN	CR	009900		PEACH	392
CENTERVILLE RD	SR	0247C O	GUNN RD		CR	012900		PEACH	138
GRIFFIN ST	SR	000300	JACKSON RD		CR	025000	ZEBULON	PIKE	393
GRIFFIN ST / MEANSVILLE ST	SR	000300	HARRISON ST		CS	056309	ZEBULON	PIKE	33
ZEBULON RD	SR	000300	PATTON RD	GRESHAM RD	CR	002400		PIKE	290
SR 3 (US HWY 19)	SR	000300	SR 109		SR	010900		PIKE	427
SR 3	SR	000300		SANDEFUR RD	CR	025500		PIKE	217
PEACH BLOSSOM TRL	SR	000700	NEW HOPE RD		CR	025000		PIKE	347
341 BLVD	SR	001100	BROAD ST		SR	023000	HAWKINSVILLE	PULASKI	60
PERRY HWY	SR	001100		BOEING ST	CR	013200		PULASKI	390
SR 11	SR	001100		TRUMAN RD	CR	020200		PULASKI	242
SR 11	SR	001100	PROGRESS AVE		SR	0011B U		PULASKI	314
SR 26 / US 129 ALT	SR	002600	UPPER RIVER RD		CR	020300		PULASKI	135
UNADILLA HWY / BROAD ST	SR	023000	RED RIVER DR		CR	009900		PULASKI	61
N EXPRESSWAY	SR	000300	MANLEY RD		CR	000100	GRIFFIN	SPALDING	391
N EXPRESSWAY	SR	000300	GLENWOOD DR		CR	002600	GRIFFIN	SPALDING	32
MLK JR PKWY	SR	000300	MINTER RD		CR	015400		SPALDING	346

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
ARTHUR K BOLTON PKWY	SR	001600	BARROW RD		CR	007400		SPALDING	170
ARTHUR K BOLTON PKWY	SR	001600	WILD PLUM RD		CR	009400		SPALDING	58
ARTHUR K BOLTON PKWY	SR	001600	S WALKERS MILL RD		CR	010500		SPALDING	426
NEWNAN RD	SR	001600	ANDERSON RD		CR	019800		SPALDING	312
NEWNAN RD / SR 16	SR	001600		MALOY RD	CR	023500		SPALDING	133
FAYETTEVILLE RD	SR	009200	PIRKLE RD	BIRDIE RD	CR	003000		SPALDING	313
FAYETTEVILLE RD	SR	009200	VAUGHN RD	DAVID ELDER RD	CR	003500		SPALDING	214
FAYETTEVILLE RD	SR	009200		WESTMORELAND RD	CR	034700		SPALDING	389
FAYETTEVILLE RD	SR	009200		W MCINTOSH RD	CR	050200		SPALDING	59
JACKSON RD	SR	015500		N MCDONOUGH RD	CR	049800		SPALDING	324
MCDONOUGH RD	SR	015500	TEAMON RD		CR	051400		SPALDING	134
WILLIAMSON RD	SR	036200	LENOX CIR	AERODROME WAY	CR	024700		SPALDING	400
WILLIAMSON RD	SR	036200	MORELAND RD	BETHANY RD	CR	050700		SPALDING	70
CHATT VALLEY TRL SCENIC HWY	SR	003900	GEORGE S LEE CAUSEWAY		SR	0039SP		STEWART	223
SR 27	SR	002700	DISTRICT LINE RD		CR	001200		SUMTER	401
ANDERSONVILLE TRL	SR	002700	WISE RD		CR	008200		SUMTER	224
SR 27	SR	002700	ROY VAUGHN RD	HOWARD JOHNSON RD	CR	010100		SUMTER	117
SR 27 \ VIENNA RD	SR	002700	BAILEY AVE / SR 195		SR	019500		SUMTER	293
ANDERSONVILLE TRL	SR	002700	E ROCK HILLS DR		CR	032700		SUMTER	145
US 280	SR	003000	FELDER ST		SR	015300		SUMTER	39
SR 30	SR	003000	ARLINGTON RD		CR	026100		SUMTER	370
SR 49	SR	004900	SOUTHERFIELD RD	NEW ERA RD	CR	001300		SUMTER	294
AMERICUS DAWSON RD	SR	004900	BONDS TRAIL RD		SR	030800		SUMTER	196
SR 377 / LEE ST RD	SR	037700	MC LITTLE BRIDGE RD	MASK RD	CR	004400		SUMTER	118
MACON ST (US HWY 80)	SR	2200	SR 96		SR	9600	GENEVA	TALBOT	127
WASHINGTON AVE	SR	002200	TYLER ST		CS	054207	TALBOTTON	TALBOT	49
SR 22	SR	002200	BOX SPRINGS RD	WAVERLY HALL RD	CR	008200		TALBOT	381
SR 22	SR	002200	SR 355		SR	035500		TALBOT	303
EASTERN PRESIDENTIAL ROUTE	SR	004100		BEN HILL CIR	SR	008500		TALBOT	128
WESTERN PRESIDENTIAL ROUTE	SR	008500	OWENS CIR		CR	004300		TALBOT	382

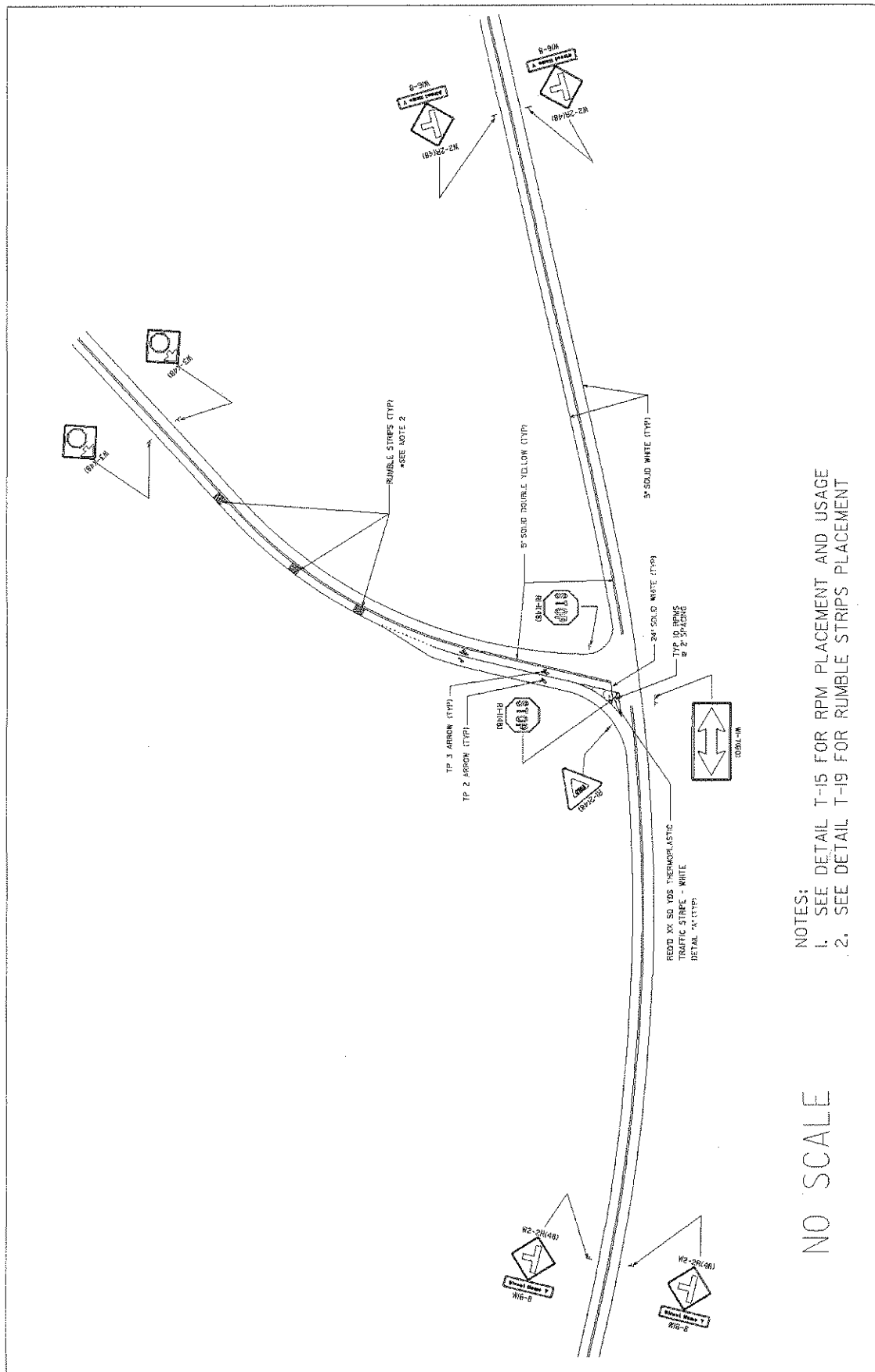
ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
SR 85	SR	008500	SR 85AL		SR	0085AL		TALBOT	208
SR 96	SR	009000	SR 90		SR	009600		TALBOT	282
S BROAD ST	SR	000300	CEDAR ST		CS	050701	BUTLER	TAYLOR	108
BUTLER BYPASS	SR	009600	CHARING RD		SR	013700		TAYLOR	283
SR 96	SR	009600	OAK ST	CROSSROAD SCHOOL RD	CR	024700		TAYLOR	362
HOGANSVILLE RD	SR	001400	MORGAN RD		CR	062700	HOGANSVILLE	TROUP	190
E 10TH ST	SR	001800		SR 103	SR	010300	WEST POINT	TROUP	30
E 10TH ST	SR	001800	AVE H		CS	061709	WEST POINT	TROUP	109
E 10TH ST	SR	001800	AVE K		CS	062509	WEST POINT	TROUP	386
HAMILTON RD	SR	000100	S THOMPSON RD	EBENEZER CH RD	CR	018100		TROUP	211
HAMILTOM RD	SR	000100		ROSEMONT RD	CR	020100		TROUP	131
NEW FRANKLIN RD	SR	000100	RIVER RUN DR		CR	063400		TROUP	309
W POINT RD	SR	001400	HUDSON RD		CR	010300		TROUP	286
JEFFERSON DAVIS MEM HWY	SR	001400	UPPER GLASS BRIDGE RD		CR	040300		TROUP	212
W POINT RD	SR	001400		OLD WEST POINT RD	CR	041400		TROUP	112
GREENVILLE RD	SR	010900		STEWART RD	CR	022600		TROUP	368
GREENVILLE RD	SR	010900	MOUNTVILLE HOGANSVILLE RD	CHIPLEY MOUNTVILLE RD	CR	023800		TROUP	287
WHITESVILLE RD	SR	021900	NEW HUTCHINSON MILL RD		CR	009100		TROUP	113
SR 219	SR	021900	BARTLEY RD		CR	040700		TROUP	194
IRWINTON RD	SR	005700	RIDGE RD		CR	018700		TWIGGS	341
COCHRAN SHORT ROUTE	SR	008700	STONE CREEK CHURCH RD	SGOTA RD	CR	007900		TWIGGS	270
SR 96	SR	009600		SR 358	SR	035800		TWIGGS	92
SR 36	SR	003600	E MOORES CROSSING RD		CR	042400		UPSON	234
J IRVIN HENDRICKS HWY (YATESVILLE HWY)	SR	007400	TRICE CEM RD		CR	020900		UPSON	384
J IRVIN HENDRICKS HWY / YATESVILLE HWY)	SR	007400	KNIGHT TRL		CR	048800		UPSON	53
HAMILTON ST	SR	002700	WASHINGTON ST		SR	004100	PRESTON	WEBSTER	210

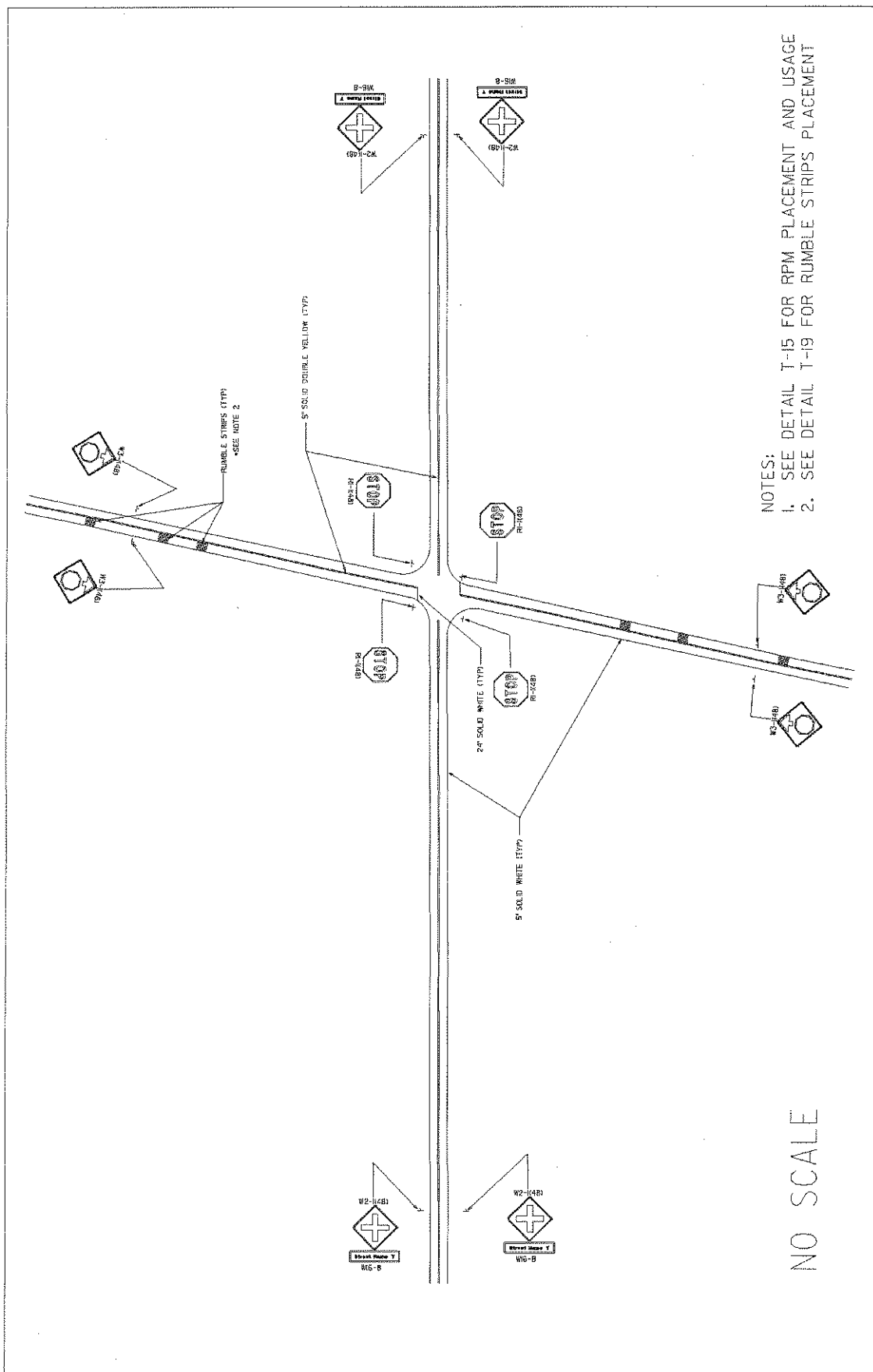
## Appendix B

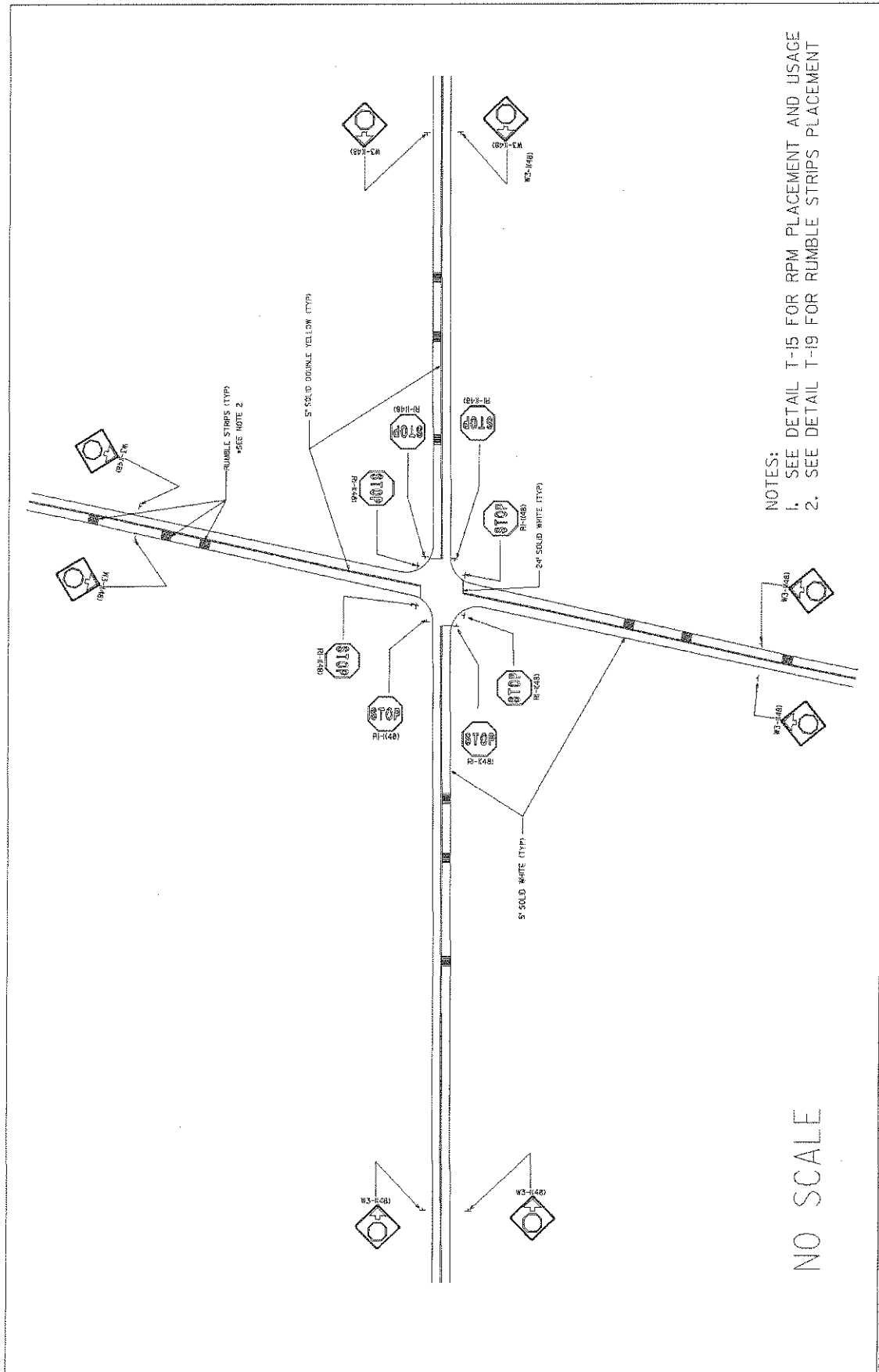












October 1, 2012

AMENDMENT TO ADVERTISED CONTRACT

CONTRACT I.D. NUMBER: B14326-12-000-1

GEORGIA PROJECT NUMBER: 0010751

PCN: 0010751.01000

COUNTY: ALL COUNTIES

AMENDMENT NUMBER: 1

LETTING DATE: OCTOBER 19, 2012

LETTING NUMBER: 002

THE FOLLOWING CHANGES ARE HEREBY MADE TO THIS CONTRACT. THE BIDDER IS RESPONSIBLE FOR MAKING ANY NECESSARY CHANGES IN INK IN THE PROPOSAL. BIDDER SHALL ACKNOWLEDGE THIS AMENDMENT BY CHECKING THE APPROPRIATE SPACE ON THE PROPOSAL SIGNATURE PAGE.

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1. **Delete** Proposal Page 632 from the proposal **and Substitute** the attached revised/added page 632 in the proposal.
2. **Add** the attached Special Provision Section 105-Control of Work dated August 10, 2012 to the proposal.

DAVID E. HOGE  
STATE TRANSPORTATION OFFICE ENGINEER

ROADNAME	RTE TYP	RTE NO	INTERSECTION	INTERSECTION	INT RTE TYP	INT RTE NO	CITYLIMIT	COUNTYLIMIT	INT MAP ID
THOMASTON RD	SR	007400	BEAVER OAKS DRIVE		CR	075600	MACON	BIBB	167
JEFFERSONVILLE RD	SR	001900		DAVIS RD	CR	014900		BIBB	213
JEFFERSONVILLE RD	SR	001900	FRANKLINTON RD		CR	015100		BIBB	344
JEFFERSONVILLE RD	SR	001900		CREST DR	CR	016000		BIBB	94
JEFFERSONVILLE RD	SR	001900		OWENS ST	CR	028200		BIBB	289
JEFFERSONVILLE RD	SR	001900		GAILU DR	CR	028300		BIBB	422
EISENHOWER PKWY	SR	002200	TIDWELL RD		CR	003000		BIBB	155
EISENHOWER PKWY	SR	002200	HOLLEY RD		CR	003300		BIBB	267
EISENHOWER PKWY	SR	002200	S LIZELLA RD		CR	003800		BIBB	166
EISENHOWER PKWY	SR	002200		COLUMBUS RD	CR	030400		BIBB	114
EISENHOWER PKWY	SR	002200	WILLIAMSON DR		CR	070100		BIBB	421
EISENHOWER PKWY	SR	002200	KNOXVILLE RD		CR	071500		BIBB	44
EISENHOWER PKWY	SR	002200		N LIZELLA RD	CR	072800		BIBB	288
THOMASTON RD	SR	007400	SOUTHFORK DRIVE		CR	111100		BIBB	265
HAWKINSVILLE RD	SR	024700		FEAGIN RD	CR	012600		BIBB	84
HAWKINSVILLE RD	SR	024700		PATRICIA DR	CR	012800		BIBB	409
SR 16 (W 3RD ST)	SR	001600	IMOGENE GOFF RD		CR	020700	JACKSON	BUTTS	410
MULBERRY ST	SR	003600	BROWNLEE RD		CR	029600	JACKSON	BUTTS	408
MULBERRY ST	SR	003600	COLLEGE ST		CS	052503	JACKSON	BUTTS	83
COVINGTON ST	SR	003600	1ST ST		CS	056303	JACKSON	BUTTS	154
COVINGTON ST	SR	003600	HENDERSON ST		CS	057403	JACKSON	BUTTS	264
BROOKWOOD AVE	SR	004200		MCDONOUGH RD	CS	052503	JACKSON	BUTTS	333
SR 42	SR	004200	ENGLAND CHAPEL RD	BURG RD	CR	000300	JENKINSBURG	BUTTS	228
SR 42	SR	004200	SHILOH RD		CR	009300	JENKINSBURG	BUTTS	11
SR 16	SR	001600	STARK RD		CR	009400		BUTTS	82
ARTHUR K BOLTON PKWY	SR	001600	JACKSON RD	WINDY LA	CR	018300		BUTTS	332
SR 16	SR	001600	SHILOH RD		CR	022100		BUTTS	331
SR 16	SR	001600	DEAN PATRICK RD		CR	029100		BUTTS	263
SR 16	SR	001600	COLWELL RD		CR	029900		BUTTS	153

**Georgia Department of Transportation  
State of Georgia  
Special Provision**

**District 3  
P.I. NO. 0010751**

**Section 105 - Control of Work**

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***Delete Section 105.04 and Substitute the following:***

**105.04 Coordination of Plans, Specifications, Supplemental Specifications, and Special Provisions**

The *Standard Specifications*, the Supplemental Specifications, the Plans, Special Provisions, and all supplementary documents are essential parts of the Contract, and a requirement occurring in one is as binding as though occurring in all. They are intended to be complementary and to describe and provide for a complete work.

In cases of discrepancy, the governing descending order will be as follows:

1. Special Provision Section 999- Design - Build
2. Special Provisions
3. Project Plans including Special Plan Details
4. Supplemental Specifications
5. Standard Plans including Standard Construction Details
6. Standard Specifications

Calculated dimensions will govern over scaled dimensions.

The Contractor shall take no advantage of any apparent error or omission in the Plans or Specifications. In the event the Contractor discovers such an error or omission, he shall immediately notify the Engineer. The Engineer will then make such corrections and interpretations as may be deemed necessary for fulfilling the intent of the Plans and Specifications.

**A. Specifications of Other Organizations**

When work is specified to be done or when materials are to be furnished according to the published specifications of organizations other than the Department, the latest specifications published by those organizations at the time bids are received shall apply unless otherwise specified.

AASHTO Interim Specifications and ASTM Tentative Specifications will be considered effective on date of issue.

**B. Item Numbers**

The first three digits of any Item Number in the itemized Proposal designates the Specification section under which the Item shall be constructed.

**Office of Construction Bidding Administration**

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May 15, 2012

AMENDMENT TO ADVERTISED CONTRACT

CONTRACT I.D. NUMBER: B14326-12-000-0

GEORGIA PROJECT NUMBER: 0010751

PCN: 0010751.01000

COUNTY: DISTRICT 3

AMENDMENT NUMBER: 2

LETTING DATE: MAY 18, 2012

LETTING NUMBER: 008

THE FOLLOWING CHANGES ARE HEREBY MADE TO THIS CONTRACT. THE BIDDER IS RESPONSIBLE FOR MAKING ANY NECESSARY CHANGES IN INK IN THE PROPOSAL. BIDDER SHALL ACKNOWLEDGE THIS AMENDMENT BY CHECKING THE APPROPRIATE SPACE ON THE PROPOSAL SIGNATURE PAGE.

\*\*\*\*\*

1. Proposal Page 591, Special Provision Section 999-Design Build Project, Subsection 999.1.C.8.; **Add** the following:

"Contractor to place barcodes on both the sign and the post. Barcodes will be provided by GDOT. "

2. Proposal Page 592, Special Provision Section 999-Design Build Project, Subsection 999.1.C.; **Add** the following:

12. Contractor will not clear any vegetation or landscaping as part of this project.

DAVID E. HOGE  
STATE TRANSPORTATION OFFICE ENGINEER