

DEPARTMENT OF TRANSPORTATION
AND INFRASTRUCTURE

Standard Specifications for Highway Construction

January 2023

FOREWORD

USE OF NEW BRUNSWICK PROVINCIAL STANDARDS

The standards in the DTI Standard Specifications are intended to be used as pre-printed components of a construction Contract. They are not prepared as design aids or as a manual of design procedures and they will not competently serve those purposes.

It is the responsibility of the Bidder/Contractor to ensure they have an up-to-date copy of the Standard Construction Contract including the Articles of Agreement, Terms of Payment "A", General Conditions "B", and the Standard Specifications. The Standard Specifications are compliant with applicable Acts and Regulations.

Bid Items in the Standard Specifications are intended to be complete units of Work and clearly identify the scope, material requirements, and specific construction provisions to produce the specified end product.

Requirements of the Notice of Tender are incorporated by reference and shall form part of the Contract as if they had appeared here in their entirety.

The Standard Specifications rely on the use of specific words and phrases as defined in the Definitions (*Item 003*).

The Standard Specifications form part of the Contract Documents and govern the performance of the Contractor even if an Item is not specifically noted as a bid Quantity. Items which are not noted as a bid Quantity are found under the following Divisions: Division 000 - Introduction; Division 800 - Payment & Adjustments; and Division 900 - Standard Conditions. It is imperative that users of these Standard Specifications understand this inter-relationship to the overall Contract and requisite behaviour of the Contractor within the context of the Contract.

JANUARY 2023

The logo for New Brunswick, featuring a stylized ship or sail above the text "New Brunswick" and "Nouveau Brunswick".
New
Brunswick
Nouveau
Brunswick

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 000 - INTRODUCTION

000	Table of Contents
001	Terminology
002	Abbreviations
003	Definitions
005	Authority of the Engineer
006	Permits

DIVISION 100 - GRADING

100	Table of Contents	141	Concrete Pipe - Large
101	Clearing	142	Precast Concrete Box Culvert
102	Grubbing	161	Foundation Excavation
103	Removal of Isolated Trees	166	Backfilling Around Structures
106	Common Excavation	167	Backfill For Structures
107	Unclassified Excavation	169	Induced Trench
108	Solid Rock Excavation	178	Wildlife Fence
116	Ditching	179	Dual One-Way Ungulate Gates
121	Borrow	180	Cantilever Slide Gate
130	Metal Pipe	181	Pedestrian Gate
131	Metal Pipe - Large	182	Chain Link Fence
136	Subdrain	186	Removal of Fence
137	Subdrain Outlet	191	Application of Water
140	Concrete Pipe	199	Standard Drawings

DIVISION 200 - PAVEMENT STRUCTURE

200	Table of Contents	261	Asphalt Concrete - (ERS)
201	Production of Highway Aggregates	262	Partial Depth Recycling
203	Aggregate Base/Subbase	263	Full Depth Recycling
204	Shoulder Material	264	Micro Surfacing
205	Fine Grading	265	Chip Seal
208	Cold Milling - Asphalt Concrete	267	Pulverizing
210	Shoulder Rumble Strips	284	Shoulder Processing
231	Shoulder Subdrain	299	Standard Drawings
259	Bituminous Tack Coat		

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 300 - STRUCTURES

300	Table of Contents	341	Steel Laminated Bearings
301	Portland Cement Concrete	342	Bridge Pot Bearings
302	Concrete in Structures	343	Sealed Expansion Joint Assemblies
303	Controlled Low Strength Material (CLSM)	344	Finger Joint Assemblies
304	Reinforcing Steel	345	Steel Ballastwall Angle
305	Tension Splices	346	Guide Rail System - Structures
311	Steel H Piles	348	Service Duct - Structures
312	Steel Pipe Piles	351	Waterproofing
313	Caissons	361	Shoring
321	Steel Sheet Pile Cofferdams	365	Engineered Fill
322	Excavation Within Cofferdams	366	Free-Draining Backfill
331	Precast Prestressed Concrete Beams	371	Removal of Asphalt Concrete - Structures
332	Post-Tensioning System	372	Removal of Concrete
335	Steel Superstructure	381	Removal of Structures
336	Coatings for Steel Structures	399	Standard Drawings

DIVISION 400 - MUNICIPAL

400	Table of Contents	415	Pipe Zone Material
401	Storm Sewer Pipe	416	Curb and Gutter
404	Precast Catch Basin	419	Concrete Sidewalk
406	Sluice Box	420	Asphalt Sidewalk
407	Frame With Grate or Cover	423	Removal of Curb and Gutter
408	Adjustment of Catch Basins and Manholes	424	Removal of Sidewalk
409	Relocation of Catch Basin	425	Removal of Underground Services
410	Paving Catch Basin Apron	499	Standard Drawings

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 500 - TRAFFIC CONTROL DEVICES

500	Table of Contents	541	Removal of Sign or Light Base
510	Guide Posts	542	Light Standard
511	Removal of Guide Posts	543	Removal of Light Standard
512	Guide Rail	544	Median Flashing Light
513	Removal of Guide Rail	545	Removal of Median Flashing Light
515	Energy-Absorbing Guide Rail Terminal	550	Sign Post
516	Removal of Energy-Absorbing Guide Rail Terminal	551	Removal of Sign Post
520	Cast-in-Place Concrete Barrier	552	Roadside Sign
522	Precast Concrete Barrier	553	Removal of Roadside Sign
524	Temporary Barrier	554	Overhead Sign Structure Foundation
529	Concrete Encased Duct Bank System	555	Overhead Sign Structure
530	Under Roadbed Duct	556	Removal of Overhead Sign Structure
531	Underground Duct	557	Overhead Sign
532	Underground Junction Box	558	Removal of Overhead Sign
533	Power Point	559	Relocation of Sign Base
534	Removal of Power Point	571	Pavement Markings
538	Screw Base	575	Timber Pedestrian Rail
539	Removal of Screw Base	576	Construction Traffic Control
540	Sign or Light Base	599	Standard Drawings

DIVISION 600 - ENVIRONMENTAL

600	Table of Contents	614	Hydroseeding
601	Geotextile	615	Fertilizing
602	Sediment Control Fence	616	Mulching
603	Filter Screen	617	Root Wads
604	Jute Mats	618	Trees and Shrubs
605	Erosion Control Structure	620	Temporary Water Barrier
606	Removal of Erosion Control Structure	621	Temporary Water Control Works
607	Gabions	622	Fish Rescue
608	Random Riprap	623	Culvert Erosion Protection
609	Rock Weir	630	Soil Reinforcement
610	Armour Stone Protection	631	Sodding
611	Individual Rock Placement	632	Hydraulic Ground Cover
612	Gravel for Fish Habitat	633	Turf Reinforcement Mat
613	Topsoil	699	Standard Drawings

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 700 - LIBRARY

See Particular Specifications
for Division 700 Items

DIVISION 800 - PAYMENTS & ADJUSTMENTS

800	Table of Contents	811	Force Account
801	Haulage - Soil, Rock and Aggregate	812	Extra Work
802	Haulage - Asphalt Concrete	820	Payment Adjustments
806	Overhaul - Common Excavation	821	Adjustment for Asphalt Binder Price
807	Overhaul - Unclassified Excavation	822	Payment Adjustment for Fuel Cost
808	Overhaul - Solid Rock Excavation	825	Mobilization
810	Fixed Rates		

DIVISION 900 - STANDARD CONDITIONS

900	Table of Contents	933	Heavy Equipment
905	Scheduling	936	Compaction
906	Work Schedule	941	Lines and Grades
907	Subcontractors	946	Work Progression
908	Supply of Materials	947	Disposal Areas
912	Hiring Practices	948	Environmental Requirements
913	Insurance Schedule	951	Working Conditions
916	Signs	952	Safety Support Systems
917	Traffic Control Persons	953	Audited Safety Program
918	Detours	956	Construction Drawings and Calculations
919	Maintenance of Traffic Flow	957	Falsework
921	Construction Roads	958	Formwork
922	Pits and Quarries	962	Value Engineering
926	Examination of Soils Information	971	Advisements
927	Asphalt Concrete Core Data	996	Limited Funds
928	Geotechnical Instrumentation	997	Specified Work
931	Scales and Weighing Procedures	998	Completion Date
932	Private Trucks	999	Standard Drawings

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 000

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
001	Terminology	2
002	Abbreviations	4
003	Definitions	5
005	Authority of the Engineer	1
006	Permits	1

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TERMINOLOGY

ITEM: 001

001.1 TERMINOLOGY

001.1.1 This document is divided into specific Items.

001.1.1.1 Item is generally used with text that contains reference to payment and performance related to the Work.

001.1.1.2 Article is used to reference any subsection of an Item.

001.1.2 Whenever in the Contract Documents and in documents resulting during the Work it is provided that anything is, done or to be done, if, as, when, or where “contemplated”, “required”, “directed”, “requested”, “deemed necessary”, “permitted”, “suitable”, “approved”, “acceptable”, “unacceptable”, “satisfactory”, “unsatisfactory”, “suspended”, “sufficient”, “authorized”, “specified”, “designated”, and such similar expressions then the expression shall have the same force as if followed by the words “by the Engineer” or “to the Engineer” as the case may be.

001.1.3 Unless otherwise specified in the text, all references to Specifications, Items, Tables or Figures shall refer to this document.

001.2 GENDER NOTATION

001.2.1 Working titles having a masculine gender, such as workman, workmen and foreman and pronouns such as he, his and him are utilized in these Specifications for the sake of brevity, are intended to refer to persons of either sex and are gender neutral.

001.3 HEADINGS, TITLES AND CAPTIONS

001.3.1 The headings, titles and captions appearing in this document have been inserted as a matter of convenience and for the ease of reference only and in no way define, limit or enlarge the scope or meaning of the Standard Conditions, Specifications and/or the Particular Specifications.

001.4 PARTICULAR SPECIFICATIONS

001.4.1 Particular Specifications are defined as Specifications adopted subsequent to the publication of this document and are particular and specific to a Contract.

001.4.2 Notes and statements contained in the Plans are included as a part of the Particular Specifications.

001.4.3 Particular Specifications shall prevail over those published herein whenever in conflict therewith.

001.5 CONFLICTS IN CODES AND STANDARDS

001.5.1 Whenever a conflict in interpretation, application or direction occurs between this document and any other referenced document, including but not limited to related codes and/or standard practice, the most stringent requirement shall apply to the Work.

001.5.2 In the event of a conflict the Engineer shall be the sole judge of the most stringent requirement, between the choices of action as noted to be in conflict between the documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TERMINOLOGY

ITEM: 001

001.6 CROSS-REFERENCES

001.6.1 Cross-references form an important role in the interpretation of the Standard Specification Items and can be categorized as follows:

001.6.1.1 Inclusive – reference to a portion of another Specification Item, in general to the Materials (xxx.2) or Construction (xxx.4) section, indicating that the cross-referenced section forms part of the work under the Item where the reference is noted. There will be no separate payment for the adherence to or the performance of the requirements of the cross-referenced section of the Item.

001.6.1.2 Separate Item – reference to another Specification Item (Item xxx), indicating that some portion of the work under the Item where the reference is noted is carried out “in accordance with...” or “to the requirements of...” the cross-referenced Item. The cross-reference to the full Item (Item xxx) indicates that the cross-referenced Item is a separate unit payment and appears as such in the “List of Approximate Quantities” of the tender documents.

001.6.1.3 Standard Drawing – reference to the applicable drawing.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ABBREVIATIONS

ITEM: 002

002.1 ABBREVIATIONS

002.1.1 Wherever the following abbreviations or terms are used in the Specifications, the Plans, or other Contract Documents, their intent and meaning shall be as follows:

Organizations

AASHTO	American Association of State Highway and Transportation Officials
ACI	American Concrete Institute
AISI	American Iron and Steel Institute
ANSI	American National Standards Institute
APEGNB	Association of Professional Engineers and Geoscientists of New Brunswick
ASCE	American Society of Civil Engineers
ASTM	American Society for Testing and Materials
AWS	American Welding Society
BPR	Bureau of Public Works, Department of Commerce
CGSB	Canadian General Standards Board
CISC	Canadian Institute of Steel Construction
CAN/CSA	Canadian Standards Association
CSA	Canadian Standards Association
CWB	Canadian Welding Bureau
DELG	Department of Environment and Local Government (New Brunswick)
DTI	Department of Transportation and Infrastructure (New Brunswick)
DFO	Department of Fisheries and Oceans
MTO	Ministry of Transportation of Ontario
OPSS	Ontario Provincial Standard Specification
PCI	Prestressed Concrete Institute
PCA	Portland Cement Association
SSPC	Steel Structures Painting Council
TRB	Transportation Research Board
SI	International System of Units

Terms

AADT	Average Annual Daily Traffic
CHW	Creosote Hardwood
CAP	Corrugated Aluminum Alloy Pipe
CE	Common Excavation
CHBDC	Canadian Highway Bridge Design Code
CSP	Aluminum Coated Corrugated Steel Pipe
CSPA	Aluminum Corrugated Steel Pipe-Arch
DR	Dimension Ratio for plastic pipe
EMM	Environmental Management Manual (DTI)
EOS	Equivalent Opening Size
EPP	Environmental Protection Plan
ESAL	Equivalent Single Axle Load
GC	General Conditions "B" of the Contract
LOC	Limit of Contract
PCP	Pre-cast Concrete Pipe
PE	Polyethylene
PVC	Polyvinyl Chloride
RAP	Reclaimed Asphalt Pavement
RCP	Reinforced Concrete Pipe
ROW	Right of Way
SPCAP	Structural Plate Corrugated Aluminium Alloy Pipe
SPCSP	Structural Plate Aluminum Coated Corrugated Steel Pipe
SPCAPA	Structural Plate Corrugated Aluminium Alloy Pipe-Arch

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ABBREVIATIONS

ITEM: 002

Terms

SPCSPA	Structural Plate Aluminum Coated Corrugated Steel Pipe-Arch
SRE	Solid Rock Excavation
UNE	Unclassified Excavation
WATCM	Work Area Traffic Control Manual (DTI)

002.2 PUBLICATIONS AND REGULATIONS

002.2.1 When publications or regulations are referred to, the reference is to the latest version available at the time of the signing of the Contract, unless otherwise noted in the Contract Documents.

002.3 SI TERMS

002.3.1 The following table of common metric terms and abbreviations shall apply to all Work carried out under the terms of the Standard Specifications.

002.3.2 Other terms and abbreviations may be used if they are referenced in the context in which they are used.

002.3.3 Where no units are indicated on the Plans for the measurement of length or distance, the unit of measure shall be millimetres unless otherwise noted.

Physical Quantity	Common SI Units	SI Symbol
Area	square millimetre	mm ²
	square metre	m ²
	hectare	ha
	square kilometre	km ²
Density	gram per cubic metre	g/m ³ (mg/L)
	kilogram per cubic metre	kg/m ³
	tonne per cubic metre	t/m ³
Energy	joule (Newton metre)	J
	kilojoule	kJ
	megajoule	MJ
Force	Newton	N
	kilonewton	kN
	meganewton	MN
Length	micron	µm
	millimetre	mm
	metre	m
	kilometre	km

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ABBREVIATIONS

ITEM: 002

Physical Quantity	Common SI Units	SI Symbol
Light	lux	lx
	kilolux	klx
Mass	milligram	mg
	gram	g
	kilogram	kg
	tonne	t
Permeability	metre per second	m/s
	metre per year	m/a
Power	watt	W
	kilowatt	kW
Pressure	pascal	Pa
	kilopascal	kPa
	megapascal	MPa
Stress	newton per square metre	N/m ²
	kilonewton per square metre	kN/m ²
	meganewton per square metre	MN/m ²
Temperature	degree Celsius	°C
Time	second	s
	minute	min
	hour	h
	day	d
	year	a
Torque	newton metre	N•m
Unit Weight	kilonewton per cubic metre	kN/m ³
Velocity	metre per second	m/s
	kilometre per hour	km/h
Viscosity Dynamic	pascal second	Pa•s
	millipascal second	mPa•s

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ABBREVIATIONS

ITEM: 002

Physical Quantity	Common SI Units	SI Symbol
Viscosity Kinematic	square millimetre per second	mm ² /s
	square metre per second	m ² /s
Volume solid	cubic millimetre	mm ³
	cubic decimetre	dm ³
	cubic metre	m ³
Volume fluid	millilitre	mL
	litre	L
	kilolitre	kL
	cubic metre	m ³
Volume Rate of Flow	cubic metre per second	m ³ /s
	litre per minute	L/min

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DEFINITIONS

ITEM: 003

003.1 DESCRIPTION

003.1.1 The following words and phrases, wherever used in the Contract Documents, shall have the meaning ascribed to them set out below in order to provide consistency and clarity of intent.

003.1.2 Where it is intended that words and phrases used in the Contract Documents are to have meanings ascribed in this definitions item such words and phrases shall be designated by the use of a capital letter for the first letter of each word or each word of a phrase.

003.1.3 Where words and phrases are not defined in this item then reliance should be placed on a standard dictionary definition, Compilation of ASTM Standard Definitions and/or ASTM D653, and having regard to the context in which such words or phrases are used.

003.2 DEFINITIONS

Actual Basic Rate - rate per hour paid to the Contractor's employee exclusive of any allowances or mark-ups for the Contractor's overhead, profit or other administrative costs related to the employee and not directly accrued to that employee.

Addendum - see Tender Addendum

Aggregate Base - the layer of crushed aggregate placed as a distinct layer directly below the Pavement.

Aggregate Subbase - the layer of aggregate placed as a distinct layer between the Aggregate Base and the Subgrade.

Backslope - Slope between the back-of-ditch and original ground.

Bidder - a person, partnership or corporation, acting directly or through a duly authorized representative, submitting a tender for the Work.

Borrow - an excavated material used in construction; the source of which is located outside the Right-of-Way.

Bridge - any Structure in excess of 3 m in span length carrying vehicular and/or pedestrian traffic.

Bridge Length - the greater dimension of a Structure measured along the centre of the deck between backs of abutment walls or between ends of Bridge deck.

Bridge Width - the clear width of a Structure measured at right angles to the centre of the deck between the bottom of curbs or, if curbs are not used, between the inner faces of parapet or railing.

Change Order - a written order issued by the Engineer to the Contractor, covering changes in the Contract Documents or Quantities or both, within the scope of the Contract and establishing the basis of payment and time adjustments for the Work affected by the change.

Completion Date - the date specified in the Contract Documents on which the Contract is to be completed.

Conform - compliance with reasonable and customary manufacturing and construction tolerances where working tolerances are not specified. Where working tolerances are specified, Conform means compliance with such tolerances.

Contract - per the Articles of Agreement of the Standard Construction Contract.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

DEFINITIONS

ITEM: 003

Contractor - the party of the first part to the Contract acting directly or indirectly through agents or employees, who is primarily liable for the acceptable performance of the Contract and also for the payment of all legal debts pertaining to the Work.

Contract Documents - the executed Articles of Agreement, the Tender, Terms of Payment "A", General Conditions "B", Standard Specifications, Particular Specifications, Plans and any Addenda incorporated into the Contract before the execution of the Articles of Agreement, and such other documents as may be listed in the Articles of Agreement and subsequent amendments to the Contract made pursuant to the provisions of the Articles of Agreement.

Culvert - any Structure, not classified as a Bridge, and/or drainage system which provides an opening for the passage of water under any Roadway or driveway.

Day - a calendar day and shall include all days without exception.

Daylight – shall refer to the hours between sunrise to sunset. Sunrise and sunset times are available on a daily basis from the Environment Canada Weather website.

Dust - the fine particles of a mass defined by the percentage passing the 75 micron size sieve as tested by standard sieve analysis methods on a sampled prepared and tested on the fraction of the whole sample passing the 100 mm sieve size.

Engineer - the Chief Engineer of the Department of Transportation and Infrastructure of the Province of New Brunswick otherwise named as the Engineer-Architect as per General Conditions "B" section 1(1) of the Contract.

This shall include any person authorized by him/her to perform on her/his behalf any function under the Contract and shall include without being limited to any persons acting either directly or through authorized assistants, such as Engineers, Technicians, Inspectors, by whom all explanations and directions necessary for the satisfactory prosecution and completion of the Work will be given.

Equipment - all machinery, and vehicles, together with the necessary supplies for upkeep and maintenance, and also tools and apparatus necessary for the proper construction and acceptable completion of the Work.

Finished Grade - the grade to indicate the finished Pavement elevation of the centre line.

Foreslope - the Slope between the Shoulder and the ditch, or between the Shoulder and the original ground in case of a fill.

Highway - the whole strip of land reserved for and secured for the use of the travelling public, being bounded by the Right of Way lines, as at present, or as said lines may be changed to include extra land which the Owner may from time to time acquire during the progress of the Contract.

Initial Work Schedule - the Work schedule submitted per Item 906.

Laboratory - any official testing facility maintained by the Owner or any other testing facility designated by the Owner.

Lane - the portion of a travelled way for the movement of a single line of vehicles.

Lump Sum Price - a Contract item for which payment will be made at a single tendered price, all inclusive for the completion of the Work defined. Payment is not based on a measured Quantity, although a Quantity may be given in the Contract Documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DEFINITIONS

ITEM: 003

Overbreak - the portion of any rock which is excavated, displaced, or loosened outside and beyond the established payment lines regardless of whether the excess is due to the inherent character of any rock formation encountered, or to any other cause.

Overburden - any material that must be removed to access underlying suitable construction materials, exclusive of the grubbed material.

Overexcavation - all excavation beyond that specified, performed without the written order of the Engineer.

Owner - shall be as stated in the General Conditions "B" section 1(1).

Pavement - surface and/or base mixes whether Portland cement, asphalt concrete and/or chip seal.

Pavement Structure - all material placed above the Subgrade which would include Aggregate Subbase, Aggregate Base and Pavement providing support for, and the distribution of the traffic load to the Subgrade.

Plans - shall include all graphical representations including but not limited to Profiles, cross-sections and other drawings, or exact reproductions thereof, which show the location, character, dimensions, and details of the Work.

Professional Engineer – shall mean a qualified Professional Engineer registered or licensed to practice in the Province of New Brunswick, and as defined and bound by the APEGNB By-Laws and Code of Ethics.

Profile - a charted line indicating grades and distances and usually depth of cut and height of fill for excavation and grading Work; taken along a centreline or other designated line. A side view, as distinct from a plan or overhead view.

Progress Estimate - shall have the same meaning as "progress claim" as attributed to it by usage in the Terms of Payment "A" and the General Conditions "B".

Public Holiday - shall include the following Days only: New Year's Day, Family Day, Good Friday, Canada Day, New Brunswick Day, Labour Day, Remembrance Day, and Christmas Day.

Quantity - the amount presented on the Tender Form is to be considered as approximate only, and is to be used as an estimate of the Work. Final payment to the Contractor will be made only for the actual aggregate of Work performed or material furnished in accordance with the Contract Documents as determined by measurements made by the Engineer.

Right-of-Way - the land secured and reserved to the public for Highway purposes.

Roadbed - that portion of the Roadway between the inside edges of Slopes of ditches and fills (referenced from centreline).

Roadway - that portion of the Right-of-Way required for construction, limited by the outside edges of the Slopes (referenced from centreline), and including ditches, channels and all Structures appertaining to the Work.

Shoulder - that portion of the Roadway from the outside edges of the Lane or Lanes to the inside edge (referenced from centreline) of the Slopes of ditches and fills.

Sidewalk - that portion of the Roadway constructed for the use of pedestrians.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

DEFINITIONS

ITEM: 003

Skew or Skew Angle - the acute angle formed by the intersection of a line normal to the centre line of the Roadway with a line parallel to the face of the abutments, the centre line of the piers, or in the case of Culverts with the centre line of the barrel.

Slope - run to rise expressed as a ratio.

Soil Particle Sizes - the following soil particles sizes shall apply for the terms used to describe the material;

boulder	average dimension greater than 300 mm.
cobble	average dimension between 75 and 300 mm.
gravel	particle passing a 75 mm sieve and retained on a 4.75 mm sieve.
sand	particle passing a 4.75 mm sieve and retained on a 75 µm sieve.
silt	particle passing a 75 µm sieve and is non-plastic to slightly plastic and exhibits no strength when air dried.
clay	fine grained soil or the fine grained portion of a soil that can be made to exhibit plasticity within a range of water contents and exhibits considerable strength when air dry. Also defined as particle finer than 2 µm.

Specifications - the statements, provisions and requirements contained in the Contract Documents, that define the products, materials, and workmanship upon which the Contract for the Work is based, including any notes and statements contained in the Plans.

Statutory Holiday – shall include the following Days only: New Year's Day, Family Day, Good Friday, Easter Monday, the day fixed by proclamation of the Governor in Council for the celebration of the birthday of the Sovereign, Canada Day, New Brunswick Day, Labour Day, National Day for Truth and Reconciliation, the day fixed by proclamation of the Governor in Council as a general day of thanksgiving, Remembrance Day, Christmas Day, and Boxing Day.

Stripping - either the removal of topsoil and/or Overburden or the action of water resulting in the removal of the asphalt cement from the aggregate.

Structure(s) - Bridges, Culverts, catch basins, drop inlets, manholes, retaining walls, overhead sign structures, concrete barriers, cribbing, walls, buildings, sewers, service pipes, sub-drains, foundation drains and other features which may be encountered in the Work and not otherwise classed herein.

Subgrade - the layer, whether in cut or fill, as prepared to support the Pavement Structure; or the surface which forms the finished elevation of this layer, defined at the centreline.

Substantial Completion - The date in which the condition of the Work Site is ready for the Owner's acceptance and occupancy, except for the performance of any clean-up and/or finishing, and the remediation of other deficiencies as defined by the Engineer.

Substructure - all that part of the Structure below the bearings of simple and continuous spans, skewback of arches and tops of footings of rigid frames; including but not limited to; backwalls, wingwalls and wing protection railings, and for the expressed purposes of winter concreting - cast in place box culverts and cast in place concrete arches.

Superintendent - the Contractor's authorized representative of record in responsible charge of the Work.

Superstructure - all that part of the Structure supported on piers or abutments located above the bearings of simple and continuous spans, and the deck slab of rigid frames.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DEFINITIONS

ITEM: 003

Tender Addendum - a change in a tender issued prior to the time and date of tender closing, which has the effect of modifying the tender. A Tender Addendum shall be considered as an integral component of the tender and shall be deemed to take precedence over those parts of the tender documents to which the Addendum refers.

Ticket - see Weight Certificate.

Unit Price - the amount stated in the Contract representing the price per unit for all labour, tools, Equipment, materials, transportation costs and expenses, and any and all other incidentals necessary to complete the Work and does not include the HST.

Utility - a facility maintained by a municipality, public authority or regulated authority and includes, but is not limited to sanitary sewer, storm sewer, water, electric, gas, steam, telephone, cable television services, and fibre optic cable.

Weight Certificate - a voucher, issued by the Owner at the point of origin of a load to a truck driver and delivered to and verified by the Owner's representative at the Work Site. This voucher shall describe the Quantity of material upon which payment of the load is to be based and shall show information pertinent and necessary for the evaluation of the load by the Engineer and others.

Work - includes all labour, material and services required, as shown or described in the Contract, supplied and installed or erected complete at the place of building.

Work Area - the location in the Work Site on which Work is being carried out.

Work Site - the lands and premises owned by the Owner or in which the Owner has proprietary interest, upon which the Work is to be performed and as defined in the Contract Documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

AUTHORITY OF THE ENGINEER

ITEM: 005

005.1 ORDERS OF THE ENGINEER

005.1.1 The Contractor shall promptly and efficiently comply with all orders, directions and instructions given at any time by the Engineer with respect to the Work or the conduct thereof.

005.1.2 If the Contractor disagrees with any order, direction or instruction given at any time by the Engineer, the Contractor shall perform the Work as instructed and shall serve notice in accordance with terms set out in the General Conditions.

005.2 CONSTRUCTION METHODS AND EQUIPMENT

005.2.1 Equipment and methods used shall be appropriate to perform the Work outlined in the Contract Documents.

005.2.2 The Engineer reserves the right to order the discontinuance or use of any Equipment or method which fails to consistently produce satisfactory results.

005.3 UNAUTHORIZED WORK

005.3.1 Any Work done or material supplied by the Contractor which is beyond the lines, grades, or descriptions detailed in the Contract Documents, or established by the Owner by written notification, shall be considered as unauthorized and may not be measured for payment.

005.3.2 Upon order of the Engineer, unauthorized Work or material shall be remedied, removed or replaced by the Contractor, at his/her own expense.

005.3.2.1 If the Contractor fails to comply promptly with any order made under this Section, the Engineer may cause unauthorized Work or material to be remedied, removed or replaced in accordance with the terms of the General Conditions.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PERMITS

ITEM: 006

006.1 DESCRIPTION

006.1.1 The Contractor shall review all permits in force for the Work and the conditions as set out in Item 948 and the Contract Documents.

006.1.2 All other permits required, but not forming part of the Contract Documents but necessary and requisite for the carrying out of the Work shall be obtained by the Contractor, at his/her own expense, unless otherwise specified.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 100

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
101	Clearing	2
102	Grubbing	2
103	Removal of Isolated Trees	1
106	Common Excavation	5
107	Unclassified Excavation	1
108	Solid Rock Excavation	5
116	Ditching	2
121	Borrow	3
130	Metal Pipe	4
131	Metal Pipe – Large	3
136	Subdrain	2
137	Subdrain Outlet	2
140	Concrete Pipe	4
141	Concrete Pipe - Large	10
142	Precast Concrete Box Culvert	9
161	Foundation Excavation	2
166	Backfilling Around Structures	2
167	Backfill For Structures	2
169	Induced Trench	2
178	Wildlife Fence	6
179	Dual One-Way Ungulate Gates	2
180	Cantilever Slide Gate	3
181	Pedestrian Gate	2
182	Chain Link Fence	3
186	Removal of Fence	1
191	Application of Water	1
199	Standard Drawings	
	106 - 1 Shaping of Overburden at Top of Solid Rock Backslope	
	108 - 1 Solid Rock Transitions (Longitudinal)	
	136 - 1 Subdrain	
	137 - 1 Subdrain Outlet	
	140 - 1 Tension Rod/Bar Assembly	
	161 - 1 Case 1.1 - Cross Culvert: Subgrade Above Original Ground - Trench ≤ 1.2 m Deep	
	161 - 2 Case 1.2 - Cross Culvert: Subgrade Above Original Ground - Trench > 1.2 m Deep	

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 100

161 - 3	Case 2.1 - Cross Culvert: Original Ground Above Subgrade - Trench \leq 2.2 m Deep
161 - 4	Case 2.2 - Cross Culvert: Original Ground Above Subgrade - Trench $>$ 2.2 m Deep
161 - 5	Case 3.1 - Storm Drainage Culvert Longitudinal to the Centreline of Roadway
161 - 6	Foundation Excavation for Footings - Solid Rock and Common Cases
161 - 7	Foundation Excavation for Footings - Common over Solid Rock Case
178 - 1	Wildlife Fence Detail - 1
178 - 2	Wildlife Fence Detail - 2
178 - 3	Double Swing Gate
178 - 4	Line Post Extension Detail
179 - 1	Dual Ungulate Gate Layout
179 - 2	Typical Dual Ungulate Gate Details
179 - 3	Ungulate Gate Detail One-Side Elevation
179 - 4	Ungulate Gate Assembly - Plan View
179 - 5	Ungulate Gate Assembly Details Gate Angles
180 - 1	Cantilever Slide Gate - Plan View
180 - 2	Cantilever Slide Gate - Front Elevation
180 - 3	Cantilever Slide Gate Frame Detail
180 - 4	Cantilever Slide Gate to Be Welded to Cantilever Slide Gate Frame
181 - 1	Pedestrian Gate - Plan View
181 - 2	Pedestrian Gate - Front Elevation
182 - 1	Chain Link Fence
182 - 2	Chain Link Gate

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CLEARING

ITEM: 101

- 101.1 DESCRIPTION
- 101.1.1 This Item consists of cutting and salvaging Merchantable Timber, and disposing of all other trees, brush, and slash.
- 101.1.2 Merchantable Timber is defined as any timber for which the Contractor can find an established market in the general vicinity of the Contract.
- 101.2 MATERIALS
- 101.2.1 None identified.
- 101.3 SUBMITTALS
- 101.3.1 The Contractor shall submit, upon request, a copy of any permit(s) required to carry out the Work.
- 101.4 CONSTRUCTION
- 101.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 101.4.2 The Engineer shall identify clearing limits and buffer zone limits with ribbons or similar means.
- 101.4.3 Merchantable timber shall be salvaged, unless otherwise approved by the Engineer. Salvaged material shall become the property of the Contractor and shall be removed from the Work Site by the Completion Date.
- 101.4.4 Before commencing clearing on any part of the Work Site that had been Crown Land under licence, the Contractor shall offer to sell to the former licensee all merchantable timber involved.
- 101.4.4.1 The price shall be the current price negotiated between the former licensee and the Forest Products Marketing Board responsible for the area in which the timber is harvested.
- 101.4.4.2 If the former licensee decides to purchase the cut timber, the Contractor shall perform the Work to the former licensee's specifications.
- 101.4.5 The driver of any vehicle transporting wood from the Work Area(s) shall have in the vehicle a Transportation Certificate (TC) for "Crown Land Permit Harvest" for each load.
- 101.4.5.1 In filling out the TC, "Other" (in the top right corner) use "DTI ROW"; under "Harvest Block No." shall be "xx-xxxx" (the Contract number); and the place name of the clearing location shall be identified.
- 101.4.6 Trees shall be cut so that stump height is not greater than 0.3 m above average ground level, or in the event of significant snow cover, to a height as directed by the Engineer.
- 101.4.7 Non-merchantable trees not felled by cutting may be shredded in place (to a stump height per 101.4.6) using Equipment designed for that purpose, but shall not be bulldozed down.
- 101.4.7.1 No shredding, chipping, or placement of shredded or chipped material shall occur within 30 m of a watercourse or wetland.
- 101.4.7.2 All other non-merchantable trees, and all brush and slash shall be shredded or chipped and evenly distributed over the ground within the clearing limits.
- 101.4.7.3 Disposal by burning is prohibited.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CLEARING

ITEM: 101

- 101.4.7.4 Notwithstanding 101.4.7.1 to 101.4.7.3, all non-merchantable trees, brush and slash shall be disposed of such that the Engineer can set and grade stakes for cut and fills; set stakes for top of slope and toe of slope; and survey cross-sections.
- 101.4.8 Ornamental trees and shrubs shall not be disturbed without written permission from the Engineer.
- 101.4.9 The Contractor shall limit ground disturbance to minimize the potential for erosion and sedimentation of watercourses and wetlands.
- 101.4.9.1 Directional hand felling and harvesting shall be used where ground conditions are not suitable for access by heavy Equipment. When cable skidders are used, the full range of cables shall be made to avoid rutting soft ground areas.
- 101.4.10 Clearing shall not be performed within wetland buffer zones unless such areas are frozen hard, except to provide access through the buffers, as approved by the Engineer.
- 101.4.11 The Contractor shall not use heavy Equipment for clearing within 30 m of stream banks, and shall do cutting therein by hand or by Equipment able to "reach in" to cut and yard out the timber.
- 101.4.12 Initial clearing of merchantable timber within 5 m of either side of watercourses identified on the Plans, and any other watercourses identified during the course of the Work, shall be limited to removal of merchantable timber.
- 101.4.12.1 Non merchantable timber shall be removed at the time of the Structure installation.
- 101.4.13 There shall be no long skids of timber on steep slopes adjacent to watercourses, and no felling or skidding trees across a watercourse.
- 101.4.13.1 Where clearing of a steep slope in snow or ice conditions is suspended through a written order by the Engineer or a representative of WorkSafe NB for safety reasons, the Contractor shall cease Work immediately.
- 101.4.13.2 In the case of Work suspension per 101.4.13.1, the Contractor shall not be responsible to complete clearing in the affected area.
- 101.4.14 Stockpiling or loading of merchantable timber or waste materials adjacent to the highway shall be as approved by the Engineer.
- 101.5 MEASUREMENT FOR PAYMENT
- 101.5.1 The Quantity to be measured for payment shall be the number of hectares of land cleared in accordance with this Item.
- 101.5.1.1 All measurements shall be made on a horizontal plane.
- 101.5.2 The areas of removal of merchantable trees within 5 m of watercourses per 101.4.12 shall be measured for payment as clearing.
- 101.6 BASIS OF PAYMENT
- 101.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GRUBBING

ITEM: 102

102.1 DESCRIPTION

102.1.1 This Item consists of the removal and disposal of roots and stumps.

102.1.2 This Item also consists of removal of shredded and/or chipped material left behind from the clearing operation done by others.

102.2 MATERIALS

102.2.1 None identified.

102.3 SUBMITTALS

102.3.1 The Contractor shall submit, upon request, a copy of any permit(s) required to carry out the Work.

102.4 CONSTRUCTION

102.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

102.4.2 The Contractor shall carry out the Work in accordance with Item 946 and Item 948.

102.4.3 The Work shall include removal of all stumps, including with a height over 0.3 m, brush, slash, and pieces of timber lying on the ground, due to clearing by others.

102.4.4 Grubbing shall be carried out with root rakes or similar Equipment, such that only the roots and stumps are removed, and topsoil is left for salvage under the excavation item.

102.4.5 In cut sections, and in fill sections where the Subgrade is within 2.5 m of the original ground, grubbing shall be carried out to within 2 m of the clearing line, or as directed by the Engineer.

102.4.6 Grubbing shall not be carried out in fill sections where the Subgrade is more than 2.5 m above the original ground, except where foundation excavation or stream diversions for Structures are to be carried out, as approved by the Engineer.

102.4.7 Grubbing shall not be carried out in swamps and other areas where the underlying material is to be wasted, as indicated in the Contract Documents or as directed by the Engineer.

102.4.8 The Contractor shall be responsible, at his own expense, to carry out any remedial measures necessary to redress any areas grubbed beyond the specified limits, including but not limited to extra shaping, hydroseeding and/or mulching of the exposed ground, and removal of trees which have fallen as a result of root severance due to over-width grubbing.

102.4.9 Roots and stumps, with or without non-merchantable trees, brush, and slash per 101.4, shall be disposed of within the Work Site by tub-grinding, or by burial as follows:

102.4.9.1 The materials may be placed under fills over 5 m in height to Subgrade, if the materials are spread out and tramped flat in a uniform layer to a compact mass no more than 0.6 m above original ground, using a crawler tractor of 20 t or heavier.

102.4.9.2 Where Roadbed fills exceed 6 m in height to Subgrade, the Contractor may place one layer of grubbed materials either on the existing ground, or on the first lift of compacted excavated material or Borrow, and shall tramp the materials to a 0.6 m thickness as described in 102.4.9.1.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GRUBBING

ITEM: 102

- 102.4.9.3 Burying may be permitted at other locations within the Work Site as indicated in the Contract Documents and/or as approved by the Engineer, if the materials are spread out, tramped, and covered with excavated material as directed by the Engineer, and the surface hydroseeded in accordance with 614.4.
- 102.4.10 Where the disposal measures of 102.4.9 are determined by the Engineer to be unfeasible, the roots and stumps, with or without non-merchantable timber, brush, and slash per 101.4, may be disposed of outside the Work Site in accordance with Item 947.
- 102.4.11 Burning of grubbed materials shall not be permitted.
- 102.4.12 No materials removed during grubbing shall be permitted to be placed within 30 m of a Culvert, Bridge, or any other Structure.
- 102.5 MEASUREMENT FOR PAYMENT
- 102.5.1 The Quantity to be measured for payment shall be the number of hectares of grubbing carried out in accordance with this Item.
- 102.5.1.1 All measurements shall be made on a horizontal plane.
- 102.6 BASIS OF PAYMENT
- 102.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF ISOLATED TREES

ITEM: 103

103.1 DESCRIPTION

103.1.1 This Item consists of the removal and disposal of isolated trees complete with stumps, and/or isolated stumps.

103.1.2 An isolated tree is defined as a tree having a minimum diameter of 100 mm measured at 300 mm above the existing ground surface.

103.1.3 An isolated stump is defined as a stump having a minimum top diameter of 300 mm.

103.2 MATERIALS

103.2.1 None identified.

103.3 SUBMITTALS

103.3.1 None identified.

103.4 CONSTRUCTION

103.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

103.4.2 Isolated trees and stumps shall be clearly identified in the field by the Engineer.

103.4.3 Ornamental trees and shrubs shall not be disturbed without written permission from the Engineer.

103.4.4 The Contractor shall be responsible to repair, at his own expense, any damage to private property resulting from the Work.

103.4.5 The Contractor shall carry out the Work in accordance with 101.4 and 102.4.

103.5 MEASUREMENT FOR PAYMENT

103.5.1 The Quantity to be measured for payment shall be the number of isolated trees and/or isolated stumps removed and disposed of in accordance with this Item.

103.6 BASIS OF PAYMENT

103.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COMMON EXCAVATION

ITEM: 106

106.1 DESCRIPTION

106.1.1 This Item consists of the excavation and placement within the Work Site or disposal outside the Work Site, of soil and all other materials not classified as solid rock.

106.2 MATERIALS

106.2.1 For temporary stream diversion channels, clear polyethylene liners a minimum of 6 mils thick and meeting the requirements of CGSB 51.34 shall be supplied by the Contractor.

106.3 SUBMITTALS

106.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

106.4 CONSTRUCTION

106.4.1 General

106.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

106.4.1.2 The Contractor shall carry out the Work in accordance with Item 946 and Item 948.

106.4.1.3 The Contractor shall construct offtakes and stream diversion channels as detailed in the Contract Documents.

106.4.1.4 Polyethylene liners for temporary stream diversions shall be installed transverse to the direction of flow and overlaps shall be a minimum of 300 mm in the direction of flow.

106.4.1.4.1 The Contractor shall be responsible for maintenance and removal of the liners.

106.4.1.5 The Contractor shall maintain surface drainage during excavation of cuts and construction of embankments.

106.4.1.5.1 Low spots and ruts that could pond water shall be removed no later than the end of each Day's Work or, if rain is imminent, as Work progresses during the Day.

106.4.1.6 If at any time during the Work the surface becomes rutted or displaced, the Contractor shall make all necessary repairs to reinstate the surface grade.

106.4.1.6.1 The depth rutted and/or displaced shall be scarified, moisture conditioned, shaped, and compacted to meet the requirements of this Item.

106.4.1.7 Where the Roadbed being constructed is subject to through-traffic, the Contractor shall conduct operations so that through-traffic does not travel directly on an undercut surface or Subgrade, unless approved by the Engineer.

106.4.1.8 Any surface constructed or exposed by the Contractor and subjected to through-traffic shall be maintained in a condition such that traffic can safely travel along it at the speed limit posted for the Work Area.

106.4.1.9 Transitions in cut and fill conditions, at the ends of bedrock cuts, shall be carried out as indicated on Standard Drawing 108-1.

106.4.2 Excavation

106.4.2.1 The Contractor shall not commence any excavation until the original cross-section survey has been completed by the Engineer for the Work Area involved.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COMMON EXCAVATION

ITEM: 106

- 106.4.2.2 The Contractor shall control the excavation and handling of the common material such that optimum usage of the excavated materials is achieved, as follows:
- 106.4.2.2.1 Any material suitable for topsoil, from cuts, and from fill areas that shall be stripped, shall be salvaged and stockpiled at the location(s) approved by the Engineer.
- 106.4.2.2.1.1 The depth of excavation of the topsoil layer shall be as determined in the field at the time of excavation, between the Contractor and the Engineer.
- 106.4.2.2.1.2 Stockpile(s) shall not be located where they shall inhibit orderly construction and completion of ditches and slopes per Item 946, block or inhibit natural drainage, or be a potential source of siltation to watercourses.
- 106.4.2.2.1.3 Stockpiling shall be carried out such that the maximum recovery of the material is assured.
- 106.4.2.2.1.4 Topsoil stockpiles shall be mulched in accordance with Item 616.
- 106.4.2.2.2 The Contractor shall separately excavate or otherwise salvage materials meeting the requirements of 121.2 - Borrow A/A1, as indicated in the Contract Documents, for use in the top 600 mm of the Subgrade.
- 106.4.2.2.3 The Contractor shall conduct operations such that all usable material resulting from common excavation either has been used or shall be used in the Work, prior to the placement of any material under Item 121.
- 106.4.2.2.3.1 Borrow shall not be placed in areas where excavated materials could be hauled and placed at a lesser cost to the Owner, unless otherwise authorized by the Engineer.
- 106.4.2.2.4 Common material salvaged by the Contractor for re-use, other than as topsoil, shall be stockpiled such that the material does not become saturated, at a location approved by the Engineer.
- 106.4.2.2.4.1 Stockpiling of common material shall be done on a well-drained, level base capable of supporting the entire weight and dimension of the stockpiles and in such a manner as to ensure maximum recovery of the stockpiled materials.
- 106.4.2.2.4.2 Stockpiles shall not be placed near a quarry/pit face, Stripping piles or piles of other materials, nor near property lines, tree lines or drainage ditches such that retrieval of all common material is not possible or practical and access to the stockpile shall be maintained at all times.
- 106.4.2.2.4.3 Stockpiles shall be built in layers not exceeding one metre in thickness and each layer shall be shaped to maintain surface drainage before the next layer commences. Dumping over the edge of stockpiles shall not be permitted.
- 106.4.2.2.4.4 Work shall involve the re-handling of excavated material from stockpiles.
- 106.4.2.3 Where the Subgrade requires undercutting, subexcavation shall be carried out to the specified depth below Subgrade on a plane parallel to the Subgrade cross-slope.
- 106.4.2.4 Hauling of common excavation over Aggregate Base/Subbase shall not be permitted, unless authorized by the Engineer.
- 106.4.2.5 The Contractor shall shape ditches to the lines and grades specified, and any grade conditions that would cause water to pond shall be removed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COMMON EXCAVATION	ITEM: 106
106.4.2.6	In cuts, the area between the top of the Backslope and the edge of the ungrubbed surface shall be shaped to eliminate vertical or overhanging faces, exposed roots, and any material which would impede natural drainage.
106.4.2.7	Where common material is underlain by a deep bedrock cut, the material at the top of the bedrock Backslopes shall be shaped as indicated in Standard Drawing 106-1.
106.4.2.8	Excavated material designated by the Engineer as surplus and useable shall remain the property of the Owner and shall be either stockpiled or otherwise placed in the Work, as directed by the Engineer.
106.4.2.9	Excavated material designated by the Engineer as waste shall become the property of the Contractor and shall be disposed of in accordance with Item 947.
106.4.2.10	Boulders 1 m ³ or larger that are encountered in the Work shall be handled in accordance with Item 108.
106.4.3	<u>Placement</u>
106.4.3.1	The placement of excavated material shall be carried out in accordance with Item 941, to conform to lines and grades provided.
106.4.3.2	The placement of material shall be in layers, and each layer shall be shaped to maintain surface drainage.
106.4.3.3	Embankments shall be constructed such that the first lift when shaped forms the toe of the Foreslopes and each successive lift shall be completed to the full width prior to placing the next lift.
106.4.3.3.1	On ungrubbed areas, swamps, and rough terrain, the initial lift thickness shall be as approved by the Engineer.
106.4.3.4	Material placed to within 600 mm below Subgrade shall have a maximum lift thickness of 300 mm.
106.4.3.4.1	The lift thickness may be increased to a maximum of 600 mm if acceptable compaction test results are produced for the entire depth of the lift.
106.4.3.5	Material placed in the top 600 mm of the Subgrade shall meet the requirements of 121.2 - Borrow A/A1, as indicated in the Contract Documents, and shall be placed as specified in 106.4.3.4.
106.4.3.5.1	In backfilling of undercuts deeper than 600 mm, the lift thicknesses shall be as determined by the Engineer.
106.4.3.6	Where embankments are constructed against an existing earth sidehill having a Slope steeper than 3:1, for the top 2.5 m below Subgrade the spreading Equipment shall cut into the sidehill as each lift of fill is placed so that the next lift is "keyed" into the sidehill to a width not less than 1 m.
106.4.3.7	Where the Work involves placement of material firstly along one side of the Roadbed and then the other side, the spreading Equipment shall cut into the edge of the previously built side of the Roadbed as each lift of material is placed, so that the next lift is "keyed" into the adjacent side of the Roadbed or the existing Roadway Slope to a width not less than 0.5 m.
106.4.3.8	Excavated material placed behind Structures or in areas where Structures are to be constructed shall be a material meeting the requirements of 121.2 - Borrow A/A1, as indicated in the Contract Documents, and shall have lift thicknesses as follows:

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COMMON EXCAVATION

ITEM: 106

- 106.4.3.8.1 Maximum 200 mm behind abutment breastwalls or other earth-retaining Structures, to the limits shown on the Plans; or
- 106.4.3.8.2 Maximum 300 mm where Structures shall be constructed or through which piles shall be driven.
- 106.4.4 Compaction
- 106.4.4.1 The Contractor shall carry out moisture conditioning and compaction in accordance with Item 936.
- 106.4.4.1.1 Any isolated soft spots, or other areas within the top 1.2 m of the Subgrade, not meeting the specified compaction criteria shall be excavated and backfilled with material of the quality matching the surrounding material, as directed by the Engineer.
- 106.4.4.2 In cuts, the Subgrade surface shall be compacted to 97% of the control density as determined by a test strip.
- 106.4.4.2.1 If the Subgrade has been undercut, the undercut surface shall be rolled with a static roller prior to being backfilled with Borrow A/A1-quality material, as indicated in the Contract Documents, to Subgrade.
- 106.4.4.3 Each lift of excavated material, after placement per 106.4.3, shall be compacted to a minimum of 95% of the maximum dry density.
- 106.4.5 Culverts
- 106.4.5.1 Where excavation involves removal of Culverts, the Contractor shall take care to ensure that any existing pipe is not damaged and is salvaged for re-use.
- 106.4.5.1.1 The Contractor shall notify the Engineer prior to exposing any existing pipe.
- 106.4.5.1.2 Pipe determined by the Engineer to be salvageable shall remain the property of the Owner and shall be re-used in the Work Site under Item 140, or transported to the nearest DTI Maintenance Depot.
- 106.4.5.1.2.1 Salvageable pipe that is damaged as a result of the Contractor's actions, as determined by the Engineer, shall be replaced by the Contractor.
- 106.4.5.1.3 Unsalvageable pipe and waste shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 106.4.6 Driveways
- 106.4.6.1 Driveways excavated under this Item shall be replaced the same Day they are removed, utilizing material excavated from the crossing wherever possible.
- 106.4.6.2 Where excavation involves paved driveways, parking lots or other abutting private lands, the Pavement shall be cut to a neat straight line and edge, and removed in a manner so as to avoid damage to the adjacent lands and Roadbed.
- 106.4.6.2.1 The Contractor shall be responsible for damage to the Pavement and other surfaces beyond the designated limits of the excavation and for the repair or restoration, at his own expense, of the areas affected.
- 106.4.6.2.2 The excavated Pavement shall be broken down into pieces small enough to be suitable for use in embankment construction, unless designated by the Engineer as waste to be disposed of outside the Work Site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COMMON EXCAVATION

ITEM: 106

106.5 MEASUREMENT FOR PAYMENT

106.5.1 The Quantity to be measured for payment shall be the number of cubic metres of common material excavated and placed, stockpiled and/or disposed of in accordance with this Item.

106.5.2 The volume shall be as measured in situ and computed by the average end area method, based on "original ground" cross-sections surveyed by the Engineer on the natural ground.

106.5.2.1 In the areas to be grubbed, the cross-sections shall be taken before grubbing, and the volume payable under this Item shall include material in the grubbed layer removed under Item 102.

106.5.3 Excavation of soft spots, deleterious materials, offtakes, stream diversion channels, and driveways as defined by this Item shall be measured for payment.

106.5.4 Compensation payable to the Owner or the Contractor, for the difference in price of fuel between the month prior to the month of tender opening for the Contract and the month of Work under this Item, shall be calculated in accordance with Item 822.

106.6 BASIS OF PAYMENT

106.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of common excavation, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

UNCLASSIFIED EXCAVATION

ITEM: 107

107.1 DESCRIPTION

107.1.1 This Item consists of the excavation and placement within the Work Site or disposal outside the Work Site, of materials classified under neither common excavation nor solid rock excavation but composed of a mixture and variable and undetermined distribution of both.

107.2 MATERIALS

107.2.1 For temporary stream diversion channels, clear polyethylene liners a minimum of 6 mils thick and meeting the requirements of CGSB 51.34 shall be supplied by the Contractor.

107.3 SUBMITTALS

107.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

107.4 CONSTRUCTION

107.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

107.4.2 The Contractor shall carry out the Work in accordance with Item 946 and Item 948.

107.4.3 The Contractor shall construct offtakes and stream diversion channels as identified and/or detailed in the Contract Documents.

107.4.4 Polyethylene liners for temporary stream diversions shall be installed transverse to the direction of flow and overlaps shall be a minimum of 300 mm in the direction of flow.

107.4.4.1 The Contractor shall be responsible for maintenance and removal of the liners.

107.4.5 The Contractor shall handle material which would otherwise be classified under common excavation in accordance with 106.4.

107.4.6 The Contractor shall handle material which would otherwise be classified under solid rock excavation in accordance with 108.3 and 108.4.

107.5 MEASUREMENT FOR PAYMENT

107.5.1 The Quantity to be measured for payment shall be the number of cubic metres of unclassified material excavated and either placed, stockpiled or disposed of in accordance with this Item.

107.5.2 The volume shall be as measured in situ and computed by the average end area method, based on "original ground" cross-sections surveyed by the Engineer on the natural ground.

107.5.2.1 In the areas to be grubbed, the cross-sections shall be taken before grubbing, and the volume payable under this Item shall include material in the grubbed layer removed under Item 102.

107.5.3 Excavation, per 106.4, of offtakes, stream diversion channels, soft spots, deleterious materials, and the excavation of driveways shall be measured for payment.

107.5.4 Compensation payable to the Owner or the Contractor, for the difference in price of fuel between the month prior to the month of tender opening for the Contract and the month of Work under this Item, shall be calculated in accordance with Item 822.

107.6 BASIS OF PAYMENT

107.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of unclassified excavation, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SOLID ROCK EXCAVATION

ITEM: 108

108.1 DESCRIPTION

108.1.1 This Item consists of the excavation and placement within the Work Site, or disposal outside the Work Site, of solid rock.

108.1.2 Solid rock is defined as in situ bedrock, and naturally occurring boulders that are 1 m³ or larger in volume.

108.2 MATERIALS

108.2.1 None identified.

108.3 SUBMITTALS

108.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

108.3.2 The Contractor shall submit to the Engineer, in advance of any drilling and blasting, the following information:

108.3.2.1 Copy of Insurance Policy as it relates to blasting, and any pre-blast survey requirements therein.

108.3.2.2 Copy of the blaster's certification per Regulation 97-125 under the Apprenticeship and Occupational Certification Act.

108.3.3 The Contractor shall submit upon request the following information:

108.3.3.1 A letter signed by the certified blaster or a Professional Engineer, stating that drill pattern and blasting sequences and charges have been designed and performed in accordance with appropriate codes.

108.3.3.2 A letter indicating anticipated time(s) of the Day at which blasts shall take place.

108.4 CONSTRUCTION

108.4.1 General

108.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

108.4.1.2 The Contractor shall carry out the Work in accordance with Item 946 and Item 948.

108.4.1.3 The Contractor shall maintain surface drainage during excavation of cuts and construction of embankments.

108.4.1.3.1 Low spots and ruts that could pond water shall be removed no later than the end of each Day's Work or, if rain is imminent, as Work progresses during the Day.

108.4.1.4 Any surface constructed or exposed by the Contractor, and subjected to through-traffic, shall be maintained in a condition such that traffic can safely travel along it at the speed limit posted for the Work Area.

108.4.1.5 Transitions in cut and fill conditions, at the ends of the bedrock cuts, shall be carried out as indicated on Standard Drawing 108-1.

108.4.1.6 Rock cuts and fills shall be shaped in accordance with Item 941.

108.4.1.7 Blasting shall be permitted only between 30 minutes after sunrise and 30 minutes before sunset.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SOLID ROCK EXCAVATION

ITEM: 108

- 108.4.1.7.1 Blasting within 500 m of any residence or business shall not be permitted to take place between 7:00 p.m. and 7:00 a.m. Monday to Friday, or on any weekend or Public Holiday, without prior notification to and approval by the Engineer.

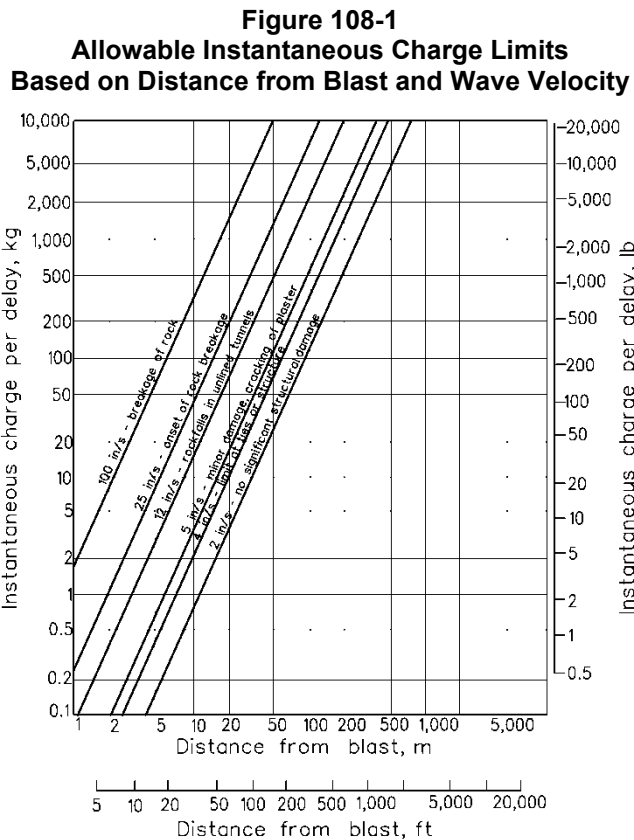
- 108.4.2 Blasting Near Wells or Structures

- 108.4.2.1 The Contractor shall carry out a pre-blast survey in accordance with the requirements of the Insurance Policy submitted per 108.3.2.

- 108.4.2.2 Notwithstanding 108.4.2.1, the Owner will, before and during the Work under this Item, be conducting inspections on residential wells within 500 m of area of blasting, including sampling for water quality.

- 108.4.2.2.1 Any wells adversely affected by the Work, the Owner will provide water temporarily during the course of the Work, and/or will determine if repair or replacement by the Contractor is required for any wells found to be permanently damaged.

- 108.4.2.3 The Contractor shall carry out the Work such that vibrations from drilling and blasting are controlled, and do not exceed the requirements of Figure 108-A, for 2 in/s.



- 108.4.3 Excavation

- 108.4.3.1 The Contractor shall notify the Engineer when material appearing to be bedrock is first encountered.

- 108.4.3.1.1 The area identified shall be stripped of Overburden and the Engineer shall determine the top of bedrock elevation for cross-sectioning.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SOLID ROCK EXCAVATION

ITEM: 108

- 108.4.3.2 The Contractor shall be responsible to control the fracturing, excavation and handling the solid rock such that optimum usage of the excavated materials is achieved, as follows:
- 108.4.3.2.1 Fracturing of bedrock shall be carried out so as to produce shattered rock for use as per 108.4.4.1.
- 108.4.3.2.2 The Contractor shall separately excavate or otherwise salvage rock meeting the requirements of 121.2 - Borrow A/A1, as indicated in the Contract Documents, for use in the top 600 mm of the Subgrade.
- 108.4.3.2.3 Where the Contract includes Borrow to be placed in the Work, the Contractor shall conduct operations such that all usable material resulting from solid rock excavation either has been used or shall be used in the Work, prior to the placement of any material under Item 121.
- 108.4.3.2.3.1 Borrow shall not be placed in areas where excavated materials could be hauled at a lesser cost to the Owner, unless otherwise authorized by the Engineer.
- 108.4.3.3 In cuts in bedrock, the Roadbed shall be subexcavated to the specified depth below Subgrade and on a plane parallel to the Subgrade cross-Slope.
- 108.4.3.4 Prior to backfilling a bedrock undercut the Roadbed shall be subexcavated to the full width and depth specified, and the ditches shall be excavated to at least the same grade, over the entire length of the bedrock cut or 50 m longitudinally, whichever is the lesser.
- 108.4.3.5 The Contractor shall fill any overexcavated areas in the bedrock undercut with finely shattered rock to meet the tolerances specified in Item 941.
- 108.4.3.6 Where soil is encountered below Subgrade in a bedrock cut area, subexcavation and backfilling shall be carried out as follows:
- 108.4.3.6.1 Isolated pockets of soil encountered below Subgrade within a bedrock cut shall be subexcavated as directed by the Engineer and backfilled with finely shattered rock.
- 108.4.3.6.2 If the Subgrade cross-section is partly in bedrock and partly in soil and constitutes more than pockets of soil in a bedrock Subgrade, the soil shall be subexcavated to match the specified solid rock subexcavation.
- 108.4.3.6.2.1 The same type of Borrow A/A1-quality material, as indicated in the Contract Documents, shall be used to backfill both the bedrock and soil undercuts.
- 108.4.3.6.3 Where the Subgrade line (longitudinally) is in and out of solid rock and soil, subexcavation of the bedrock and the soil at the transition points shall be as indicated on Standard Drawing 108-1.
- 108.4.3.7 Loosened rock shall be removed from the Backslope of bedrock cuts so as to leave a neat and safe condition and the rock so removed shall be utilized in embankment construction.
- 108.4.3.8 The Contractor shall shape the ditches, remove any rock knobs that would impede drainage and/or fill any low spots with finely shattered rock, to achieve the specified width and grade.
- 108.4.3.9 Naturally occurring boulders, after being measured by the Engineer, shall be placed as directed by the Engineer.
- 108.4.3.10 Excavated material designated by the Engineer as surplus and useable, shall remain the property of the Owner and shall be either stockpiled or otherwise placed in the Work, as directed by the Engineer.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

SOLID ROCK EXCAVATION

ITEM: 108

- 108.4.3.11 Excavated material designated by the Engineer as waste, shall become the property of the Contractor and shall be disposed of in accordance with Item 947.
- 108.4.4 Placement
- 108.4.4.1 Rock embankments shall be constructed in lifts not exceeding 1 m in thickness, except for friable rock, for which lift thickness shall not exceed 600 mm.
- 108.4.4.1.1 Large rocks and boulders shall not be placed in clusters or nests but shall be distributed over the surface of the layer onto which they are pushed and finer rock placed in the voids between them.
- 108.4.4.1.2 Rock placed as backfill over an undercut in soil or rock, or as the top 600 mm of the Subgrade in an embankment, shall be the rock salvaged under 108.4.3.2.2 and shall contain no fragments greater than 400 mm in any dimension, and voids in the surface shall be filled with rock spalls.
- 108.4.4.2 Embankments shall be constructed such that the first lift when shaped forms the toe of the Foreslopes and each successive lift shall be completed to the full width prior to placing the next lift.
- 108.4.4.2.1 On ungrubbed areas, swamps and rough terrain, the initial lift thickness shall be as approved by the Engineer.
- 108.4.4.3 Each lift of rock shall be compacted such that rock fragments are further broken down or repositioned to minimize voids and bridging, and to consolidate the embankment.
- 108.4.4.3.1 Rock suitable to be placed in a 1 m lift shall be compacted with a vibratory roller of at least 15 t or placed and tramped by a crawler tractor of at least 30 t mass.
- 108.4.4.3.2 Friable rock shall be compacted with a vibratory roller of a minimum 11 t mass.
- 108.4.4.4 Where embankments are constructed against an existing earth sidehill having a Slope steeper than 3:1, for the top 2.5 m below Subgrade, the spreading Equipment shall cut into the sidehill as each lift of fill is placed so that the next lift is “keyed” into the sidehill to a width not less than 1 m.
- 108.4.4.5 Where the Work involves placement of material firstly along one side of the Roadbed and then the other side, the spreading Equipment shall cut into the edge of the previously built side of the Roadbed as each lift of material is placed so that the lift is “keyed” into the adjacent side of the Roadbed to a width not less than 0.5 m.
- 108.4.4.6 Excavated material placed behind Structures or in areas where Structures are to be constructed shall be a material meeting the requirements of 121.2 - Borrow A/A1, as indicated in the Contract Documents, and shall have lift thicknesses as follows:
- 108.4.4.6.1 Maximum 200 mm behind abutment breastwalls or other earth-retaining Structures, to the limits identified on the Plans; or
- 108.4.4.6.2 Maximum 300 mm where Structures shall be constructed or through which piles shall be driven.
- 108.4.4.7 No excavated rock shall be placed within 4 m of either side and for the depth where an induced trench shall be constructed under Item 169.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SOLID ROCK EXCAVATION

ITEM: 108

108.5 MEASUREMENT FOR PAYMENT

108.5.1 The Quantity to be measured for payment shall be the number of cubic metres of solid rock excavated and either placed, stockpiled or disposed of in accordance with this Item.

108.5.2 The volume of bedrock shall be as measured in situ and computed by the average end area method, based on the top-of-rock sections surveyed by the Engineer, after the bedrock exposure noted in 108.4.3.1.

108.5.2.1 If the Contractor fails to give notice under 108.4.3.1, then the Engineer shall determine the rock line to be used to calculate the Quantity of solid rock excavation.

108.5.2.2 The payline for the rock undercut surface shall be the theoretical undercut line as per 108.4.3.3, to the intercept of the Foreslope as excavated.

108.5.3 Boulders greater than 1 m³ in volume shall be measured individually for payment.

108.5.4 Where, in the opinion of the Engineer, Overbreak in ditches and Backslopes has been unavoidable, the Overbreak shall be measured for payment up to but not exceeding 10% of the Quantity calculated within the lines staked by the Engineer at the stations at which the Overbreak occurs.

108.5.4.1 This percentage may be increased at the discretion of the Engineer for stations of small cross-sectional area for which the width of Overbreak is not excessive but represents a relatively large percentage of the area of solid rock excavation staked, and if all of the Overbreak Quantity is useable material.

108.5.5 Compensation payable to the Owner or the Contractor, for the difference in price of fuel between the month prior to the month of tender opening for the Contract and the month of Work under this Item, shall be calculated in accordance with Item 822.

108.6 BASIS OF PAYMENT

108.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of solid rock excavation, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DITCHING

ITEM: 116

116.1 DESCRIPTION

116.1.1 This Item consists of the excavation and disposal of material from existing ditches.

116.2 MATERIALS

116.2.1 None identified.

116.3 SUBMITTALS

116.3.1 None identified.

116.4 CONSTRUCTION

116.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

116.4.2 Ditching shall consist of removing vegetal matter and soil from an existing ditch such that the width of the bottom of the ditch is not less than 1 m and the ditch has a continuous smooth grade providing positive gravity drainage, without ponding, in the specified flow direction.

116.4.3 The depth of material removal shall be 300 mm or as otherwise specified in the Contract Documents and/or as specifically directed by the Engineer.

116.4.4 The tendered Quantity includes cleaning ends of driveway culverts and cross culverts as directed by the Engineer.

116.4.5 The Contractor shall not excavate or undermine the Foreslope during the course of the Work.

116.4.6 The Contractor shall shape ditches to a uniform cross-section, with no gouges or ridges remaining in the finished Work.

116.4.7 The Contractor shall repair any damage, at his own expense, to adjacent property resulting from the Work.

116.4.8 The materials excavated from within the ditches shall become the property of the Contractor and shall be disposed of outside the Work Site.

116.4.9 A driveway crossing designated to be removed and not replaced shall be excavated so that the ditch and Slopes remaining after excavation match the adjacent ditch and Slopes.

116.4.10 Driveways with a culvert designated for replacement shall be replaced in the same workday in accordance with Item 130 and/or Item 140 utilizing material excavated from the crossing wherever possible.

116.4.10.1 Where excavation involves removal of driveway Culverts, the Contractor shall take care to ensure that any existing pipe is not damaged and is salvaged for re-use.

116.4.10.1.1 The Contractor shall notify the Engineer prior to exposing any existing pipe.

116.4.10.1.2 Any pipe determined by the Engineer to be salvageable shall remain the property of the Owner.

116.4.10.1.3 Salvageable pipe shall be re-used in accordance with Item 130 or Item 140 in the Work Site or transported, by the Contractor, to the nearest DTI Maintenance Depot and stockpiled as directed by the Engineer.

116.4.10.1.4 Unsalvageable pipe and waste shall become the property of the Contractor and shall be disposed of outside the Work Site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DITCHING

ITEM: 116

116.4.10.1.5 If the pipe is damaged as a result of the Contractor's actions, as determined by the Engineer, the Contractor shall be responsible to replace the pipe.

116.4.11 Ditches shall be stabilized against erosion with hay or straw mulch, in accordance with 616.2, 616.3, and 616.4, at the end of each day's ditching.

116.5 MEASUREMENT FOR PAYMENT

116.5.1 The Quantity to be measured for payment shall be the number of linear metres of ditching carried out in accordance with this Item.

116.6 BASIS OF PAYMENT

116.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BORROW

ITEM: 121

121.1 DESCRIPTION

121.1.1 This Item consists of supply of material from outside the Work Site, and its placement within the Work Site.

121.2 MATERIALS

121.2.1 All materials shall be supplied by the Contractor.

121.2.2 Borrow shall consist of soil and/or rock free of roots, stumps, organics and/or other deleterious substances, and shall meet the following requirements:

121.2.2.1 Dust content shall be determined in accordance with ASTM C117.

121.2.2.2 Borrow A1 shall be pit run gravel, quarried or ripped rock, having a Micro-Deval loss not exceeding 50% when tested per MTO LS-618.

121.2.2.2.1 Borrow A1 shall not contain more than 10% of particles passing the 75 µm sieve when tested in accordance with ASTM C136 and C117.

121.2.2.2.2 Borrow A1 shall have a maximum Plasticity Index of 5.

121.2.2.3 Borrow A shall have a Dust content not exceeding 25% tested at a minimum frequency of one test per 10 000 t.

121.2.2.3.1 If successive test results indicate a Dust content below 15% the test frequency may be reduced at the discretion of the Engineer.

121.2.2.3.1.1 Sedimentary rock proposed for use as Borrow A shall have a Micro-Deval loss not greater than 60% when tested in accordance with Test Method MTO LS-618, A Grading, modified as follows:

- Para. 5.6- The Micro-Deval abrasion machine shall run 30 minutes.
- Para. 5.7 and 5.8- A 75 µm sieve shall be added to determine Mass 'B' in the Percent Loss calculation.

121.2.2.4 Mudstone, claystone and/or siltstone shall not be acceptable as Borrow A/A1.

121.2.2.5 Borrow A shall have a maximum Plasticity Index of 5.

121.2.2.6 Borrow B shall have a Dust content not exceeding 50%.

121.2.3 Borrow shall be subject to the approval of the Engineer at the time of placement in the Work and the maximum particle size shall not exceed two-thirds of the lift thickness being placed.

121.3 SUBMITTALS

121.3.1 The Contractor shall notify the Engineer, in writing, for approval of the source of material, at least 14 Days in advance of obtaining material from the proposed Borrow source.

121.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

121.4 CONSTRUCTION

121.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

121.4.2 The Contractor shall carry out the Work in accordance with Item 946 and Item 948.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BORROW	ITEM: 121
121.4.3	The Contractor shall carry out operations at the Borrow source in accordance with Item 922.
121.4.4	Borrow placement shall be carried out in accordance with Item 941.
121.4.5	If at any time during the Work the surface becomes rutted or displaced, the Contractor shall make all necessary repairs to reinstate the surface grade.
121.4.5.1	The depth rutted and/or displaced shall be scarified, shaped and compacted to meet the requirements of this Item.
121.4.6	The Contractor shall conduct the Work such that all usable material resulting from excavation under Items 106, 107 and/or 108 either has been used or shall be used in the Work, prior to the placement of any material under this Item.
121.4.7	Oversize stones (per 121.2.3) and unsuitable materials from the Borrow placement shall be disposed of so that the Roadway is left in a neat and tidy condition.
121.4.8	The Contractor shall carry out moisture conditioning and compaction of soil Borrow in accordance with Item 936.
121.4.8.1	Any isolated soft spots or other areas within the top 1.2 m of the Subgrade not meeting the specified compaction criteria shall be excavated and backfilled with material of the quality matching the surrounding material, and as directed by the Engineer.
121.4.9	The placement of Borrow shall be in lifts and shall conform to lines and grades provided.
121.4.9.1	Material placed in the top 600 mm to Subgrade shall meet the requirements of 121.2 - Borrow A/A1, as indicated in the Contract Documents, and shall be placed, as follows:
121.4.9.1.1	Soil Borrow A/A1, as indicated in the Contract Documents, shall be placed as specified in 121.4.9.2.1.
121.4.9.1.2	Rock Borrow A/A1, as indicated in the Contract Documents, shall be placed in one lift using a vibratory roller of at least 11 t mass. Surface voids shall be filled with rock fragments and spalls, and compacted such that rock fragments are further broken down or repositioned to minimize voids and bridging, and to consolidate the lift.
121.4.9.1.3	In backfilling of undercuts deeper than 600 mm, the lift thickness shall be as determined by the Engineer.
121.4.9.2	Material placed to within 600 mm below Subgrade shall be placed as follows:
121.4.9.2.1	Soil Borrow shall have a maximum lift thickness of 300 mm, and each lift shall be compacted to a minimum of 95% of the maximum dry density.
121.4.9.2.1.1	The lift thickness may be increased to a maximum depth of 600 mm if acceptable compaction test results are produced for the entire depth of the lift.
121.4.9.2.2	Rock Borrow shall have a maximum lift thickness of 600 mm, and each lift shall be compacted such that rock fragments are further broken down or repositioned to minimize voids and bridging, and to consolidate the lift, using a vibratory roller of at least 11 t mass.
121.4.9.3	Borrow placed behind Structures or in areas where Structures are to be constructed shall be soil meeting the requirements of 121.2 - Borrow A/A1, as indicated in the Contract Documents, and shall be compacted to a minimum of 95% of the maximum dry density for each layer placed as follows:

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BORROW	ITEM: 121
121.4.9.3.1	Material behind abutment breastwalls or other earth-retaining Structures, to the limits identified in the Contract Documents, shall have a maximum lift thickness of 200 mm.
121.4.9.3.2	Material over which Structures shall be constructed or through which piles shall be driven shall have a maximum lift thickness of 300 mm.
121.4.10	Embankments shall be constructed such that the first lift when shaped forms the toe of the Foreslopes and each successive lift shall be completed to the full width prior to placing the next lift.
121.4.10.1	On ungrubbed areas, swamps and rough terrain, the initial lift thickness may exceed the thickness in 121.4.9.2.2 as approved by the Engineer.
121.4.11	The Contractor shall maintain surface drainage during the placement of Borrow.
121.4.11.1	Low spots and ruts that could pond water shall be removed no later than the end of each Day's Work or, if rain is imminent, as Work progresses during the Day.
121.4.12	Where embankments are constructed against an existing earth sidehill having a Slope steeper than 3:1, for the top 2.5 m below Subgrade the spreading Equipment shall cut into the sidehill as each lift of fill is placed so that the next lift is "keyed" into the sidehill to a width not less than 1 m.
121.4.13	Where the Work involves placement of material firstly along one side of the Roadbed and then the other side, the spreading Equipment shall cut into the edge of the previously built side of the Roadbed, as each lift of material is placed so that the lift is "keyed" into the adjacent side of the Roadbed to a width not less than 0.5 m.
121.4.14	Any Borrow surface subjected to through-traffic shall be maintained in a condition such that traffic can safely travel along it at the speed limit posted for the Work Area.
121.5	<u>MEASUREMENT FOR PAYMENT</u>
121.5.1	The Quantity to be measured for payment shall be the number of tonnes of Borrow supplied and placed in accordance with this Item.
121.5.2	If the Contractor places more Borrow than the tendered Quantity, thereby causing a waste of useable excavated materials under Items 106, 107 and/or 108, the volume of excavated material so wasted shall be calculated and that Quantity deducted from the total Quantity of Borrow.
121.5.2.1	This volume of material shall be converted to tonnes using 2.0 t/m ³ .
121.5.3	Compensation payable to the Owner or the Contractor, for the difference in price of fuel between the month prior to the month of tender opening for the Contract and the month of Work under this Item, shall be calculated in accordance with Item 822.
121.6	<u>BASIS OF PAYMENT</u>
121.6.1	Payment for Work under this Item shall include a separate Unit Price for each class of Borrow, as identified under the Contract SUB-LEVEL 1

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

METAL PIPE

ITEM: 130

130.1 DESCRIPTION

130.1.1 This Item consists of supply and installation of aluminum coated corrugated steel pipe (CSP) pipe-arch (CSPA) and corrugated aluminum alloy pipe (CAP), having an equivalent diameter of 1200 mm or less.

130.2 MATERIALS

130.2.1 All pipe materials shall be supplied by the Contractor.

130.2.2 All pipe and appurtenances shall be manufactured of aluminum coated steel or aluminum alloy and shall meet the requirements of Table 130-1 and Table 130-2.

130.2.2.1 Bolts and nuts shall be of the same material as the pipe.

**Table 130-1
Material/Fabrication Standards**

Culvert/Structure Type	Material Standard	Fabrication Standard
Aluminum coated steel (pipe)	CSA G401-01 AASHTO M274-87	CSA G401-01 ASTM A929/A929M
Aluminum alloy (pipe)	ASTM B209	ASTM B790/B790M-97
Aluminum Structures (pipe & arch)	ASTM B209 ASTM B221 AASHTO M219-92	ASTM B746/B746M ASTM B789/B789M ASTM B790/B790M

**Table 130-2
Standard CSP/CSPA/CAP Dimensions**

CSP/CAP Diameter (mm)	Equivalent CSPA Span x Rise (mm)	Wall Thickness (mm)		Corrugation Profile (mm)
		Aluminum	Aluminum Coated	
150		1.6	N/A	38 x 6.5
200		1.6	N/A	38 x 6.5
250		1.6	1.6	38 x 6.5
300		1.6	1.6	68 x 13
400	450 x 340	2.0	1.6	68 x 13
500	560 x 420	2.0	1.6	68 x 13
600	680 x 500	2.8	2.0	68 x 13
700	800 x 580	2.8	2.0	68 x 13
800	910 x 660	2.8	2.0	68 x 13
900	1030 x 740	2.8	2.0	68 x 13
1000	1150 x 820	2.8	2.8	68 x 13
1200	1390 x 970	3.5	2.8	68 x 13

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

METAL PIPE

ITEM: 130

130.2.3 Couplers shall be aluminum coated steel or aluminum alloy and shall have configurations and fastening systems as indicated in Table 130-3.

**Table 130-3
CSP/CSPA/CAP Couplers**

Equivalent Diameter (mm)	Type(s) of Coupler	Minimum Thickness (mm)	Minimum Width (mm)	Types(s) of Fasteners
150 to 250	Flat, Dimple or Corrugated	1.3	150	Wedge or Bolts
300 to 1200	Annular Corrugated	1.6	300	Bolts

130.2.4 Helical corrugated pipe greater than 250 mm diameter shall have ends re-corrugated to annular corrugations for coupling purposes.

130.2.5 All cut edges and any damage to aluminum coatings shall be ground smooth and recoated in accordance with CSA G401.

130.2.6 Backfill material shall meet the requirements of 167.2.

130.2.6.1 Backfill material shall be obtained from within the Work Site as approved by the Engineer.

130.2.6.2 If sufficient quantities of suitable backfill material are not available within the Work Site, as determined by the Engineer, additional backfill shall be imported by the Contractor in accordance with Item 167 from a source approved by the Engineer.

130.3 SUBMITTALS

130.3.1 The Contractor shall submit, upon request, the manufacturer's certification that the materials supplied meet the specified requirements as detailed on the Contract Documents.

130.3.1.1 If fish weirs/baffles are specified for a pipe, the Contractor shall submit shop drawings for each pipe in accordance with 131.3.

130.3.2 The Contractor shall submit, upon request, the proposed source of the supply of the backfill material from within the Work Site.

130.3.3 If the source of the supply of the backfill material is located outside the Work Site, the Contractor shall identify the proposed source, in writing, for the approval of the Engineer, at least 14 Days in advance of obtaining backfill material from the proposed source.

130.3.4 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

130.4 CONSTRUCTION

130.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

130.4.2 The Engineer shall provide control points in the field to provide vertical and horizontal control at selected locations or as may be required.

130.4.3 The Contractor shall be responsible for the layout and maintenance of control for all lines and grades for the Work, as shown in the Contract Documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

METAL PIPE

ITEM: 130

- 130.4.4 Shoring, bracing, sheeting, pumps, temporary roads, and/or bridges that are necessary for the Work shall be employed, maintained, and removed by the Contractor.
- 130.4.5 The Contractor shall construct, maintain, and remove temporary construction detours around the pipe and appurtenances as required in accordance with Item 918.
- 130.4.6 Trench excavation shall be carried out in accordance with 161.4 and to the limits as indicated on the Standard Drawings 161-1 to 161-5, or as otherwise indicated in the Contract Documents.
- 130.4.6.1 If Over-excavation occurs, the Contractor shall, at his own expense, repair and fill the Over-excavation with an approved backfill material, placed in accordance with Item 936, and compacted to 95% of the maximum dry density.
- 130.4.7 The Contractor shall ensure that the bottom of the excavation can support the load before placement of any pipe sections.
- 130.4.8 Installation shall proceed upgrade.
- 130.4.9 The pipe sections shall be joined in a straight line using standard industry methods.
- 130.4.10 No backfill material shall be placed in the excavation until the excavation has been approved by the Engineer, including but not limited to the dimensions of excavation and the character of foundation materials.
- 130.4.11 Backfill shall be placed and shaped to lines and grades as indicated in Standard Drawings 161-1 to 161-5.
- 130.4.11.1 Material over 75 mm in size shall not be placed within 300 mm of any metal pipe.
- 130.4.11.2 Backfill shall be placed in lifts of not more than 200 mm in thickness for vibratory plate or rammer-type compactors and not more than 300 mm in thickness for vibratory rollers.
- 130.4.11.3 Backfill shall be compacted in accordance with Item 936, to a minimum of 95% of the maximum dry density.
- 130.4.11.4 Backfilling of metal pipes shall proceed such that the differential in elevation between the two sides is not more than one lift of backfill.
- 130.4.11.5 Only compactors recommended by the pipe manufacturer shall be used within 1 m of metal pipes.
- 130.4.11.6 No traffic or Equipment shall be permitted to pass over the metal pipe until the backfill cover indicated in Standard Drawings 161-1 to 161-5 and/or in the Contract Documents has been placed.
- 130.5 MEASUREMENT FOR PAYMENT
- 130.5.1 The Quantity to be measured for payment shall be the number of linear metres of metal pipe supplied and installed in accordance with this Item.
- 130.5.1.1 The measurement shall be taken along the invert of the pipe.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

METAL PIPE

ITEM: 130

130.6 BASIS OF PAYMENT

130.6.1 Payment for Work under this Item shall include a separate Unit Price for each size and type of metal pipe, as identified under the Contract.

130.6.2 The Owner shall make partial payment in accordance with 908.7 for metal pipe stored at the Work Site.

130.6.2.1 Partial payment shall be made for specialized metal pipe acceptably stored at the supplier's yard.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

METAL PIPE - LARGE

ITEM: 131

131.1 DESCRIPTION

131.1.1 This Item consists of the supply and installation of aluminum coated corrugated metal pipe, including but not limited to, all CSP and CSPA having an equivalent diameter greater than 1200 mm, structural plate CSP or CSPA (SPCSP or SPCSPA), structural plate arches, aluminum alloy pipe (CAP, SPCAP, SPCAPA), and any other type of metal pipe.

131.2 MATERIALS

131.2.1 All pipe materials shall be supplied by the Contractor.

131.2.2 All pipe and appurtenances shall be manufactured of aluminum coated steel, aluminum alloy or galvanized steel and shall meet the requirements of Table 131-1.

131.2.2.1 Bolts and nuts shall be of the same material as the pipe.

**Table 131-1
Material/Fabrication Standards**

Culvert/Structure Type	Material Standard	Fabrication Standard
Aluminum coated steel (pipe)	CSA G401 AASHTO M274	CSA G401 ASTM A929/A929M
Aluminum alloy (pipe)	ASTM B209	ASTM B790/B790M
Aluminum Structures (pipe & arch)	ASTM B209 ASTM B221 AASHTO M219	ASTM B746/B746M ASTM B789/B789M ASTM B790/B790M
Aluminum Structures (box)	ASTM B209 ASTM B221 AASHTO M219	ASTM B864/864M ASTM B746/B746M
Galvanized steel (plate arch)	CSA G401	CSA G401

131.2.3 Helical corrugated pipe shall have ends re-corrugated to annular corrugations for coupling purposes.

131.2.4 All cut edges and any damage to aluminum coatings or galvanized steel shall be ground smooth and recoated in accordance with CSA G401.

131.2.5 Backfill material shall be Class "A" per 167.2.

131.2.5.1 Backfill material shall be obtained from within the Work Site as approved by the Engineer.

131.2.5.2 If sufficient quantities of suitable backfill material are not available within the Work Site, as determined by the Engineer, additional backfill shall be imported by the Contractor in accordance with Item 167 from a source approved by the Engineer.

131.3 SUBMITTALS

131.3.1 The Contractor shall submit, in accordance with Item 956, shop drawings for each pipe, containing but not limited to, the following information:

131.3.1.1 Station(s) of pipe(s), name(s) of watercourse(s), and DTI contract number and description;

131.3.1.2 General layout showing pipe and appurtenances;

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

METAL PIPE - LARGE

ITEM: 131

- 131.3.1.3 Length and weight (mass) of individual sections; and
- 131.3.1.4 Itemized supply list.
- 131.3.2 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification that the materials to be supplied, for the fabrication, meet the specified requirements as detailed in the Contract Documents.
- 131.3.3 The Contractor shall submit, upon request, the proposed source of the supply of the backfill material from within the Work Site.
- 131.3.4 If the source of the supply of the backfill material is located outside the Work Site, the Contractor shall submit the proposed source, in writing, for the approval of the Engineer, at least 14 Days in advance of obtaining backfill material from the proposed source.
- 131.3.5 Submittals are required in accordance with any cross-referenced Item forming part of this Item.
- 131.4 CONSTRUCTION
- 131.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 131.4.2 The Engineer shall provide control points in the field to provide vertical and horizontal control at selected locations or as may be required.
- 131.4.3 The Contractor shall be responsible for the layout and maintenance of control for all lines and grades for the Work as shown on the Plans.
- 131.4.4 Shoring, bracing, sheeting, pumps, temporary roads and/or bridges that are necessary to the Work shall be employed, maintained, and removed by the Contractor.
- 131.4.5 The Contractor shall construct, maintain, and remove temporary construction detours around the pipe in accordance with Item 918.
- 131.4.6 Trench excavation shall be carried out in accordance with 161.4 and to the limits as indicated in Standard Drawings 161-1 to 161-5, or as otherwise indicated in the Contract Documents.
- 131.4.6.1 If Overexcavation occurs, the Contractor shall, at his own expense, repair and fill the Overexcavation with an approved backfill material, placed in accordance with Item 936, and compacted to 95% of the maximum dry density.
- 131.4.7 The Contractor shall ensure that the bottom of the excavation can support the load before placement of any pipe sections.
- 131.4.8 Pipes shall be assembled and/or erected as shown on the manufacturer's drawings.
- 131.4.9 The pipe sections shall be joined in a straight line using standard industry methods.
- 131.4.10 No backfill shall be placed in the excavation until the excavation has been approved by the Engineer, including but not limited to the dimensions of excavation and the character of foundation materials.
- 131.4.11 Backfill shall be placed and shaped to the lines and grades as indicated in Standard Drawings 161-1 to 161-5.
- 131.4.11.1 Material over 75 mm in size shall not be placed within 300 mm of any metal pipe.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

METAL PIPE - LARGE

ITEM: 131

- 131.4.11.2 Backfill shall be placed in lifts of not more than 200 mm in thickness for vibratory plate or rammer-type compactors and not more than 300 mm in thickness for vibratory rollers.
- 131.4.11.3 Backfill shall be compacted in accordance with Item 936, to a minimum of 95% of the maximum dry density.
- 131.4.11.4 Backfilling of metal pipe shall proceed simultaneous and evenly on both sides of the pipe and shall never exceed 600 mm in differential elevation.
- 131.4.11.5 No traffic or Equipment shall be permitted to pass over the pipe until the backfill cover indicated in Standard Drawings 161-1 to 161-5 and/or in the Contract Documents has been placed.
- 131.5 MEASUREMENT FOR PAYMENT
- 131.5.1 The Quantity to be measured for payment shall be the number of linear metres of metal pipe supplied and installed in accordance with this Item.
- 131.5.1.1 The measurement shall be taken along the invert of the pipe or the bottom edge of an arch at the connection to the foundation.
- 131.6 BASIS OF PAYMENT
- 131.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of metal pipe, as identified under the Contract.
- 131.6.2 The Owner shall make partial payment for metal pipe in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SUBDRAIN

ITEM: 136

136.1 DESCRIPTION

136.1.1 This Item consists of the supply and installation of subdrain pipe.

136.2 MATERIALS

136.2.1 All materials shall be supplied by the Contractor.

136.2.2 Subdrain pipe shall be 150 mm and/or 200 mm diameter perforated pipe, as specified in the Contract Documents, and shall meet the following:

136.2.2.1 Galvanized CSP and appurtenances shall be galvanized steel manufactured to meet the requirements of CSA G401; or

136.2.2.2 PVC pipe and appurtenances shall be DR 35 conforming to CSA B182.2 and perforated as per CSA B182.1 (Clause 4.1.5); or

136.2.2.3 Corrugated polyethylene pipe and appurtenances conforming to ASTM F405 and/or ASTM F667.

136.2.3 All elbows, caps and reducer sections shall match the grade and quality of the pipe supplied.

136.2.4 Geotextile shall be Type N2 in accordance with 601.2.

136.2.5 Free draining backfill shall be supplied in accordance with 366.2.

136.3 SUBMITTALS

136.3.1 The Contractor shall submit to the Engineer, at least 14 Days in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements.

136.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

136.4 CONSTRUCTION

136.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

136.4.2 A trench shall be excavated to depths as indicated in the Contract Documents and shall be lined with geotextile of a width sufficient to fit the bottom and sides and, after backfilling, the top of the free draining backfill with a minimum overlap of 200 mm.

136.4.3 Rock encountered within the limits of the excavation shall be excavated in accordance with Item 161.

136.4.4 The subdrain pipe shall be installed as indicated on Standard Drawing 136-1.

136.4.5 The subdrain shall be installed as a continuous line with all joints being constructed with couplers compatible with the pipe supplied and in accordance with the manufacturer's recommendations.

136.4.5.1 The Contractor shall be responsible for all cutting and fitting of pipes in the Work.

136.4.5.2 The Contractor shall cut holes in catch basins, when required, at the required elevation and in accordance with 404.4.

136.4.6 The upgrade end of each continuous line of subdrain shall be capped, as required.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SUBDRAIN

ITEM: 136

- 136.4.6.1 Where the subdrain is to be connected to a precast catch basin, the Contractor shall carefully make an opening in the catch basin at the required elevation, and make the connection as indicated on Standard Drawing 136-1.
- 136.4.7 The trench shall be backfilled to match the surrounding grade.
- 136.4.8 The material excavated from the trench shall be spread on the Foreslopes, placed in embankments, or, if it is considered by the Engineer to be unsuitable for such use, it shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 136.5 MEASUREMENT FOR PAYMENT
- 136.5.1 The Quantity to be measured for payment shall be the linear metres of subdrain supplied and installed in accordance with this Item.
- 136.5.1.1 The measurement shall be taken along the centreline of the pipe from end to end for each continuous section of installation.
- 136.6 BASIS OF PAYMENT
- 136.6.1 Payment for Work under this Item shall include a separate Unit Price for each size and type of pipe, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SUBDRAIN OUTLET

ITEM: 137

137.1 DESCRIPTION

137.1.1 This Item consists of the supply and installation of subdrain outlets.

137.2 MATERIALS

137.2.1 All materials shall be supplied by the Contractor.

137.2.2 Subdrain outlet pipe shall be non-perforated pipe of a size, type and quality to match the subdrain pipe supplied and installed under Item 136.

137.2.2.1 Galvanized CSP and appurtenances shall be galvanized steel manufactured to meet the requirements of CSA G401; or

137.2.2.2 PVC pipe shall be DR 35 conforming to CSA B182.2; or

137.2.2.3 Corrugated polyethylene pipe and appurtenances conforming to ASTM F667.

137.2.3 Geotextile shall be Type N2 in accordance with 601.2.

137.2.4 Pipe zone material shall conform to the requirements of 415.2.

137.2.5 Free draining backfill shall be supplied in accordance to the requirements of 366.2.

137.3 SUBMITTALS

137.3.1 The Contractor shall submit to the Engineer, at least 14 Days in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements.

137.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

137.4 CONSTRUCTION

137.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

137.4.2 The Contractor shall construct the subdrain outlet Structure in advance of any placement of Aggregate Subbase.

137.4.3 The subdrain outlet shall be constructed as detailed in Standard Drawing 137-1.

137.4.4 The subdrain outlet shall have all joints constructed with couplers and 90° elbows and/or T-sections compatible with the pipe supplied and in accordance with the manufacturer's recommendations.

137.4.4.1 The Contractor shall be responsible for all cutting and fitting of pipes in the Work.

137.4.4.2 Where the Subdrain outlet connects at the end of a line of subdrain pipe, the connection shall be a 90° elbow or a T-section with the lower end capped.

137.4.5 Material excavated from the outlet trench shall be used for backfill above the pipe zone to Subgrade.

137.4.5.1 Pipe zone and trench backfill shall be placed in 300 mm lifts in accordance with Item 936, to a minimum of 95% of its maximum dry density, from the base of the excavation up to 600 mm below Subgrade.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SUBDRAIN OUTLET

ITEM: 137

- 137.4.5.2 Trench backfill shall be placed in 300 mm lifts in accordance with Item 936, to a minimum of 95% of its maximum dry density, within the last 600 mm below Subgrade.
- 137.4.5.3 The trench shall be backfilled to match the surrounding grade.
- 137.4.6 If the material excavated from the trench is considered by the Engineer to be unsuitable for backfill, it shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 137.4.6.1 Replacement backfill material shall be obtained from the Work Site as directed by the Engineer.
- 137.5 MEASUREMENT FOR PAYMENT
- 137.5.1 The Quantity to be measured for payment shall be the number of subdrain outlets supplied and installed in accordance with this Item.
- 137.6 BASIS OF PAYMENT
- 137.6.1 Payment for Work under this Item shall include a separate Unit Price for each size and type of pipe, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE

ITEM: 140

140.1 DESCRIPTION

140.1.1 This Item consists of the supply and installation of reinforced concrete pipe of a nominal inside diameter (ID) of 1350 mm or less.

140.2 MATERIALS

140.2.1 All materials shall be supplied by the Contractor.

140.2.2 All reinforced concrete pipe materials shall meet the requirements of CSA A257.

140.2.3 Reinforcing steel shall be rebar conforming to 304.2 and/or welded steel wire fabric conforming to ASTM A1064.

140.2.4 All pipe 900 mm and larger shall be supplied with gaskets (confined "O" ring with lubricant or single offset type).

140.2.5 Appurtenances, which may include tension bar assemblies, tee-bases, cut-off walls, weirs (with or without steel inserts), baffles, and/or bevelled ends, shall be supplied as shown in the Contract Documents and shop drawings.

140.2.6 Tension bar assemblies shall be supplied as indicated in Standard Drawing 140-1, or as otherwise specified in the Contract Documents.

140.2.7 Tee-base sections, elbow sections, and/or other appurtenances shall be supplied as indicated in the Contract Documents.

140.2.7.1 Tee-bases shall be fabricated such that when installed at the slope indicated in the Contract Documents, the catch basin shaft on the Tee-base is vertical.

140.2.8 Dowels for attaching cut-off walls to pipe shall be 25 M deformed reinforcing steel bars.

140.2.9 Dowels shall be secured with an epoxy or acrylic adhesive such as Epcon A7+ or approved equivalent.

140.2.10 Non-shrink grout shall conform to ASTM C1107.

140.2.11 Backfill material shall meet the requirements of 167.2, with the following classifications:

140.2.11.1 Class "A" shall be used for backfilling 1050 mm to 1350 mm diameter concrete pipes.

140.2.11.2 Class "B" shall be used for backfilling concrete pipes 900 mm or smaller in diameter.

140.2.11.3 Backfill material shall be obtained from within the Work Site as approved by the Engineer.

140.2.11.4 If sufficient quantities of suitable backfill material are not available within the Work Site, as determined by the Engineer, additional backfill shall be imported by the Contractor in accordance with Item 167 from a source approved by the Engineer.

140.3 SUBMITTALS

140.3.1 The Contractor shall submit, upon request, the manufacturer's certification that the materials supplied meet the specified requirements as detailed in the Contract Documents.

140.3.2 All reinforced concrete pipe design and fabrication shall meet the requirements of CSA A257.

140.3.3 If fish weirs/baffles are specified for a Culvert, the Contractor shall submit shop drawings for each Culvert in accordance with Item 956.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE

ITEM: 140

- 140.3.4 Three-Edge Bearing testing, in accordance with CSA A257, shall be done a minimum of once per year for each size of pipe, in the presence of the Engineer.
- 140.3.5 The Contractor shall submit, upon request, the proposed source of the backfill material from within the Work Site.
- 140.3.6 If the source of the backfill material is located outside of the Work Site, the Contractor shall submit the proposed source, in writing for the approval of the Engineer, at least 14 Days in advance of obtaining backfill material from the proposed source.
- 140.3.7 Submittals are required in accordance with any cross-referenced Item forming part of this Item.
- 140.4 CONSTRUCTION
- 140.4.1 Pipe Fabrication - General
- 140.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 140.4.1.2 The Contractor shall comply with the requirements of CSA A23.4 and ASTM A257 with respect to fabrication, transportation, storage, and delivery of the precast concrete pipe sections, to the satisfaction of the Engineer.
- 140.4.1.3 Rough edges at both ends of pipe shall be flush with all bleed-by removed.
- 140.4.2 Pipe Fabrication – Lifting Devices
- 140.4.2.1 Pipe of 1050 mm to 1350 mm nominal ID shall have a minimum 70 mm in diameter formed lift hole at the centre of gravity of the pipe section, and shall be equipped with a tapered concrete or rubber plug that does not protrude beyond the inside wall of the pipe.
- 140.4.2.2 Pipe made with elliptical reinforcement shall have the lift hole or lift anchorage located to establish the top of the pipe, and for pipe having weirs or baffles, such that it is centered over the top of the weir or baffle.
- 140.4.3 Pipe Fabrication - Weirs, Baffles, and Cut-Off Walls
- 140.4.3.1 Pipe sections with weirs or baffles shall be installed with the weir/baffle tops horizontal in the transverse direction.
- 140.4.3.2 Reinforcement shall be placed in both faces of weirs, baffles, and cut-off walls.
- 140.4.3.3 The maximum spacing of reinforcing steel for weirs, baffles, and cut-off walls shall be 300 mm.
- 140.4.3.4 Weirs, baffles, and cut-off walls shall be made with the same concrete requirements as the pipe.
- 140.4.3.5 Weirs and baffles shall be reinforced and secured to the pipe invert by a method approved by the Engineer, and moist cured for a minimum of 72 hours or until 70% of design strength has been reached.
- 140.4.3.6 When drilled holes and dowels are used to attach weirs/baffles to the invert, the holes shall be drilled to a minimum depth of 75 mm, and the dowels shall be secured with an epoxy or acrylic adhesive per 140.2.9.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE

ITEM: 140

- 140.4.4 Pipe Placement
- 140.4.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 140.4.4.2 The Engineer shall provide control points in the field to provide vertical and horizontal control at selected locations or as may be required.
- 140.4.4.3 The Contractor shall be responsible for the layout and maintenance of all lines and grades for the Work, as shown in the Contract Documents.
- 140.4.4.4 Shoring, bracing, sheeting, pumps, temporary roads, and/or bridges that are necessary for the Work shall be employed, maintained, and removed by the Contractor.
- 140.4.4.5 The Contractor shall construct, maintain, and remove temporary construction detours around the pipe and appurtenances as required in accordance with Item 918.
- 140.4.4.6 Trench excavation shall be carried out in accordance with 161.4 and to the limits indicated in Standard Drawings 161-1 to 161-5, or as otherwise indicated in the Contract Documents.
- 140.4.4.6.1 If Overexcavation occurs, the Contractor shall, at his own expense, repair and fill the Overexcavation with an approved backfill material, placed in accordance with Item 936, and compacted to 95% of the maximum dry density.
- 140.4.4.7 Pipes and appurtenances shall be placed as shown on the Plans and/or shop drawings.
- 140.4.4.8 The Contractor shall ensure that the bottom of the excavation can support the load before placement of any pipe sections.
- 140.4.4.9 Precast cut-off walls under this Item, or cast-in-place headwalls under Item 301, shall be set at the elevations and offsets shown on the Plans and/or shop drawings, or if site conditions differ from the Plans, as directed by the Engineer.
- 140.4.4.10 An inlet cut-off wall or headwall shall not be placed until enough culvert sections have been placed to ensure that the inlet end section lines up with the wall, to the satisfaction of the Engineer. If the pipe fails to line up with the wall as specified, the Contractor shall make the necessary corrections at his own expense.
- 140.4.4.11 Following placement and backfilling of a precast cut-off wall, the top pre-formed surface of the wall shall be "battered" with a 25 mm layer of non-shrink grout in accordance with 140.2.10, and the culvert end section immediately set into place on it.
- 140.4.4.12 With the end section in place, the Contractor shall core drill 30 mm diameter holes through the end section and to a nominal depth of 150 mm into the top of the cut-off wall.
- 140.4.4.13 The 25 M dowels shall be inserted and secured into place using an epoxy or acrylic adhesive in accordance with 140.2.9.
- 140.4.4.14 Pipe sections shall be joined in a straight line using standard industry methods, including the use of a laser, proceeding up grade with bell end up grade.
- 140.4.4.15 Gaskets shall be installed per the pipe manufacturer's instructions.
- 140.4.4.16 The maximum joint gap between any two concrete pipe sections shall be 13 mm.
- 140.4.4.16.1 Where a joint gap exceeds the above tolerance, sections shall be removed and reset to meet the specified tolerance at the Contractor's own expense; sections which cannot be reset shall be rejected.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE

ITEM: 140

- 140.4.4.17 Pipe sections with weirs or baffles shall be installed with the weir or baffle top horizontal in the transverse direction, with a maximum installed tolerance of 2% vertically over the full horizontal length of the weir.
- 140.4.4.18 Tension rod/bar assemblies shall be installed as indicated in Standard Drawing 140-1 or as otherwise indicated the Contract Documents.
- 140.4.4.19 All other appurtenances shall be installed as indicated in the Contract Documents.
- 140.4.4.20 After satisfactory placement of the pipe sections, all anchor pockets shall be filled with non-shrink grout in accordance with 140.2.10.
- 140.4.4.21 No backfill material shall be placed in the excavation until the excavation has been approved by the Engineer, including but not limited to the dimensions of excavation and the character of foundation materials.
- 140.4.4.22 Backfill shall be placed and shaped to lines and grades as indicated in Standard Drawings 161-1 to 161-5.
- 140.4.4.22.1 If the pipe shall have an induced trench constructed over it under Item 169, backfill shall be placed and shaped as noted in the Contract Documents.
- 140.4.4.22.2 Material over 75 mm in size shall not be placed within 300 mm of any concrete pipe.
- 140.4.4.22.3 Backfill shall be placed in lifts of not more than 200 mm in thickness for vibratory plate or rammer-type compactors and not more than 300 mm in thickness for vibratory rollers.
- 140.4.4.22.4 Backfill shall be compacted in accordance with Item 936, to a minimum of 95% of the maximum dry density.
- 140.4.4.22.5 Backfilling of concrete pipe shall proceed simultaneously and evenly on both sides of the pipe and shall never exceed 600 mm in differential elevation.
- 140.4.4.22.6 No traffic or Equipment shall be permitted to pass over the concrete pipe until the backfill cover indicated on Standard Drawings 161-1 to 161-5 and/or in the Contract Documents has been placed.

140.5 MEASUREMENT FOR PAYMENT

- 140.5.1 The Quantity to be measured for payment shall be the number of linear metres of reinforced concrete pipe supplied and installed in accordance with this Item.
- 140.5.1.1 The measurement shall be taken along the invert of the pipe.

140.6 BASIS OF PAYMENT

- 140.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of reinforced concrete pipe, as identified under the Contract.
- 140.6.2 The Owner shall make partial payment for reinforced concrete pipe in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

141.1 DESCRIPTION

141.1.1 This Item consists of the design, supply, and installation of reinforced concrete pipe of a nominal inside diameter (ID) greater than 1350 mm.

141.2 MATERIALS

141.2.1 All materials shall be supplied by the Contractor.

141.2.2 All reinforced concrete pipe materials shall meet the requirements of CSA A257 and Table 141-1.

141.2.3 Reinforcing steel shall be rebar conforming to Item 304.2 and/or welded steel wire fabric conforming to ASTM A1064.

141.2.4 Lifting anchors shall be Dayton Superior Swift Lift Systems or an equivalent system.

141.2.5 All pipes shall be supplied with gaskets (confined "O" ring with lubricant, or single offset type).

141.2.6 Appurtenances, which may include tension bar assemblies, tee-bases, cut-off walls, weirs (with or without steel inserts), baffles, and/or bevelled ends, shall be supplied as shown in the Contract Documents and shop drawings.

141.2.7 Tension bar assemblies shall be supplied as indicated in Standard Drawing 140-1, or as otherwise specified in the Contract Documents.

141.2.8 Tee-base sections, elbow sections, and/or other appurtenances shall be supplied as indicated in the Contract Documents.

141.2.8.1 Tee-bases shall be fabricated such that when installed at the slope indicated in the Contract Documents, the catch basin shaft on the tee-base is vertical.

141.2.9 Dowels for attaching cut-off walls to pipe shall be 25 M deformed reinforcing steel bars.

141.2.10 Dowels shall be secured with an epoxy or acrylic adhesive such as Epcon A7+ or approved equivalent.

141.2.11 Non-shrink grout shall conform to ASTM C1107.

141.2.12 Pipe bedding material shall be well graded granular material, composed of clean particles free of lumps of clay or other deleterious material, and having not more than 10% retained on the 31.5 mm sieve and not more than 10% Dust.

141.2.13 Backfill material shall be Class "A" per 167.2.

141.2.13.1 Backfill material shall be obtained from within the Work Site, as approved by the Engineer.

141.2.13.2 If sufficient quantities of suitable backfill material are not available within the Work Site, as determined by the Engineer, additional backfill shall be imported by the Contractor in accordance with Item 167 from a source approved by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

141.3 SUBMITTALS AND DESIGN

141.3.1 General

141.3.1.1 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification that the materials to be supplied meet the specified requirements as detailed in the Contract Documents.

141.3.1.2 The proposed concrete mix design proportions and production schedule shall be submitted to the Engineer for review at least 14 Days before concrete production is due to start.

141.3.1.3 The Contractor shall submit the proposed method and sequence to be employed for the curing and protection of the precast concrete sections.

141.3.1.4 The Contractor shall submit concrete batching reports for every batch of concrete produced under this contract. The reports shall include all materials and admixtures incorporated in the concrete mix.

141.3.1.5 The Contractor shall submit, upon request, the proposed source of the backfill material from within the Work Site.

141.3.1.6 If the source the backfill material is located outside the Work Site, the Contractor shall submit the proposed source, in writing for the approval of the Engineer, at least 14 Days in advance of obtaining backfill material from the proposed source.

141.3.1.7 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

141.3.2 Pipe Design

141.3.2.1 Pipe design shall be in accordance with Table 141-1 and Table 141-2.

141.3.2.2 Earth fill material shall have a design density of 2.15 t/m³ and a soil structure interaction factor of 1.15.

141.3.2.3 For pipe with an ID of 3000 mm or greater, the pipe shall be designed in accordance with CSA-S6 using Installation Type C1, CL-625-ONT, by the Direct Design Method, using the most recent software version of PIPECAR, or Eriksson Pipe, per the Contract Documents.

141.3.2.3.1 The pipe reinforcing area and spacing for pipe with an ID of 3000 mm or greater shall conform to the governing PIPECAR or Eriksson Pipe output.

141.3.2.3.2 If the area of reinforcing specified by the manufacturer is greater than the area of reinforcing specified in PIPECAR or Eriksson Pipe, the area shall be verified per CSA S6 Commentary Cl.7.8.8.1.1 to ensure it is less than the maximum allowable reinforcing area.

141.3.2.3.3 PIPECAR or Eriksson Pipe, design input for pipe ≥ 3000 mm ID shall be in accordance with the Supplement to Item 141 of the Contract Documents.

141.3.2.3.4 Pipe shall be designed for actual fill plus 1 m of fill.

141.3.2.4 Pipe less than 3000 mm diameter shall be designed using CSA A257. Special designs, outside the limits of the CSA A257 design tables, shall be designed using the PIPECAR Indirect Design Method or Eriksson Pipe Indirect Design Method with Three Edge Bearing input and output information.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

**Table 141-1
Reinforced Concrete Pipe Design and Fabrication Requirements**

Pipe Diameter (mm)	Applicable Standards	Additional Standards / Requirements for Concrete	Duration of Moist Curing
1350 to 2700	CSA A257	CSA A23.1 and A23.2, exposure class C-1; air content of 5 to 8%.	Until a minimum concrete strength of 25 MPa is attained and 30 MPa between November 1 st and May 1 st .
≥ 3000	CSA-S6 ASTM C1417	CSA A23.1 and A23.2, exposure class C-1; air content of 5 to 8%; calcium nitrite corrosion inhibitor at a rate of 15 L/m ³ .	Until a minimum concrete strength of 35 MPa is attained.
Notes: 1) The calcium nitrite admixture shall contain between 30% to 36% calcium nitrite by weight of solution. 2) Reinforced steel cages shall extend into the bell and spigot.			

141.3.3 Shop Drawings and Design Calculations

141.3.3.1 The Contractor shall submit, in accordance with Item 956, shop drawings for each pipe, containing but not limited to, the following information:

141.3.3.1.1 Station(s) of pipe(s), name(s) of watercourse(s), and DTI contract number and description;

141.3.3.1.2 General layout showing pipe sections and appurtenances;

141.3.3.1.3 Length and mass of individual sections;

141.3.3.1.4 Joint details including gap and gasket;

141.3.3.1.5 Location and type of inserts and lift devices (including location where rebar and/or mesh will be cut for lifting anchors);

141.3.3.1.6 Details of reinforcing steel for each individual cage, including bar spacing, bar yield strength, wire sizes for cages and stirrups;

141.3.3.1.7 The design, including the details, of reinforcing steel for weirs, baffles, and cut-off walls;

141.3.3.1.8 Bar schedules for all reinforcing steel;

141.3.3.1.9 Itemized supply list;

141.3.3.1.10 Concrete design strength, age of test, form removal strength, and shipping strength;

141.3.3.1.11 Method of attaching concrete weirs and baffles to pipe;

141.3.3.1.12 PIPECAR or Eriksson Pipe design input and output, including printouts of outputs for load cases as indicated on the Contract Documents for pipe sizes and classes not listed in the CSA A257 design tables;

141.3.3.1.13 PIPECAR or Eriksson Pipe, design for pipe < 3000 mm and not listed in the CSA A257 Design Tables, shall require Three Edge Bearing input and output information.

141.3.3.1.14 Lap lengths and/or welding procedures are required for pipes ≥ 3000 mm ID.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

- 141.3.3.2 The Contractor shall submit, in accordance with Item 956, design calculations for the following:
- 141.3.3.2.1 All pipes 3000 mm ID and larger;
- 141.3.3.2.2 All pipe designs that are not listed in the design tables in CSA A257.
- 141.4 **CONSTRUCTION**
- 141.4.1 **Pipe Fabrication - General**
- 141.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 141.4.1.2 The Contractor shall comply with the requirements of CSA A23.4 and ASTM A257 with respect to fabrication, transportation, storage, and delivery of the precast concrete pipe sections, to the satisfaction of the Engineer.
- 141.4.1.3 Manufacture of the pipe sections and appurtenances shall not commence until the Shop Drawings have been reviewed by the Engineer.
- 141.4.1.3.1 The Engineer's written notice of review of the Shop Drawings shall in no way relieve the Contractor of the responsibility for correctness of dimensions, size of components, and details of fabrication in accordance with this Item.
- 141.4.1.4 The Engineer shall have the right to inspect the manufacture of any pipes and appurtenances supplied under this Item, in accordance with the General Conditions "B" 21.
- 141.4.1.5 The Engineer shall have the authority to order production to stop if the Work does not conform to the shop drawings or Contract Documents, in accordance with Item 005 and General Conditions "B" 18.
- 141.4.1.6 The Contractor shall provide regular and practically located office space at the fabrication plant to accommodate the Engineer.
- 141.4.1.6.1 The office space shall be ventilated, climate controlled to 20°C, lighted, clean, and shall be furnished with a suitable standard office desk and chair.
- 141.4.1.6.2 Convenient internet, photocopy, and mail shall also be provided.
- 141.4.1.7 The Contractor shall notify the Engineer at least 7 Days in advance of the commencement of any phase of the manufacture so that the Engineer's representative can be scheduled.
- 141.4.1.8 Pipe fabrication shall be in accordance with Table 141-1 and Table 141-2 such that specified installation tolerances are attainable.

**Table 141-2
Requirements for Reinforcing Steel Cover for Reinforced Concrete Pipes
& Appurtenances**

Pipe Diameter	Concrete Cover Over Reinforcing Steel		
	Circumferential Steel (Pipe)	Weirs / Baffles, Cut-off Walls / Footings	Slope of Beveled Ends
< 3000 mm	25 mm; min. 19 mm	50 mm ± 10 mm	50 mm ± 10 mm
≥ 3000 mm	40 mm ± 10 mm	50 mm ± 10 mm	50 mm ± 10 mm
Note: At joints, the minimum concrete cover shall be 13 mm for all circumferential steel from the end of the bell and spigot.			

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

141.4.2 Pipe Fabrication – Lifting Devices

141.4.2.1 Pipe up to 1800 mm diameter shall have a minimum 70 mm in diameter formed lift hole at the centre of gravity of the pipe section, and shall be equipped with a tapered concrete or rubber plug that does not protrude beyond the inside wall of the pipe, or shall be the system described in 141.2.4.

141.4.2.2 Pipe of 2100 mm diameter and larger shall use Dayton Superior Swift Lift Systems or equivalent system of sufficient capacity to handle and place pipe sections.

141.4.2.3 Pipe made with elliptical reinforcement shall have the lift hole or lift anchorage located to establish the top of the pipe, and for pipe having weirs or baffles, such that it is centered over the top of the weir or baffle.

141.4.3 Pipe Fabrication - Forms

141.4.3.1 Forms shall be configured to ensure compliance with the allowable tolerances.

141.4.3.2 Forms shall be clean and free of mortar prior to the application of form coating.

141.4.3.3 Forms shall be complete and inspected by the Engineer before placing of concrete shall be permitted.

141.4.3.4 Permanently exposed sharp edges shall be chamfered with triangular fillets, 19 mm by 19 mm, made of steel, plastic, or clear straight-grained wood placed on the side exposed to concrete.

141.4.3.5 The minimum cover over form snap-ties shall be 50 mm and the voids shall be filled to their entire depth with an approved cement grout mix per 141.4.7.

141.4.4 Pipe Fabrication - Curing and Protection of Concrete

141.4.4.1 Moist curing of the concrete sections shall be carried out in accordance with Table 141-1.

141.4.4.2 Artificially accelerated curing of the concrete sections shall be in accordance with CSA A23.4 and the following:

141.4.4.2.1 The concrete sections shall be maintained on the casting bed in an approved enclosure that ensures full circulation of thoroughly saturated air and/or steam around the concrete sections with a minimum loss of moisture and heat.

141.4.4.2.2 During the initial curing period (typically 4 to 5 hours after casting) the enclosure temperature shall be kept at approximately 20°C.

141.4.4.3 For the next stage of curing, the enclosure temperature shall be raised at a rate not to exceed 15°C per hour, to a temperature between 40°C and 60°C.

141.4.4.4 The temperature differential within the enclosure shall not exceed 5°C.

141.4.4.5 Steam, radiant heat, or forced air used for accelerated curing shall not be applied before the initial set; shall provide excess moisture for proper hydration of the cement; and shall not be applied directly to the concrete, forms, or cylinders.

141.4.4.6 The exposed surfaces of the concrete shall have an excess of moisture during the entire curing period. Water applied for this purpose shall have a temperature that varies no more than 10°C from the concrete temperature and in no case shall exceed 60°C.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

- 141.4.4.7 The Contractor shall provide a continuous record of curing temperatures for the entire curing period by means of approved accurate automatic recording devices with a minimum of one device per length of the curing enclosure.
- 141.4.4.8 When a concrete section has reached its required strength, the enclosure temperature shall be lowered to the ambient air temperature at a rate of 15°C per hour.
- 141.4.4.9 Culvert sections shall not be exposed to freezing temperatures until they have dried 48 hours in warm temperatures following curing and cooled at not more than 5°C per hour to the outside air temperature.
- 141.4.5 Pipe Fabrication - Weirs, Baffles, and Cut-Off Walls
- 141.4.5.1 Pipe sections with weirs or baffles shall be installed with the weir/baffle tops horizontal in the transverse direction.
- 141.4.5.2 Reinforcement shall be placed in both faces of weirs, baffles, and cut-off walls.
- 141.4.5.3 The maximum spacing of reinforcing steel for weirs, baffles, and cut-off walls shall be 300 mm.
- 141.4.5.4 Weirs, baffles, and cut-off walls shall be made with the same concrete requirements as the pipe.
- 141.4.5.5 Weirs and baffles shall be reinforced and secured to the pipe invert by a method approved by the Engineer, and moist cured for a minimum of 72 hours or until 70% of design strength has been reached.
- 141.4.5.6 When drilled holes and dowels are used to attach weirs and baffles to the invert, the holes shall be drilled to a minimum depth of 100 mm, and the dowels shall be secured with an epoxy or acrylic adhesive in accordance with 141.2.10.
- 141.4.6 Pipe Fabrication - Bevelled End Sections
- 141.4.6.1 Saw-cut bevels shall be roughened before being capped.
- 141.4.6.2 Concrete shall be at saturated surface dry condition prior to placement of concrete.
- 141.4.6.3 The bevel shall be capped with concrete matching the colour and consistency of the pipe concrete. Capping concrete shall be finished smooth and moist cured for a minimum of 72 hours or until 70% of the design strength is reached.
- 141.4.7 Pipe Fabrication - Finishing of Concrete Surfaces
- 141.4.7.1 All surfaces of the precast concrete sections and appurtenances shall receive an "Ordinary Surface Finish" in accordance with the following:
- 141.4.7.1.1 All surface voids, cavities, or holes larger than 12 mm in diameter shall be filled to their entire depth with an approved cement grout mix of cement and fine sand from the same source as was used in the concrete, incorporating a latex bonding agent.
- 141.4.7.1.2 All objectionable fins, projections, offsets, streaks, or other surface imperfections shall be removed to the Engineer's satisfaction.
- 141.4.7.1.3 All ridges occurring at junctions of form panels shall be ground smooth.
- 141.4.7.1.4 Rough edges at both ends of pipe shall be flush with all bleed-by removed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

- 141.4.7.1.5 If the concrete surface does not adequately meet the requirements for Ordinary Surface Finish, the Contractor shall, as directed by the Engineer, entirely remove certain designated portions, or all of the concrete, and replace with new concrete.
- 141.4.7.2 Immediately after the removal of forms, any part of the Work which displays defects shall be clearly marked, and the Contractor shall notify the Engineer of the location and extent of the defect.
- 141.4.7.2.1 The Contractor shall submit a repair procedure for approval.
- 141.4.7.2.1.1 Cement washes of any kind shall not be used.
- 141.4.7.2.1.2 All defects shall be finished smooth, uniformly colour matched, and flush with the adjacent surface.
- 141.4.7.3 Exposed ends of lifting devices that have been cut off shall be painted with an approved coating to prevent rusting.
- 141.4.7.4 Each pipe section shall be clearly labeled with "NBDTI" on the inside.
- 141.4.8 Pipe Fabrication - Material Testing - General
- 141.4.8.1 All testing shall be carried out in the presence of the Engineer.
- 141.4.8.2 Sampling, test cylinders, and air content tests shall be performed by the manufacturer in accordance with CSA A23.2.
- 141.4.8.2.1 A strength test is defined as a minimum of 2 cylinders broken at the specified age, with additional cylinders broken at earlier dates for production purposes.
- 141.4.8.2.2 If superplasticizers are added, the air content test shall be performed after the addition of the superplasticizer.
- 141.4.9 Pipe Fabrication - Material Testing - Pipe Less Than 3000 mm in Diameter
- 141.4.9.1 During production, a minimum of one strength test and one air content test shall be taken per each half-Day of production.
- 141.4.9.2 Before delivery of pipe sections, and on at least 5 Days notice to the Engineer, the manufacturer shall perform D-load testing (Three-Edge Bearing Test) in the presence of the Engineer.
- 141.4.9.3 The Engineer shall select at random one pipe section per size and class from among those produced for the Contract or supplied from stock. If no 0.3 mm crack has developed at the D-load specified for the size and class of pipe tested, further load shall be applied until a 0.3 mm crack develops or a load 5% greater than the specified load is reached, whichever occurs first.
- 141.4.9.4 The manufacturer shall clearly mark on the inside of test sections the following: on all test sections, the word "TESTED or D-LOAD"; and on sections that failed or were tested to ultimate strength, the word "REJECT".
- 141.4.9.5 In the event of disagreement between the manufacturer/supplier and the Engineer in verification of the 0.3 mm crack on a culvert section being tested, that section may be tested to its ultimate strength at the Contractor's expense.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

CONCRETE PIPE – LARGE

ITEM: 141

- 141.4.10 Pipe Fabrication - Material Testing - Pipe 3000 mm in Diameter and Larger
- 141.4.10.1 For dry-cast precast concrete sections, one air content test shall be taken on every section and one strength test shall be taken on every second section.
- 141.4.10.2 For wet-cast precast concrete sections, one air content test and one strength test shall be taken on every section.
- 141.4.11 Pipe Placement
- 141.4.11.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 141.4.11.2 The Engineer shall provide control points in the field for vertical and horizontal control at selected locations or as may be required.
- 141.4.11.3 The Contractor shall be responsible for the layout and maintenance of all lines and grades for the Work as shown in the Contract Documents.
- 141.4.11.4 Shoring, bracing, sheeting, pumps, temporary roads, and/or bridges that are necessary for the Work shall be employed, maintained, and removed by the Contractor.
- 141.4.11.5 The Contractor shall construct, maintain, and remove temporary construction detours around the pipe and appurtenances as required in accordance with Item 918.
- 141.4.11.6 Trench excavation shall be carried out in accordance with 161.4 and to the limits as indicated on Standard Drawings 161-1 to 161-5, or as otherwise indicated in the Contract Documents.
- 141.4.11.6.1 If Overexcavation occurs, the Contractor shall, at his own expense, repair and fill the Overexcavation with an approved backfill material, placed in accordance with Item 936, and compacted to 95% of the maximum dry density.
- 141.4.11.7 The Contractor shall ensure that the bottom of the excavation can support the load before placement of any pipe sections.
- 141.4.11.8 Pipes and appurtenances shall be placed as shown on the Plans and/or shop drawings.
- 141.4.11.9 Pipe bedding material, per 141.2.12, shall be placed at a minimum width of 1/3 the outside pipe diameter of the pipe, or as otherwise indicated in the Plans.
- 141.4.11.10 Precast cut-off walls under this Item, or cast-in-place headwalls under Item 301, shall be set at the elevations and offsets shown on the Plans and/or shop drawings, or if site conditions differ from the Plans, as directed by the Engineer.
- 141.4.11.11 An inlet cut-off wall or headwall shall not be placed until enough culvert sections have been placed to ensure that the inlet end section lines up with the wall, to the satisfaction of the Engineer. If the pipe fails to line up with the wall as specified, the Contractor shall make the necessary corrections at his own expense.
- 141.4.11.12 Following placement and backfilling of a precast cut-off wall, the top pre-formed surface of the wall shall be "battered" with a 25 mm layer of non-shrink grout in accordance with 141.2.11, and the culvert end section immediately set into place on it.
- 141.4.11.13 With the end section in place, the Contractor shall core drill 30 mm diameter holes through the end section to a nominal depth of 150 mm into the top of the cut-off wall.
- 141.4.11.14 The 25 M dowels shall be inserted and secured into place using an epoxy or acrylic adhesive in accordance with 141.2.10.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

- 141.4.11.15 Sections of concrete pipe marked as having been tested for D-loading shall be placed only at the inlet or outlet end of the installed culvert.
- 141.4.11.16 Pipe sections shall be joined in a straight line using standard industry methods, including the use of a laser, proceeding up grade with the bell end up grade. Each pipe section shall be set into place and positioned together as recommended by the lifting device manufacturer.
- 141.4.11.17 Gaskets shall be installed per the pipe manufacturer's instructions.
- 141.4.11.18 The maximum joint gap between pipe sections shall be 13 mm for pipes up to 1500 mm diameter, and 20 mm for pipes of 1800 mm diameter and larger, with the sections in straight alignment.
- 141.4.11.18.1 Where the joint gap exceeds the above tolerances, sections shall be removed and reset to meet the specified tolerance at the Contractor's own expense; sections which cannot be reset shall be rejected.
- 141.4.11.19 Pipe sections with weirs or baffles shall be installed with the weir or baffle top horizontal in the transverse direction, with a maximum installed tolerance of 2% vertically over the full horizontal length of the weir.
- 141.4.11.20 Tension bar assemblies shall be installed as indicated in Standard Drawing 140-1 or as otherwise indicated in the Contract Documents.
- 141.4.11.21 All other appurtenances shall be installed as indicated in the Contract Documents.
- 141.4.11.22 After satisfactory placement of the pipe sections, all anchor pockets shall be filled with non-shrink grout in accordance with 141.2.11.
- 141.4.11.23 No backfill shall be placed in the excavation until the excavation has been approved by the Engineer, including but not limited to the dimensions of excavation and the character of foundation materials.
- 141.4.11.24 Backfill shall be placed and shaped to lines and grades as indicated in Standard Drawings 161-1 to 161-5.
- 141.4.11.24.1 If the pipe shall have an induced trench constructed over it under Item 169, backfill shall be placed and shaped as noted in the Contract Documents.
- 141.4.11.24.2 Material over 75 mm in size shall not be placed within 300 mm of any concrete pipe.
- 141.4.11.24.3 Backfill shall be placed in lifts of not more than 200 mm in thickness for vibratory plate or rammer-type compactors and not more than 300 mm in thickness for vibratory rollers.
- 141.4.11.24.4 Backfill shall be compacted in accordance with Item 936, to a minimum of 95% of the maximum dry density.
- 141.4.11.24.5 Backfilling of concrete pipe shall proceed simultaneous and evenly on both sides of the pipe and shall never exceed 600 mm in differential elevation.
- 141.4.11.24.6 No traffic or Equipment shall be permitted to pass over the concrete pipe until the backfill cover indicated on Standard Drawings 161-1 to 161-5 and/or in the Contract Documents has been placed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE PIPE – LARGE

ITEM: 141

141.5 MEASUREMENT FOR PAYMENT

141.5.1 The Quantity to be measured for payment shall be the number of linear metres of reinforced concrete pipe supplied and installed in accordance with this Item.

141.5.1.1 The measurement shall be taken along the invert of the pipe.

141.6 BASIS OF PAYMENT

141.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of reinforced concrete pipe, as identified under the Contract.

141.6.2 The Owner shall make partial payment for reinforced concrete pipe in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

142.1 DESCRIPTION

142.1.1 This Item consists of the design, supply, and installation of precast concrete box Culvert(s).

142.2 MATERIALS

142.2.1 All materials shall be supplied by the Contractor.

142.2.2 Concrete shall meet the requirements of CSA A23.1 and CSA A23.2.

142.2.2.1 Exposure Class shall be C-XL.

142.2.2.2 Air content shall be 5 to 8%.

142.2.3 The calcium nitrite corrosion inhibitor shall conform to the following:

142.2.3.1 The dosage rate shall be 15 L/m³.

142.2.3.2 The corrosion inhibiting calcium nitrite admixture shall contain between 30% to 36% calcium nitrite by weight of solution.

142.2.4 Reinforcing steel shall be rebar conforming to 304.2 and/or welded steel wire fabric conforming to ASTM A1064.

142.2.4.1 Welding of reinforcing steel, including tack welding, is prohibited unless otherwise indicated in the Contract Documents.

142.2.5 Reinforcing supports shall be made of plastic, stainless steel, or galvanized steel with a minimum of 25 mm of cover.

142.2.6 Side form spacers shall be made entirely of plastic or entirely of stainless steel.

142.2.7 Lifting anchors shall be Dayton Superior Swift Lift Systems or an equivalent system, of sufficient capacity for handling and placing the Culvert sections.

142.2.8 Interior watertight joint seal shall be Rub'r-Nek, sized per the joint seal manufacturer's written recommendations, or approved equivalent.

142.2.9 Exterior joint wrap shall be 300 mm wide Conwrap, ConSeal CS-212 or approved equivalent, with primers recommended by the manufacturer.

142.2.10 Appurtenances, which may include tension bar assemblies, tee-bases, cut-off walls, weirs (with or without steel inserts), baffles, headwalls and/or bevelled ends, shall be supplied as shown in the Contract Documents and shop drawings.

142.2.11 Tension bar assemblies shall be as shown in Standard Drawing 140-1 or as otherwise specified in the Contract Documents.

142.2.12 Tee-base sections, elbow sections and/or other appurtenances shall be supplied as indicated in the Contract Documents.

142.2.12.1 Tee-bases shall be fabricated such that when installed at the slope indicated in the Contract Documents, the catch basin shaft on the tee-base is vertical.

142.2.13 Dowels for attaching cut-off walls to box Culverts shall be 25 M deformed reinforcing steel bars.

142.2.14 Dowels shall be secured with an epoxy or acrylic adhesive such as Epcon A7+ or approved equivalent.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

- 142.2.15 Non-shrink grout shall conform to ASTM C1107.
- 142.2.16 Levelling sand shall be clean, non-plastic, free of deleterious materials, and shall be a natural or manufactured crusher Dust obtained from crushing bedrock.
- 142.2.16.1 Sand (including crusher Dust) shall meet the grading limits as shown in Table 142-1, when tested in accordance with ASTM C136.

**Table 142-1
Grading Requirements for Levelling Sand**

ASTM Sieve Size	Percent Passing
9.5 mm	100
4.75 mm	95 to 100
2.36 mm	80 to 100
1.18 mm	50 to 90
600 µm	25 to 65
300 µm	10 to 35
75 µm	2 to 10

- 142.2.17 If rigid sheets (boards, plywood, sheet metal or similar) are used for placing under joints to prevent sand and other materials from entering the joint, they shall be of sufficient durability so as to allow adjacent Culvert sections to slide into place.
- 142.2.17.1 The supplied rigid sheets shall be of a length to extend beyond each side of the box Culvert.
- 142.2.18 Backfill material shall be Class "A" per 167.2.
- 142.2.18.1 Backfill material shall be obtained from within the Work Site, as approved by the Engineer.
- 142.2.18.2 If sufficient quantities of suitable backfill material are not available within the Work Site, as determined by the Engineer, additional backfill shall be imported by the Contractor in accordance with Item 167 from a source approved by the Engineer.

142.3 SUBMITTALS AND DESIGN

142.3.1 General

- 142.3.1.1 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification that the materials to be supplied for the fabrication meet the requirements as detailed in the Contract Documents.
- 142.3.1.2 The proposed concrete mix design proportions and production schedule shall be submitted to the Engineer for review at least 14 Days before concrete production is due to start.
- 142.3.1.3 The Contractor shall submit the proposed method and sequence to be employed for the curing and protection of the precast concrete sections.
- 142.3.1.4 The Contractor shall submit concrete batching reports for every batch of concrete produced under this contract. The reports shall include all materials and admixtures incorporated in the concrete mix.
- 142.3.1.5 The Contractor shall submit, upon request, the proposed source of the supply of the backfill material from within the Work Site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

- 142.3.1.6 If the source of the supply of the backfill material is located outside the Work Site, the Contractor shall submit the proposed source, in writing for the approval of the Engineer, at least 14 Days in advance of obtaining backfill material from the proposed source.
- 142.3.1.7 Submittals are required in accordance with any cross-referenced Item forming part of this Item.
- 142.3.2 Culvert Design
- 142.3.2.1 Box Culvert design shall be in accordance with the latest editions of CSA-S6 for the worst-case loading of either 0.7 m of earth fill or finished grade plus 1.0 m of earth fill.
- 142.3.2.2 Earth fill material shall have a design density of 2.15 t/m³ and a soil structure interaction factor of 1.15.
- 142.3.2.3 The live loading shall conform to CL-625-ONT live loading.
- 142.3.2.4 Box culvert design shall be carried out using the “CHBDC” design option contained within the latest edition of the BOXCAR software sponsored by the American Concrete Pipe Association.
- 142.3.2.5 If the area of reinforcing specified by the manufacturer is greater than the area of reinforcing specified in BOXCAR, the area must be verified per CSA S6 Commentary Cl.7.8.8.1.1 to ensure it is less than the maximum allowable reinforcing area.
- 142.3.2.6 Shop drawings may show a design with wall and slab thicknesses different from those on the Plans, but the inside dimensions (ID) of the span and the rise shall not be less than those indicated on the Plans.
- 142.3.3 Shop Drawings and Design Calculations
- 142.3.3.1 The Contractor shall submit, in accordance with Item 956, shop drawings for each precast concrete box Culvert, containing but not limited to, the following information:
- 142.3.3.1.1 Station(s) of culvert(s), name of watercourse(s), and DTI Contract number and description;
- 142.3.3.1.2 General layout showing all box Culvert sections and appurtenances;
- 142.3.3.1.3 Length and mass of individual sections;
- 142.3.3.1.4 Joint details, including gap, gasket, connection plates, joint wrap, and waterproofing;
- 142.3.3.1.5 Proposed construction joints (if sections not cast monolithically);
- 142.3.3.1.6 Location and type of inserts and lift devices (including location where rebar and/or mesh will be cut for lifting anchors);
- 142.3.3.1.7 Details of reinforcing steel for each individual cage, including bar spacing, bar yield strength, wire sizes for cages, and stirrups;
- 142.3.3.1.8 The Design, including the details, of reinforcing steel for weirs, baffles, headwalls, and cut-off walls;
- 142.3.3.1.9 Bar schedules for all reinforcing steel;
- 142.3.3.1.10 Itemized supply list;
- 142.3.3.1.11 Detail showing year of fabrication embedded in the headwalls;
- 142.3.3.1.12 Concrete design strength, age of test, form removal strength, and shipping strength;

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

- 142.3.3.1.13 Method of attaching concrete weirs and baffles to the Culvert;
- 142.3.3.1.14 Design calculations in accordance with Item 956;
- 142.3.3.1.15 BOXCAR design input and output, including printouts of outputs for load cases as indicated in the Contract Documents.
- 142.3.3.1.16 The location of the manufacturing plant.
- 142.4 CONSTRUCTION
- 142.4.1 Box Culvert Fabrication - General
- 142.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 142.4.1.2 Culvert fabrication shall be conducted so that specified installation tolerances are attainable.
- 142.4.1.3 The Contractor shall comply with the requirements of CSA A23.1, CSA A23.4 and ASTM C1433 with respect to fabrication, transportation, storage, and delivery of the precast concrete box Culvert sections, to the satisfaction of the Engineer.
- 142.4.1.4 Manufacture of the box Culvert sections and appurtenances shall not commence until the shop drawings have been reviewed by the Engineer.
- 142.4.1.4.1 The Engineer's written notice of review of the shop drawings shall in no way relieve the Contractor of the responsibility for correctness of dimensions, size of components, and details of fabrication in accordance with this Item.
- 142.4.1.5 The Engineer shall have the right to inspect the manufacture of any boxes and appurtenances supplied under this Item, in accordance with General Conditions "B" 21.
- 142.4.1.6 The Engineer shall have the authority to order production to stop if the Work does not conform to the shop drawings or Contract Documents, in accordance with Item 005 and General Conditions "B" 18.
- 142.4.1.7 The Contractor shall provide regular and practically located office space at the fabrication plant to accommodate the Engineer.
- 142.4.1.7.1 The office space shall be ventilated, climate controlled to 20°C, lighted, clean, and shall be furnished with a suitable standard office desk and chair.
- 142.4.1.7.2 Convenient internet, photocopy, and mail shall also be provided.
- 142.4.1.8 The Contractor shall notify the Engineer at least 7 Days in advance of the commencement of any phase of the manufacture so that the Engineer's representative can be scheduled.
- 142.4.1.9 If requested by the Engineer, the cured Culvert sections shall be fitted horizontally at the plant to a gasket-free gap of 10 mm or less to ensure proper fit at the Work Site.
- 142.4.1.10 Waterproofing, if required, shall be carried out in accordance with Item 351.
- 142.4.2 Box Culvert Fabrication – Reinforcing Steel, Lifting Devices, and Anchors
- 142.4.2.1 Reinforcing steel bars or wire mesh shall have a minimum concrete cover of 50 mm ± 10 mm.
- 142.4.2.2 At joints, the minimum concrete cover shall be 13 mm for all longitudinal steel from the end of the bell and spigot.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

- 142.4.2.3 For circumferential steel in the bell and spigot, the minimum concrete cover shall be 13 mm and the maximum concrete cover shall be 50 mm.
- 142.4.2.4 Two additional anchors shall be installed on the inside of each box for jacking boxes to home the joints for a tight seal. The anchors shall be installed mid-length on opposite sides and at a height so as to provide a good jacking position.
- 142.4.3 Box Culvert Fabrication - Forms
- 142.4.3.1 Forms shall be configured to ensure compliance with the allowable tolerances.
- 142.4.3.2 Forms shall be clean and free of mortar prior to the application of form coating.
- 142.4.3.3 Forms shall be complete and inspected by the Engineer before placing of concrete shall be permitted.
- 142.4.3.4 Permanently exposed sharp edges shall be chamfered with triangular fillets, 19 mm by 19 mm, made of steel, plastic, or clear straight-grained wood placed on the side exposed to concrete.
- 142.4.3.5 The minimum cover over form snap-ties shall be 50 mm and the voids shall be filled to their entire depth with an approved cement grout mix per 142.4.7.
- 142.4.4 Box Culvert Fabrication - Curing and Protection of Concrete
- 142.4.4.1 Moist curing of the concrete sections shall be carried out in accordance with CSA A23.1 until a minimum concrete strength of 35 MPa is attained and 45 MPa between November 1st and May 1st.
- 142.4.4.2 Artificially accelerated curing of the concrete sections shall be in accordance with CSA A23.4 and the following:
- 142.4.4.2.1 The concrete sections shall be maintained on the casting bed in an approved enclosure that ensures full circulation of thoroughly saturated air and/or steam around the concrete sections with a minimum loss of moisture and heat.
- 142.4.4.2.2 During the initial curing period (typically 4 to 5 hours after casting) the enclosure temperature shall be kept at approximately 20°C.
- 142.4.4.2.3 For the next stage of curing, the enclosure temperature shall be raised at a rate not to exceed 15°C per hour, to a temperature between 40°C and 60°C.
- 142.4.4.2.4 The temperature differential within the enclosure shall not exceed 5°C.
- 142.4.4.2.5 Steam, radiant heat, or forced air used for accelerated curing shall not be applied before the initial set; shall provide excess moisture for proper hydration of the cement; and shall not be applied directly to the concrete, forms, or cylinders.
- 142.4.4.2.6 The exposed surfaces of the concrete shall have an excess of moisture during the entire curing period. Water applied for this purpose shall have a temperature that varies no more than 10°C from the concrete temperature and in no case shall exceed 60°C.
- 142.4.4.2.7 The Contractor shall provide a continuous record of curing temperatures for the entire curing period by means of approved accurate automatic recording devices with a minimum of one device per length of the curing enclosure.
- 142.4.4.2.8 When a concrete section has reached its required strength, the enclosure temperature shall be lowered to the ambient air temperature at a rate of 15°C per hour.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

- 142.4.4.2.9 Culvert section(s) shall not be exposed to freezing temperatures until they have dried 48 hours in warm temperatures following curing and cooled at not more than 5°C per hour to the outside air temperature.
- 142.4.5 Box Culvert Fabrication - Weirs, Baffles, Headwalls, and Cut-Off Walls
- 142.4.5.1 Box Culvert sections with weirs or baffles shall be installed with the weir/baffle tops horizontal in the transverse direction.
- 142.4.5.2 Reinforcement shall be placed in both faces of weirs, baffles, headwalls, and cut-off walls.
- 142.4.5.3 The maximum spacing of reinforcing steel for weirs, baffles, headwalls, and cut-off walls shall be 300 mm.
- 142.4.5.4 Weirs, baffles, headwalls, and cut-off walls shall be made with the same concrete requirements as the box Culvert.
- 142.4.5.5 Weirs, baffles, and headwalls shall be reinforced and secured to the Culvert by a method approved by the Engineer, and moist cured for a minimum of 72 hours or until 70% of design strength has been reached.
- 142.4.5.6 When drilled holes and dowels are used to attach weirs/baffles to the invert, the holes shall be drilled to a minimum depth of 100 mm, and the dowels shall be secured with an epoxy or acrylic adhesive in accordance with 142.2.14.
- 142.4.6 Box Culvert Fabrication - Bevelled End Sections
- 142.4.6.1 Bevelled ends shall be constructed as shown on the Plans or shop drawings.
- 142.4.6.2 Saw-cut bevels shall be roughened before being capped.
- 142.4.6.3 Concrete shall be at saturated surface dry condition prior to placement of concrete.
- 142.4.6.4 The bevel shall be capped with concrete matching the colour and consistency of the Culvert concrete. Capping concrete shall be finished smooth and moist cured for a minimum of 72 hours or until 70% of design strength has been reached.
- 142.4.7 Box Culvert Fabrication - Finishing of Concrete Surfaces
- 142.4.7.1 All surfaces of the precast concrete sections and appurtenances shall receive an "Ordinary Surface Finish" in accordance with the following:
- 142.4.7.1.1 All surface voids, cavities, or holes larger than 12 mm in diameter shall be filled to their entire depth with an approved cement grout mix of cement and fine sand from the same source as was used in the concrete, incorporating a latex bonding agent.
- 142.4.7.1.2 All objectionable fins, projections, offsets, streaks, or other surface imperfections shall be removed to the Engineer's satisfaction.
- 142.4.7.1.3 All ridges occurring at junctions of form panels shall be ground smooth.
- 142.4.7.1.4 Rough edges at both ends of the box Culvert shall be flush with all bleed-by removed.
- 142.4.7.1.5 If the concrete surface does not adequately meet the requirements for Ordinary Surface Finish, the Contractor shall, as directed by the Engineer, entirely remove certain designated portions, or all of the concrete, and replace with new concrete.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

- 142.4.7.2 Immediately after the removal of forms, any part of the Work which displays defects shall be clearly marked, and the Contractor shall notify the Engineer of the location and extent of the defect.
- 142.4.7.2.1 The Contractor shall submit a repair procedure for approval.
- 142.4.7.2.1.1 Cement washes of any kind shall not be used.
- 142.4.7.2.1.2 All defects shall be finished smooth, uniformly colour matched and flush with the adjacent surface.
- 142.4.7.3 Exposed ends of lifting devices that have been cut off shall be painted with an approved coating to prevent rusting.
- 142.4.7.4 Each box section shall be clearly labeled with "NBDTI" on the inside.
- 142.4.8 Box Culvert Fabrication - Material Testing
- 142.4.8.1 All testing shall be carried out in the presence of the Engineer.
- 142.4.8.2 Sampling, test cylinders, and air content tests shall be performed by the manufacturer in accordance with CSA A23.2.
- 142.4.8.2.1 A strength test is defined as a minimum of 2 cylinders broken at the specified age, with additional cylinders broken at earlier dates for production purposes.
- 142.4.8.2.2 If superplasticizers are added, the air content test shall be performed after the addition of the superplasticizer.
- 142.4.8.3 For dry-cast precast concrete sections, one air content test shall be taken on every section and one strength test shall be taken on every second section.
- 142.4.8.4 For wet-cast precast concrete sections, one air content test and one strength test shall be taken on every section.
- 142.4.9 Box Culvert Placement
- 142.4.9.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 142.4.9.2 The Engineer shall provide control points in the field for vertical and horizontal control at selected locations or as may be required.
- 142.4.9.3 The Contractor shall be responsible for the layout and maintenance of all lines and grades for the Work as shown in the Contract Documents.
- 142.4.9.4 Shoring, bracing, sheeting, pumps, temporary roads, and/or bridges that are necessary for the Work shall be employed, maintained, and removed by the Contractor.
- 142.4.9.5 The Contractor shall construct, maintain, and remove temporary construction detours around the box Culvert and appurtenances as required in accordance with Item 918.
- 142.4.9.6 Trench excavation shall be carried out in accordance with 161.4 and to the limits as indicated on Standard Drawings 161-1 to 161-5, or as otherwise indicated in the Contract Documents.
- 142.4.9.6.1 If Overexcavation occurs, the Contractor shall, at his own expense, repair and fill the Overexcavation with an approved backfill material, place in accordance with Item 936, and compact to 95% of the maximum dry density.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

- 142.4.9.7 The Contractor shall ensure that the bottom of the excavation can support the load before placement of any box Culvert sections.
- 142.4.9.8 Box Culverts and appurtenances shall be placed as shown on the Plans and/or shop drawings.
- 142.4.9.9 The Contractor shall place a minimum thickness of 50 mm of bed levelling sand in accordance with 142.2.16, compacted and raked or screeded to provide a uniform bedding surface over the entire foundation area of the box Culvert.
- 142.4.9.10 Precast cut-off walls under this Item, or cast-in-place headwalls under Item 301, shall be set at the elevations and offsets shown on the Plans and/or shop drawings, or if site conditions differ from the Plans, as directed by the Engineer.
- 142.4.9.11 An inlet cut-off wall or headwall shall not be placed until enough culvert sections have been placed to ensure that the inlet end section lines up with the wall, to the satisfaction of the Engineer. If the box Culvert fails to line up with the wall as specified, the Contractor shall make the necessary corrections at his own expense.
- 142.4.9.12 Following placement and backfilling of the cut-off wall, the top horizontal surface of the cut-off wall shall be "battered" with a 25 mm layer of non-shrink grout in accordance with 142.2.15, and the bevelled end section shall be immediately set into place on the cut-off wall.
- 142.4.9.13 With the end box section in place, the Contractor shall core drill 30 mm diameter holes through the end section to a nominal depth of 150 mm into the top of the cut-off wall.
- 142.4.9.14 The 25 M dowels shall be inserted and secured into place using an epoxy or acrylic adhesive in accordance with 142.2.14.
- 142.4.9.15 When sections are joined, sand and other materials shall be prevented from entering and contaminating the joint.
- 142.4.9.16 Precast concrete box Culvert sections shall be erected in the sequence indicated on the manufacturer's shop drawings; deviation from the manufacturer's shop drawings shall not be permitted without the written authorization of the Engineer.
- 142.4.9.17 Box Culvert sections shall be joined in a straight line using standard industry methods, including the use of a laser, proceeding up grade with the bell end up grade. Each Culvert section shall be set into place and positioned together as recommended by the lifting device manufacturer.
- 142.4.9.17.1 After final alignment of each box Culvert section by overhead means, homing shall be performed by jacking or winching with "come-alongs" attached to the inner anchors while the box Culvert section is still suspended.
- 142.4.9.18 Joint seal and exterior wrap material and appurtenances shall be installed in accordance with 142.2 and the manufacturer's specifications.
- 142.4.9.18.1 Joint seal shall be placed around the entire joint.
- 142.4.9.19 The maximum joint gap between any two box Culvert sections shall be 20 mm uniformly across the joint with the sections in straight alignment.
- 142.4.9.19.1 Where the joint gap exceeds the above tolerances, sections shall be removed and reset to meet the specified tolerance at the Contractor's own expense; sections which cannot be reset shall be rejected.
- 142.4.9.19.2 Boxes that are subsequently moved after the gasket joint seal has been compressed shall require re-installation with a replacement gasket.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BOX CULVERT

ITEM: 142

- 142.4.9.20 Tension rod/bar assemblies shall be installed as indicated in Standard Drawing 140-1 or as otherwise indicated in the Contract Documents
- 142.4.9.21 All other appurtenances shall be installed as indicated in the Contract Documents.
- 142.4.9.22 After satisfactory placement of the box Culvert sections, all anchor pockets shall be filled with non-shrink grout in accordance with 142.2.15.
- 142.4.9.23 No backfill shall be placed in the excavation until the excavation has been approved by the Engineer, including but not limited to the dimensions of excavation and the character of foundation materials.
- 142.4.9.24 Backfill shall be carried out in accordance with 166.4 and as specified in the Contract Documents.
- 142.4.9.24.1 Material over 75 mm in size shall not be placed within 300 mm of the Culvert.
- 142.4.9.24.2 Backfill shall be placed in lifts of not more than 200 mm in thickness for vibratory plate or rammer-type compactors and not more than 300 mm in thickness for vibratory rollers.
- 142.4.9.24.3 Backfill shall be compacted in accordance with Item 936, to a minimum of 95% of the maximum dry density.
- 142.4.9.24.4 Backfilling of box Culverts shall proceed simultaneous and evenly on both sides of the box Culvert and shall never exceed 600 mm in differential elevation.
- 142.4.9.24.5 No traffic or Equipment shall be permitted to pass over the box Culvert until a minimum of 1000 mm of backfill material has been placed over the box Culvert in the area of crossing.
- 142.4.9.25 Waterproofing, protection board, and joint wrap shall be cut off to line up with the foreslope such that these products are not exposed.

142.5 MEASUREMENT FOR PAYMENT

- 142.5.1 The Quantity to be measured for payment shall be the number of linear metres of precast concrete box Culvert supplied and installed in accordance with this Item.
- 142.5.1.1 The measurement shall be taken along the inside bottom centreline of the box Culvert from end section to end section.

142.6 BASIS OF PAYMENT

- 142.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of precast concrete box Culvert, as identified under the Contract.
- 142.6.2 The Owner shall make partial payment for precast concrete box Culvert in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FOUNDATION EXCAVATION

ITEM: 161

161.1 DESCRIPTION

- 161.1.1 This Item consists of excavation necessary for the construction and/or removal of Structures, and placement of materials within the Work Site, or disposal outside the Work Site.
- 161.1.2 Foundation Excavation is classified by the type(s) of material encountered as indicated in Table 161-1.

**Table 161-1
Definition of Foundation Excavation by Type**

A	Foundation excavation of common material as defined by Item 106
B	Foundation excavation of unclassified material as defined by Item 107
C	Foundation excavation of solid rock as defined by Item 108

161.2 MATERIALS

- 161.2.1 None identified.

161.3 SUBMITTALS

- 161.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

161.4 CONSTRUCTION

- 161.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 161.4.2 Excavation shall be carried out to the dimensions as indicated on Standard Drawings 161-1 to 161-7, unless otherwise indicated in the Contract Documents.
- 161.4.3 For induced trench locations (to be completed under Item 169), the Contractor shall carry out the excavation to the dimensions indicated in the Contract Documents.
- 161.4.4 The Contractor shall not commence any excavation until the Owner's initial cross-section survey is complete for the Work Area involved.
- 161.4.5 The Contractor shall immediately notify the Engineer when bedrock or boulders are encountered.
- 161.4.6 Shoring, bracing, sheeting, pumps, temporary roads and/or Bridges that are necessary for the Work shall be employed, maintained and removed by the Contractor.
- 161.4.7 Excavated materials that meet the requirements of 167.2 shall be used as backfill.
- 161.4.8 Excavated materials not required or unsuitable for backfill shall be utilized as directed by the Engineer and as follows:
 - 161.4.8.1 For embankment construction within the Work Site and placed in accordance with 106.4, 107.4 and/or 108.4.
 - 161.4.8.2 Material identified by the Engineer as waste shall become the property of the Contractor and shall be disposed of in accordance with Item 947.
- 161.4.9 Where foundation excavation involves removal of existing Culverts, the Contractor shall take care to ensure that any existing pipe is not damaged during excavation and is salvaged for re-use.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FOUNDATION EXCAVATION

ITEM: 161

- 161.4.9.1 The Contractor shall notify the Engineer prior to exposing any existing pipe.
- 161.4.9.2 Any pipe determined by the Engineer to be salvageable shall remain the property of the Owner.
- 161.4.9.3 Salvageable pipe shall be re-used in the Work Site or transported, by the Contractor, to the nearest DTI Maintenance Depot.
- 161.4.9.4 Unsalvageable pipe and waste shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 161.4.9.5 The Contractor shall be responsible to replace the pipe which is damaged, where such damage is the result of the Contractor's actions, as determined by the Engineer.
- 161.4.10 Where the Finished Grade is the same as the existing Pavement surface, the Pavement shall be cut in a straight line to a straight edge on each side of the trench or hole and removed separately from the underlying material.
- 161.4.10.1 The Contractor shall break down the Pavement pieces to a size small enough to be suitable for use in embankment construction.
- 161.4.10.2 Any existing Aggregate Base/Subbase shall be excavated and stockpiled separately from Subgrade materials for re-use under 166.2 at the Work Area.
- 161.4.11 The Contractor shall notify the Engineer after the excavation is completed.
- 161.4.12 No backfill material, formwork, pipe or other Structure(s) shall be placed in the excavation until the excavation has been approved by the Engineer, including but not limited to the dimensions of the excavation and the nature of the foundation materials.
- 161.4.13 The bottom of the foundation excavation for footings founded on solid rock shall be cleaned of all loose rock and soil.
- 161.5 MEASUREMENT FOR PAYMENT
- 161.5.1 The Quantity to be measured for payment shall be the number of cubic metres excavated in accordance with this Item.
- 161.5.2 The volume shall be calculated from the dimensions shown on the Standard Drawings and/or the Contract Documents.
- 161.5.3 If Foundation Excavation types "A" and "C" have been tendered, any overlying common material shall be removed sufficiently to allow the Engineer to take measurements of the bedrock surface before any blasting or excavation of the bedrock takes place.
- 161.5.3.1 Boulders shall be excavated when encountered and separated for the Engineer to measure before disposal.
- 161.6 BASIS OF PAYMENT
- 161.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of excavation, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BACKFILLING AROUND STRUCTURES

ITEM: 166

166.1 DESCRIPTION

166.1.1 This Item consists of the placement of backfill material around a Structure.

166.2 MATERIALS

166.2.1 Suitable material obtained from the excavation within the Work Site and meeting the requirements of 167.2 shall be used for backfilling around Structures.

166.2.1.1 Class "A" backfill shall be used for backfilling metal Culverts (pipes), concrete pipes over 900 mm in diameter and concrete box Culverts.

166.2.1.2 Class "B" backfill shall be used for backfilling catch basins, footings, and concrete pipes 900 mm or smaller in diameter.

166.2.2 Additional backfill, if authorized by the Engineer, shall be supplied in accordance with Item 167.

166.3 SUBMITTALS

166.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

166.4 CONSTRUCTION

166.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

166.4.2 Backfilling to be carried out to the lines and grades as indicated on Standard Drawings 161-1 to 161-7, unless otherwise indicated in the Contract Documents.

166.4.3 If the Structure being backfilled is to be constructed with an induced trench design, additional specific backfilling requirements, as noted in the Contract Documents, shall apply.

166.4.4 No backfill material shall be placed in the excavation until the excavation has been approved by the Engineer, including but not limited to the dimensions of excavation and the nature of foundation materials.

166.4.4.1 Material over 75 mm in size shall not be placed within 300 mm of any Structure.

166.4.4.2 Backfill shall be placed in lifts of not more than 200 mm in thickness for vibratory plate or rammer-type compactors and not more than 300 mm in thickness for vibratory rollers.

166.4.4.3 Backfill shall be compacted in accordance with Item 936, to a minimum of 95% of the maximum dry density.

166.4.5 Only compactors recommended by the pipe manufacturer shall be used within 1 m of metal pipes.

166.4.6 Backfilling of Structures shall proceed simultaneously and evenly on both sides of the Structure and shall never exceed 600 mm in differential elevation.

166.4.7 No traffic or construction Equipment shall be permitted to pass over the Structure until the backfill cover indicated on the Standard Drawings 161-1 to 161-5 and/or in the Contract Documents has been placed.

166.4.8 Shoring, bracing, sheeting, pumps, temporary roads and/or Bridges that are necessary for the Work shall be employed, maintained, and removed by the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BACKFILLING AROUND STRUCTURES

ITEM: 166

166.5 MEASUREMENT FOR PAYMENT

166.5.1 The Quantity to be measured for payment shall be the volume in cubic metres of backfilling around a Structure carried out in accordance with this Item.

166.5.2 The volume shall be calculated from the dimensions shown on the Standard Drawings and/or the Contract Documents.

166.6 BASIS OF PAYMENT

166.6.1 Payment for Work under this Item shall be at the Unit Price.

166.6.2 Overhaul of suitable material obtained from the excavation within the Work Site, as approved by the Engineer, shall be paid in accordance with Item(s) 806, 807, and/or 808, as applicable.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BACKFILL FOR STRUCTURES

ITEM: 167

167.1 DESCRIPTION

167.1.1 This Item consists of supplying backfill obtained from outside the Work Site.

167.2 MATERIALS

167.2.1 All materials shall be supplied by the Contractor.

167.2.2 It shall be the responsibility of the Contractor to provide the pit and/or quarry source for supply unless the source of the materials is specified in the Contract Documents.

167.2.3 Backfill for Structures shall satisfy the requirements for the material type and the gradation as indicated in Table 167-1.

**Table 167-1
Backfill for Structures**

Class	Description
A	Class "A" backfill shall be a well graded granular material composed of clean, uncoated particles free of lumps of clay or other deleterious material, and having not more than 10% retained on the 100 mm sieve, and not more than 10% Dust.
B	Class "B" backfill shall be a well graded granular material having not more than 10% retained on the 100 mm sieve, and not more than 35% Dust.

167.3 SUBMITTALS

167.3.1 The Contractor shall submit the proposed backfill source, in writing, for the approval of the Engineer, at least 14 Days in advance of obtaining material from the proposed source.

167.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

167.4 CONSTRUCTION

167.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

167.4.2 The Contractor shall supply the specified material(s) to the Work Area.

167.4.3 The Contractor shall advise the Engineer immediately of any changes in the source materials, at any time during the course of the Work.

167.4.3.1 Random samples shall be taken and tests conducted by the Engineer to determine the effects of the change.

167.4.3.2 No Work shall be undertaken by the Contractor in the area of the changed conditions until an approval is received from the Engineer.

167.5 MEASUREMENT FOR PAYMENT

167.5.1 The Quantity to be measured for payment shall be the number of tonnes of backfill supplied in accordance with this Item.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BACKFILL FOR STRUCTURES

ITEM: 167

167.6 BASIS OF PAYMENT

167.6.1 Payment for Work under this Item shall include a separate Unit Price for each class of backfill, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

INDUCED TRENCH

ITEM: 169

169.1 DESCRIPTION

169.1.1 This Item consists of the construction of an induced trench.

169.2 MATERIALS

169.2.1 All material shall be supplied by the Contractor.

169.2.2 Backfill material shall be a lightweight product of a consistent nature, and supplied in a loose, dry, unconsolidated fashion.

169.2.2.1 The Engineer has approved the backfill materials listed in Table 169-1 for use in the Work.

**Table 169-1
Approved Backfill Materials**

Product
Sawdust
Wood chips
Rubber tire chips
Expanded Polystyrene
Loose hay or straw

169.2.2.2 Baled hay or straw shall be broken up to a loose condition before placement in the trench.

169.3 SUBMITTALS

169.3.1 None identified.

169.4 CONSTRUCTION

169.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

169.4.2 The Contractor shall construct the induced trench only after the installation of the pipe and the embankment construction have been completed to the specified elevation and dimensions as indicated in the Contract Documents.

169.4.3 The Contractor shall excavate a trench in the embankment surface along the centreline of the pipe to the specified dimensions and depth as indicated in the Contract Documents.

169.4.3.1 The material excavated from the trench shall be incorporated into the surrounding embankment.

169.4.3.2 The excavation shall have a tolerance of ± 20 mm in depth and a tolerance of $\pm 10\%$ in width on each side.

169.4.4 The Contractor shall excavate the trench such that the sides of the trench stand vertically.

169.4.4.1 If the trench walls show signs of sloughing, it shall be the Contractor's responsibility to design, supply and install shoring to maintain the trench walls in a vertical state.

169.4.5 The trench shall be completely backfilled with the approved material which shall not be compacted.

169.4.5.1 The Contractor shall not leave any of the trench open at the end of any Day's operation.

169.4.5.2 If shored, the Contractor shall remove the shoring from the trench after backfilling.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

INDUCED TRENCH

ITEM: 169

169.4.6 The Contractor shall place a minimum of 600 mm of embankment material (under the applicable Item) over the induced trench prior to permitting construction traffic to use the Work Area.

169.5 MEASUREMENT FOR PAYMENT

169.5.1 The Quantity to be measured for payment shall be the volume in cubic metres of induced trench constructed in accordance with this Item.

169.5.1.1 The volume shall be calculated from the dimensions shown in the Contract Documents.

169.6 BASIS OF PAYMENT

169.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WILDLIFE FENCE

ITEM: 178

178.1 DESCRIPTION

178.1.1 This Item consists of the supply and installation of wildlife fence.

178.2 MATERIALS

178.2.1 All materials shall be supplied by the Contractor.

178.2.2 Fence Fabric

178.2.2.1 Wildlife fence fabric shall be Style 20-96-6, 2440 mm high, with 20 strands of horizontal wire and 152 mm vertical wire spacing.

178.2.2.2 Fence wire shall be 12.5-gauge high tensile steel, hot-dipped galvanized (at 240 g/m²), meeting the requirements of CAN/CGSB 138.1.

178.2.2.3 Fasteners shall be 9-gauge aluminum wire or equivalent as recommended by the fence manufacturer.

178.2.3 Posts and Braces

178.2.3.1 Line posts shall be hot-dipped galvanized steel with minimum dimensions as shown on Standard Drawings 178-1 and 178-2, and a minimum unit mass of 1.97 kg/m (after galvanizing). Posts shall be manufactured by Franklin Industries Co. or approved equivalent.

178.2.3.1.1 Line posts shall have studs for securing fence fabric; posts with holes are not acceptable.

178.2.3.2 Terminal posts shall include straining, corner, end, and gate posts for this Item and for Items 179 and 181.

178.2.3.2.1 Terminal posts and braces shall be Schedule 40 hot-dipped galvanized steel pipe, scale free and with dimensions per Standard Drawings 178-1, 178-2, 179-1, 179-2, 181-1 and 181-2.

178.2.4 Concrete

178.2.4.1 Concrete shall be exposure class F1.

178.2.4.2 Material properties shall conform to CSA A23.1 unless otherwise specified herein.

178.2.4.3 Cementing materials shall conform to CSA A3001 as indicated in Table 178-1.

**Table 178-1
Cementing Materials**

Cementing Material	Type of Cement
Hydraulic cement	Type GU
Blended hydraulic cement	Type GUb
Supplementary cementing materials	Types F, S and SF

178.2.4.4 Concrete aggregated shall meet the aggregate material properties of 302.2.

178.2.4.5 Other admixtures not covered by ASTM shall require approval of the Engineer before being used, and shall conform to the manufacturer's recommendations or otherwise submitted with the design mix.

178.2.4.6 Curing fabrics shall be burlap or nonwoven geotextile with no holes and capable of readily absorbing and retaining water when soaked or sprayed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WILDLIFE FENCE

ITEM: 178

178.2.5 Other Materials

178.2.5.1 All nuts, bolts, post caps, crimping sleeves, parts, fittings and specially fabricated components shall be hot-dipped galvanized steel or aluminum alloy.

178.2.5.2 Fibre form tubes for concrete bases of terminal posts and braces shall be spiral wound and coated wood-fibreboard tubes manufactured using waterproof glue, having length and diameter per Standard Drawings 178-1 and 178-2.

178.2.5.3 Grout for grouting around post holes in rock (bedrock and boulders) shall be a non-shrink type conforming to ASTM C1107 as approved by the Engineer.

178.3 SUBMITTALS

178.3.1 The Contractor shall submit, prior to the Work, the manufacturer's certification that the materials supplied meet the specified requirements, and the manufacturer's recommended procedures and instructions for handling.

178.3.2 The Contractor shall submit the name of the proposed concrete source for approval by the Engineer before supplying any concrete to the Work.

178.3.3 Other submittals for approval include but are not necessarily limited to the following:

- The name of the proposed cement supplier; and
- Proof that the concrete supplier is certified in accordance with the Atlantic Provinces Ready Mix Concrete Association Plant Certification Program or equivalent, in the appropriate categories in accordance with CSA A23.1.

178.3.3.1 Only concrete supplied from certified plants shall be acceptable.

178.3.3.2 Plant certification shall be maintained for the duration of concrete placement until the warranty period of the Work expires.

178.3.4 The Contractor shall submit the mix design at least 5 Days before concrete production begins.

178.3.5 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

178.4 CONSTRUCTION

178.4.1 The Contractor shall perform the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

178.4.2 General

178.4.2.1 The Work shall meet the requirements of CAN/CGSB-138.3.

178.4.2.2 The Work shall include removal of existing debris that would interfere with or prevent proper installation of the fence or associated gates.

178.4.2.3 Minor ground undulations that would interfere with or prevent proper installation of the fence or associated gates shall be corrected by the Contractor.

178.4.2.4 The Engineer shall stake the alignment of each run of wildlife fence as shown on the Plans, to the extent practicable depending on topography, or the requirements of 178.4.2.5.

178.4.2.5 The fence line shall be at a distance from the Roadbed beyond the limit of plow-thrown snow or at the following offsets, whichever is greater:

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WILDLIFE FENCE

ITEM: 178

- 178.4.2.5.1 In areas with no guide rail, as per the Contract Documents;
- 178.4.2.5.2 In areas behind guide rail, at least 3 m beyond the toe of slope; and
- 178.4.2.5.3 At least 3 m from the existing tree line or clearing limit.
- 178.4.2.6 The end of wildlife fence shall be per the details as shown on the Plans.
- 178.4.2.7 All waste from the Work shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 178.4.3 Concrete Requirements
- 178.4.3.1 All concrete materials shall be handled and protected in such a way as to prevent segregation, damage and contamination.
- 178.4.3.1.1 All cement, aggregate and other concrete construction materials shall be stored in accordance with CSA A3001 and CSA A23.1.
- 178.4.3.2 Concrete shall be proportioned in accordance with the submitted mix designs.
- 178.4.3.2.1 If it is determined during the course of the Work that any concrete has inadequate workability or does not meet the requirements under this Item, the Contractor shall submit a new mix design.
- 178.4.3.3 The following Work shall be in accordance with CSA A23.1:
- Concrete production;
 - Concrete delivery, to be regulated to enable continuous deposition until placement in each section of the Work is complete;
 - Formwork design and construction;
 - Concrete placement, unless otherwise specified herein; and
 - Concrete curing and protection
- 178.4.3.4 Cold weather requirements for concrete shall be per the requirements of 302.4.9.
- 178.4.3.5 Hot weather requirements for concrete shall be per the requirements of 302.4.10.
- 178.4.4 Installation of Terminal Posts
- 178.4.4.1 Terminal posts for this Item and for Items 179 and 181 shall be installed under this Item as shown in Standard Drawings 178-1, 178-2, 179-1, 179-2, 181-1 and 181-2.
- 178.4.4.2 Terminal posts (straining, corner, end and gate posts) shall be installed to establish the fence line and gate locations.
- 178.4.4.3 A terminal post shall be installed at each change in horizontal direction so that the line posts in between terminal posts are installed only on tangents.
- 178.4.4.3.1 The fence line around a horizontal roadway curve shall consist of tangent sections of a length dependent on the curve radius, but typically not less than 60 m and in no case more than 90 m.
- 178.4.4.4 The maximum length of any tangent section between two terminal posts shall be 150 m, with an intermediate terminal post at each point the ground slope changes more than 30°, and other terminal posts per 178.4.5.4.1.
- 178.4.4.5 To the extent possible, terminal posts shall be placed where the fence line is on level ground so that braces are similar in length.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WILDLIFE FENCE

ITEM: 178

- 178.4.4.6 Gate posts shall be placed on level ground so as to be the same height.
- 178.4.4.7 Terminal posts and braces shall be embedded in the ground in concrete-filled fibre form tubes as shown in Standard Drawings 178-1, 178-2, 179-1, 179-2, 181-1 and 181-2.
- 178.4.4.7.1 The hole for fibre form tubes shall be augered and shall have a diameter not greater than 20% of the tube diameter.
- 178.4.4.7.2 The tube shall be installed vertically in the hole, with the top projecting 25 mm above existing ground to ensure drainage away from the tube.
- 178.4.4.7.3 Any void between the tube and hole that is less than 20% of the tube diameter shall be backfilled with well compacted sand before placing concrete.
- 178.4.4.7.4 If the void is over 20% of the tube diameter the Contractor shall remove the tube, backfill the hole with well compacted excavated material, and auger a new hole that meets 178.4.4.7.1.
- 178.4.4.7.5 The post shall be supported vertically inside the tube using an Engineer-approved method such that post embedment does not exceed the specified depth and the post is no closer than 50 mm to the wall of the tube. Each brace in a fibre form tube shall be supported in a similar manner.
- 178.4.4.7.6 Concrete shall be trowel-finished to be crowned at least 25 mm at the post or brace and flush with the rim of the tube for drainage away from the post/brace.
- 178.4.4.7.6.1 Surface voids larger than 12 mm diameter shall be infilled with an approved grout containing a latex bonding agent, and removal of other surface defects.
- 178.4.4.8 Concrete bases in organic material or like ground that will not support the concrete base at 1.2 m depth of bury shall be constructed using overlength fibre form tubes, such that the base is set at least 0.8 m into sound material.
- 178.4.5 Installation of Line Posts
- 178.4.5.1 All line posts shall be placed vertical.
- 178.4.5.2 Spacing and depth of bury of line posts shall be as shown on Standard Drawings 178-1 and 178-2.
- 178.4.5.3 At an obstruction or major ground elevation difference the post spacing may be reduced to 2.5 m but in no case shall be more than 3.0 m.
- 178.4.5.4 Line posts driven in organic material or like ground that will not support the post at 1.1 m depth of bury shall be extended in length by butt-welding, such that the post can be driven at least 0.4 m into sound material.
- 178.4.5.4.1 The Engineer may require intermediate terminal posts in lieu of line posts where the fence line is in organic material for more than 100 m.
- 178.4.6 Posts – Other
- 178.4.6.1 For embedment of line posts, terminal posts and braces in rock, the drilled hole per Standard Drawings 178-1 and 178-2 shall have a diameter at least 30 mm larger than the post/brace, which shall be centered in the hole and grouted fully around.
- 178.4.6.1.1 In friable rock such as weathered shale or weathered sandstone, posts shall be installed the same as posts in earth.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WILDLIFE FENCE

ITEM: 178

- 178.4.6.1.2 Tops of posts placed in rock shall be cut to be uniform in height with adjacent posts placed in earth, within the tolerance allowed by 178.4.7.4.2.
- 178.4.6.1.3 On the approaches to small streams the post spacing shall be adjusted per 178.4.5.3 to avoid having any posts in the streambed.
- 178.4.6.1.4 At a depression such as a drainage swale the Contractor shall place short posts in the depression to secure fence fabric as described in 178.4.7.6.
- 178.4.7 Installation of Fence Fabric
- 178.4.7.1 Fence fabric installation shall proceed so that at the end of each Day's Work the installed fence on one side of the highway does not extend farther than the installed fence on the other side by more than 1 km or one Day's Work, whichever is the shorter distance.
- 178.4.7.2 Fence fabric shall not be installed until gates within that run or section of fence have been installed, or the opening temporarily blocked at the Contractor's expense by a means acceptable to the Engineer.
- 178.4.7.3 Fence fabric shall be erected on the tree-line side of the posts unless site conditions warrant its placement on the highway side.
- 178.4.7.3.1 The fabric shall be tensioned uniformly to minimize distortion, and secured with wire fasteners at top and bottom, and at uniform intervals not exceeding 300 mm, with at least half the fasteners secured at the protruding studs either by hanging or wire fastening.
- 178.4.7.3.2 The fabric shall be secured with wire fasteners that twist around the adjacent horizontal fence fabric stand a minimum of three times on each side of the post, minimizing excess unwrapped tie material.
- 178.4.7.3.2.1 No alternate means of attachment is acceptable.
- 178.4.7.4 The fence fabric shall be installed at a height as follows:
- 178.4.7.4.1 With the bottom strand as close to the ground as practicable and in no case leaving a space more than 120 mm; and
- 178.4.7.4.2 With the top strand 50 mm below the top of posts, or in areas of rough ground not addressed under 178.4.2.3, up to but not above the top of posts.
- 178.4.7.5 Fence fabric splices shall be made by butting two vertical strands, wrapping all leading horizontal strands around the two vertical strands and back onto themselves, and tightly twisting them a minimum of three times around the trailing horizontal strands.
- 178.4.7.6 At a depression such as a drainage swale a section of fence shall be cut to fit the depression and fastened to the bottom strand of the main fence and to posts in the stream bottom, as indicated on Standard Drawings 178-1 and 178-2.
- 178.4.8 Repairs/ Replacement
- 178.4.8.1 The Contractor shall be responsible, at his own expense and to the Engineer's satisfaction, for repair or replacement of any damage resulting from the Work, including the following:
- 178.4.8.1.1 Ground exposed by the Work shall be mulched per 616.4 the Day of exposure, and upon completion of fencing Work all damaged slopes shall be reshaped to match adjacent undisturbed ground and hydroseeded per 614.4.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WILDLIFE FENCE

ITEM: 178

178.4.8.1.2 Damaged areas and butt welds of hot-dipped galvanized materials shall be painted with two coats of similarly coloured inorganic zinc-rich paint.

178.4.8.1.3 All posts that are not installed vertical and/or that are bent or otherwise damaged by the Contractor's actions shall be removed and replaced with new posts at the Contractor's expense and to the satisfaction of the Engineer.

178.5 MEASUREMENT FOR PAYMENT

178.5.1 The Quantities of materials supplied and installed in accordance with this Item shall be measured for payment as follows:

178.5.1.1 Posts

178.5.1.1.1 For line posts and terminal posts along the fence line and associated with dual ungulate gates and pedestrian gates, measurement shall be the number of each type of post embedded in soil (common material) and embedded in rock.

178.5.1.1.2 Posts installed in friable rock per 178.4.6.1.1 shall be paid as posts in soil.

178.5.2 Fence Fabric

178.5.2.1 For wildlife fence fabric along the fence line and associated with dual ungulate gates, the number of linear metres of such fence, measured at mid-height from terminal post to terminal post of each continuous run.

178.6 BASIS OF PAYMENT

178.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of wildlife post and fence installation as identified under the Contract.

178.6.2 The overlength fibre form tubes and associated extra concrete for terminal post bases per 178.4.4.8 shall not be measured separately for payment.

178.6.3 All cutting and welding Work of line posts per 178.4.5.4 shall be ordered and paid under Item 812.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DUAL ONE-WAY UNGULATE GATES

ITEM: 179

179.1 DESCRIPTION

179.1.1 This Item consists of the supply and installation of dual one-way ungulate gates.

179.2 MATERIALS

179.2.1 Posts and fence fabric shall be supplied under Item 178.

179.2.2 All other materials shall be supplied by the Contractor under this Item.

179.2.3 Gate materials shall be in accordance with Standard Drawings 179-1 to 179-5.

179.2.3.1 The horizontal top brace of the gate posts shall be hot-dipped galvanized steel angle, 75 mm x 75 mm x 6 mm.

179.2.4 Low temperature lubricant (such as Chevron Arctic Grease, Irving Lubex Syn2 or approved equivalent) and rubber or neoprene hose boots shall be provided to avoid problems with gates sticking in cold temperatures.

179.2.5 Tines shall be painted forest green using an Engineer-approved paint suited for galvanized steel applications.

179.2.6 Hinges for the tines shall have nylon bushings per the Standard Drawings.

179.3 SUBMITTALS

179.3.1 The Contractor shall submit, prior to the Work, the manufacturer's certification that materials supplied meet the specified requirements, and the manufacturer's recommended procedures and instructions for handling.

179.3.2 The Contractor shall submit three copies of the shop drawings for the proposed ungulate gate and its connection to the posts.

179.3.3 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

179.4 CONSTRUCTION

179.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

179.4.2 Gates shall be fully operational before erection of fence fabric along that run or section of fence or the opening shall be temporarily blocked at the Contractor's expense by a means acceptable to the Engineer.

179.4.3 Dual one-way ungulate gates typically shall be located within 500 m of the beginning and end of each run of wildlife fence and at intervals of approximately 1000 m, as indicated on the Plans.

179.4.3.1 Variances in gate location up to 100 m longitudinally may be allowed based on unforeseen field conditions, as approved by the Engineer.

179.4.4 Gates shall be installed as indicated on Standard Drawings 179-1 to 179-5, on 89 mm steel posts installed under Item 178.

179.4.5 Placement of gates at large fills, deep cut areas or at utility poles should be avoided as this could restrict wildlife access. The Contractor shall make every effort to install the gates on even terrain.

179.4.6 All waste shall become the property of the Contractor and shall be disposed of outside the Work Site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DUAL ONE-WAY UNGULATE GATES

ITEM: 179

179.4.7 Repairs/ Replacement

179.4.7.1 The Contractor shall be responsible, at his/her own expense and to the Engineer's satisfaction, for repair or replacement of any damage resulting from the Work, including the following:

179.4.7.1.1 Repair of damaged slopes shall include placing mulch per 616.4 on ground exposed by the Work daily and, upon completion of fencing Work, reshaping of disturbed ground to match adjacent undisturbed ground, and hydroseeding per 614.4.

179.4.7.1.2 Damaged areas of hot-dipped galvanized materials shall be painted with two coats of similarly coloured inorganic zinc-rich paint.

179.4.7.1.3 Any gate or component that is bent or otherwise irreparably damaged by the Contractor's actions shall be removed and replaced with a new gate or component, at the Contractor's expense and to the satisfaction of the Engineer.

179.5 MEASUREMENT FOR PAYMENT

179.5.1 The Quantity to be measured for payment shall be the number of dual one-way ungulate gates supplied and installed in accordance with this Item.

179.5.2 Posts associated with dual ungulate gates shall be measured for payment under Item 178.

179.6 BASIS OF PAYMENT

179.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CANTILEVER SLIDE GATE

ITEM: 180

180.1 DESCRIPTION

180.1.1 This Item consists of supply and installation of cantilever slide gates for vehicular access through wildlife fence at locations shown on the Plans.

180.2 MATERIALS

180.2.1 Pedestrian gate signs or reflective signs shall be supplied by the Owner.

180.2.2 All other materials shall be supplied by the Contractor.

180.2.3 Gate frame rails, cantilever frame rails and accessories shall meet the requirements of CAN/CGSB-138.2 and CAN/CGSB-138.4.

180.2.4 Posts, braces and rails shall be Schedule 40 hot-dipped galvanized steel pipe, scale-free and having dimensions per Standard Drawings 180-1 to 180-4.

180.2.4.1 The Engineer may entertain alternatives to the gate shown in Standard Drawings 180-1 to 180-4, provided that the materials, size of gate and its operation are at least equivalent to that gate.

180.2.5 Gate accessories, including bump stop tabs, shall be hot-dipped galvanized and shall meet the requirements of CAN/CGSB-138.4.

180.2.5.1 Bump stop tabs shall be of suitable size and gauge to resist deformation and/or bending due to forces exerted on the gate and posts under normal opening and closing actions.

180.2.5.2 Bump stops shall be rubber or an Engineer-approved equivalent.

180.2.6 Latches, latch catches and rollers shall be Shield Fence & Wire Products Inc. products as follows, or Engineer-approved equivalent:

- Cantilever Latch Model CGL238;
- Cantilever Latch Catch Model CLC412; and
- Cantilever Roller Model CR412 with sealed bearings and protective cover.

180.2.6.1 Latches shall be capable of being padlocked.

180.2.7 Fence fabric shall meet the requirements of 178.2.2.

180.2.8 Chains shall be 4.7 mm, Grade 30, hot-dipped galvanized steel having a nominal length of 450 mm and painted flat black using an Engineer-approved paint suited for galvanized steel applications.

180.2.9 All nuts, bolts, post caps, crimping sleeves, fittings and specially fabricated components shall be hot-dipped galvanized steel or aluminum alloy.

180.2.10 Concrete shall meet the requirements of 178.2.4 and 178.4.3.

180.2.11 Fibre form tubes for concrete bases of terminal posts and braces shall be spiral wound and coated wood-fibreboard tubes manufactured using waterproof glue, with length and diameter per Standard Drawings 180-1 and 180-2.

180.2.12 All joints and connections shall be shop-welded, cleaned and painted with two coats of similarly coloured inorganic zinc-rich paint.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CANTILEVER SLIDE GATE

ITEM: 180

180.3 SUBMITTALS

- 180.3.1 The Contractor shall submit, in advance of the Work, the manufacturer's certification that the materials supplied meet the specified requirements, and the manufacturer's recommended procedures and instructions for handling.
- 180.3.2 The Contractor shall submit three copies of the shop drawings for the proposed cantilever slide gate, post connections and fittings.
- 180.3.3 The Contractor shall submit the name of the proposed concrete source for approval by the Engineer before supplying any concrete to the Work.
- 180.3.4 Other submittals for approval include but are not necessarily limited to the following:
- The name of the proposed cement supplier; and
 - Proof that the concrete supplier is certified in accordance with the Atlantic Provinces Ready Mix Concrete Association Plant Certification Program or equivalent, in the appropriate categories in accordance with CSA A23.1.
- 180.3.4.1 Only concrete supplied from certified plants shall be acceptable.
- 180.3.4.2 Plant certification shall be maintained for the duration of concrete placement until the warranty period of the Work expires.
- 180.3.5 The Contractor shall submit the mix design at least 5 Days before concrete production begins.
- 180.3.6 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

180.4 CONSTRUCTION

- 180.4.1 The Contractor shall perform the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 180.4.2 Gates shall be fully operational before erection of fence fabric along that run or section of fence, or the opening temporarily blocked at the Contractor's expense by a means acceptable to the Engineer.
- 180.4.3 The Work shall be performed per Standard Drawings 180-1 to 180-4.
- 180.4.4 Gate posts shall be placed on level ground to be the same height, and the cantilever frame shall be installed level.
- 180.4.5 Terminal posts and braces shall be embedded in the ground in concrete-filled fibre form tubes as shown in Standard Drawings 180-1 and 180-2.
- 180.4.5.1 Installation of fibre form tubes, posts and braces shall be performed as described under 178.4.4.7.
- 180.4.6 Gate accessories shall be installed in accordance with the manufacturer's recommended procedures.
- 180.4.7 Fence fabric shall be tensioned uniformly to minimize distortion and secured to the gate frame rails using the fasteners of 178.2.2.3, or per the fence manufacturer's recommendations, as approved by the Engineer.
- 180.4.8 Bump stop tabs shall be suitably installed for both the opening and closing action of the gate to reduce the amount of energy transfer and subsequent potential damage to the fence, posts and gate components.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CANTILEVER SLIDE GATE

ITEM: 180

- 180.4.8.1 Bump stops shall be suitably attached to the bump stop tabs using an Engineer-approved method.
- 180.4.9 Chains shall be site-welded or otherwise attached as approved by the Engineer, to the bottom member of the gate frame at 150 mm spacing for the full length of the gate. Chains shall be of uniform length and have a minimum of 200 mm clearance from the access road or trail surface.
- 180.4.10 All waste shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 180.4.11 Pedestrian gate signs shall be suitably attached to the gate.
- 180.4.12 Repairs/ Replacement
- 180.4.12.1 The Contractor shall be responsible, at his own expense and to the Engineer's satisfaction, for repair or replacement of any damage resulting from the Work, including the following:
- 180.4.12.1.1 Repair of damage to the road/trail spanned by the gate shall consist of grading the surface to pre-Work condition or better.
- 180.4.12.2 Damaged areas of hot-dipped galvanized materials shall be painted with two coats of similarly coloured inorganic zinc-rich paint.
- 180.4.12.3 Any gate or component that is bent or otherwise irreparably damaged by the Contractor's actions shall be removed and replaced with a new gate or component, at the Contractor's expense and to the satisfaction of the Engineer.
- 180.5 MEASUREMENT FOR PAYMENT
- 180.5.1 The Quantity to be measured for payment shall be the number of cantilever slide gates supplied and installed in accordance with this Item.
- 180.5.2 Fence fabric and posts associated with the cantilever slide gates shall not be measured separately for payment.
- 180.6 BASIS OF PAYMENT
- 180.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PEDESTRIAN GATE

ITEM: 181

181.1 DESCRIPTION

181.1.1 This Item consists of supply and installation of a single-swing pedestrian gate for access of authorized personnel through wildlife fence at locations shown on the Plans.

181.2 MATERIALS

181.2.1 Pedestrian gate signs shall be supplied by the Owner.

181.2.2 Gate posts shall be supplied under Item 178.

181.2.3 All other materials shall be supplied by the Contractor under this Item.

181.2.4 Gate materials shall be in accordance with Standard Drawings 181-1 and 181-2.

181.2.5 Fence fabric shall meet the requirements of 178.2.2.

181.2.6 The horizontal top brace of the gate posts shall be hot-dipped galvanized steel angle, 75 mm x 75 mm x 6 mm.

181.2.7 Frame rails shall be Schedule 40 hot-dipped galvanized steel pipe, scale-free and having dimensions as indicated on Standard Drawings 181-1 and 181-2.

181.2.8 Gate accessories shall be hot dipped galvanized steel and shall meet the requirements of CAN/CGSB-138.4.

181.2.8.1 All joints and connections shall be shop-welded, cleaned, and painted with two coats of similarly coloured inorganic zinc-rich paint.

181.2.9 Latches and hinge assemblies (gate frame collars, post collar with heavy setscrew, and hinge bolts with nuts) shall be Shield Fence & Wire Products Inc. products as follows, or Engineer-approved equivalent:

- Industrial Drop Latch Model DL16 (capable of being padlocked);
- Gate Frame Collars Model GFC16;
- Post Collars Model PC312SS; and
- Hinge Bolts Model HB346.

181.3 SUBMITTALS

181.3.1 The Contractor shall submit, in advance of the Work, the manufacturer's certification that the materials supplied meet the specified requirements, and the manufacturer's recommended procedures and instructions for handling.

181.3.2 The Contractor shall submit three copies of the shop drawings for the proposed pedestrian gate and its post connections and fittings.

181.3.3 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

181.4 CONSTRUCTION

181.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

181.4.1.1 Gates shall be fully operational before erection of fence fabric along that run or section of fence, or the opening temporarily blocked at the Contractor's expense by a means acceptable to the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PEDESTRIAN GATE

ITEM: 181

- 181.4.2 The Work shall be performed as indicated on Standard Drawings 181-1 and 181-2.
- 181.4.3 Fence fabric shall be secured to the gate frame using the fasteners of 178.2.2.3, or per the fence manufacturer's recommendations, as approved by the Engineer.
- 181.4.4 The gate frame bottom panel and the gate hinges and latch shall be attached to the posts installed under Item 178, as indicated on Standard Drawings 181-1 and 181-2 or as directed by the Engineer, and in accordance with the manufacturer's recommended procedures.
- 181.4.5 The gate shall be installed on two hinges on one side, and shall move freely and latch properly.
- 181.4.6 The pedestrian gate sign shall be suitably attached to the gate.
- 181.5 MEASUREMENT FOR PAYMENT
- 181.5.1 The Quantity to be measured for payment shall be the number of pedestrian gates supplied and installed in accordance with this Item.
- 181.5.2 Fence associated with the pedestrian gates shall not be measured separately for payment.
- 181.5.3 Posts associated with the gates shall be measured for payment under Item 178.
- 181.6 BASIS OF PAYMENT
- 181.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHAIN LINK FENCE

ITEM: 182

182.1 DESCRIPTION

182.1.1 This Item consists of supply and installation of chain link fence and gates.

182.2 MATERIALS

182.2.1 All materials shall be supplied by the Contractor.

182.2.2 Chain link fence and appurtenances shall meet the requirements of CAN/CGSB 138.1 and 138.2.

182.2.2.1 Chain link fence gates and fittings shall meet the requirements of CAN/CGSB 138.4.

182.2.3 The fence fabric shall be chain link, 50 mm mesh, constructed of 3.5 mm steel wire, galvanized, Type 1, Class A, Style 2, Grade 2.

182.2.3.1 The top selvedge of the fabric shall be twisted and the bottom selvedge shall be knuckled.

182.2.4 Posts and rails shall be Schedule 40, scale-free, hot-dipped galvanized tubular steel pipe as indicated on Standard Drawing 182-1, and as follows;

182.2.4.1 Line posts shall be 60 mm OD, 4.0 mm wall thickness and a minimum 5.45 kg/m mass.

182.2.4.2 Terminal (gate, end, corner and straining) posts shall be 89 mm OD, 5.5 mm wall thickness and a minimum 11.28 kg/m mass, supplied with stretching bands and bars for attaching the fabric to the posts, and bands for attaching the braces.

182.2.4.3 Top rails shall be 43 mm OD, 3.6 mm wall thickness and a minimum 3.38 kg/m mass, supplied with sleeves that allow for contraction and expansion at the top rail joints.

182.2.5 All nuts, bolts, parts and fittings shall be hot-dipped galvanized steel, or aluminum alloy.

182.2.6 Concrete shall meet the requirements of Item 301.2, and CSA A23.1, exposure class F-1.

182.2.7 Concrete form tubes shall be coated, spiral wound, wood fibre paper board manufactured with a waterproof glue, and supplied with a minimum length of 1.22 m and of a diameter as indicated on Standard Drawing 182-1.

182.2.8 The Contractor shall supply all other appurtenances and miscellaneous metals as required and as indicated in the Standard Drawings 182-1 and 182-2.

182.3 SUBMITTALS

182.3.1 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements, and the manufacturer's recommended procedures for installation and instructions for handling.

182.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

182.4 CONSTRUCTION

182.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

182.4.2 All Work shall be carried out in accordance with the Standard Drawings 182-1 and 182-2.

182.4.3 Prior to the construction of the chain link fence, the Contractor shall remove any debris and correct minor ground undulations (greater than 0.3 m vertical in a 3 m length) which would interfere with the proper construction of the fence in its required location.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHAIN LINK FENCE

ITEM: 182

- 182.4.4 All fence grades shall be subject to the approval of the Engineer.
- 182.4.5 All posts installed in soil shall be centred and vertically embedded in the concrete placed in a concrete form tube forming the boundary of the excavated hole formed by augering.
- 182.4.5.1 Any void space that results between the concrete form tube and the excavated hole that is less than 20% of the OD of the concrete form tube shall be backfilled with well compacted sand backfill prior to placing the concrete.
- 182.4.5.2 If the void is greater than 20% of the OD of the concrete form tube, then the concrete form tube shall be removed and the hole shall be backfilled with compacted excavated material and the post shall be repositioned to meet 182.4.5 or 182.4.5.1.
- 182.4.6 All concrete shall be placed in accordance with 301.4.
- 182.4.7 If posts are placed in solid rock, then the footings shall be constructed as indicated on Standard Drawing 182-1.
- 182.4.8 Line posts shall be placed vertically, and in line at a uniform spacing not exceeding 3 m.
- 182.4.8.1 If an obstruction or major ground elevation difference prevents placing a post at 3 m from an adjacent post, the post may be placed not less than 2.4 m from the next post and in no case more than 3 m.
- 182.4.9 A corner post shall be installed wherever the fence line changes direction by more than 10°, and a straining post at changes in elevation of more than 30°.
- 182.4.10 Top rails, braces and appurtenances shall be installed in accordance with the manufacturer's recommended procedures.
- 182.4.11 Terminal posts shall be braced by a centre rail of the same material and size as the top rail, between the gate, corner or end post and the adjacent post.
- 182.4.12 The fence fabric shall be installed on the outside of the line posts and top rail, continuous between terminal posts and stretched tightly and uniformly but not to such a degree that the diamond pattern is distorted.
- 182.4.13 Lengths of fabric shall only be joined by splicing, using the manufacturer's approved splicing wire system such that a continuous diamond mesh pattern results.
- 182.4.13.1 Splicing by overlap shall not be permitted.
- 182.4.14 At all end, corner and gate posts the fabric shall be broken and secured to the posts by a steel stretching bar and stretching bar bands as indicated in the manufacturer's recommended procedures.
- 182.4.15 The bottom tension wire shall be strung tight on the outside of the line posts at the diamond pattern, fastened to the fabric by a twisted wire or enclosed in a fabric knuckle.
- 182.5 MEASUREMENT FOR PAYMENT
- 182.5.1 The Quantity to be measured for payment shall be the number of linear metres of chain link fence including gates, if any, supplied and installed in accordance with this Item.
- 182.5.2 The length shall be taken along the top of the fence from terminal post to terminal post of each section of fence.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHAIN LINK FENCE

ITEM: 182

182.6 BASIS OF PAYMENT

182.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF FENCE

ITEM: 186

186.1 DESCRIPTION

186.1.1 This Item shall consist of the removal of all types of fencing.

186.2 MATERIALS

186.2.1 None identified.

186.3 SUBMITTALS

186.3.1 None identified.

186.4 CONSTRUCTION

186.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

186.4.2 All post holes shall be backfilled and tamped and graded to match the surrounding grade.

186.4.3 The dismantling and removal shall be carried out in a manner so as to avoid damage to the adjacent and surrounding area.

186.4.3.1 The Contractor shall be responsible, at his own expense, for any repair of such damage resulting from this Work.

186.4.4 All materials and waste shall become the property of the Contractor and shall be disposed of outside the Work Site.

186.5 MEASUREMENT FOR PAYMENT

186.5.1 The Quantity to be measured for payment shall be the number of linear metres of fencing dismantled and handled in accordance with this Item.

186.6 BASIS OF PAYMENT

186.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

APPLICATION OF WATER

ITEM: 191

191.1 DESCRIPTION

191.1.1 This Item consists of the supply and application of water.

191.2 MATERIALS

191.2.1 All materials shall be supplied by the Contractor.

191.2.2 Water shall be obtained from a source approved by the appropriate regulatory agency or agencies, and shall be free of any deleterious materials.

191.2.3 When applying for a permit for water extraction per 191.2.2, the Contractor shall ensure that the permit covers extraction of water for use under the Items of the Contract.

191.3 SUBMITTALS

191.3.1 The Contractor shall submit, upon request, the method of withdrawal, the method of application of the water and the certification of the approval of the source.

191.4 CONSTRUCTION

191.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

191.4.2 Water shall be applied by Equipment capable of a uniform and even rate of distribution in such amounts and at such times as required, for the following purposes:

191.4.2.1 For dust control, any time that the Contractor is hauling within the Work Site or public traffic is directed through the Work Site over dust-prone surfaces.

191.4.2.2 For compaction of soils or aggregates.

191.4.2.3 To cool a newly placed asphalt concrete mat.

191.4.3 The Contractor shall be prepared to apply water on a seven-day-per-week basis.

191.5 MEASUREMENT FOR PAYMENT

191.5.1 The Quantity to be measured for payment shall be the number of cubic metres of water supplied and applied in accordance with this Item.

191.5.2 The capacity (load size) of each water tank shall be determined prior to the commencement of the Work, either by weighing each load or by weighing and/or calculating a typical load and counting the loads applied, thereafter.

191.5.2.1 For the purposes of this Item, a tonne (mass) shall be equivalent to a cubic metre.

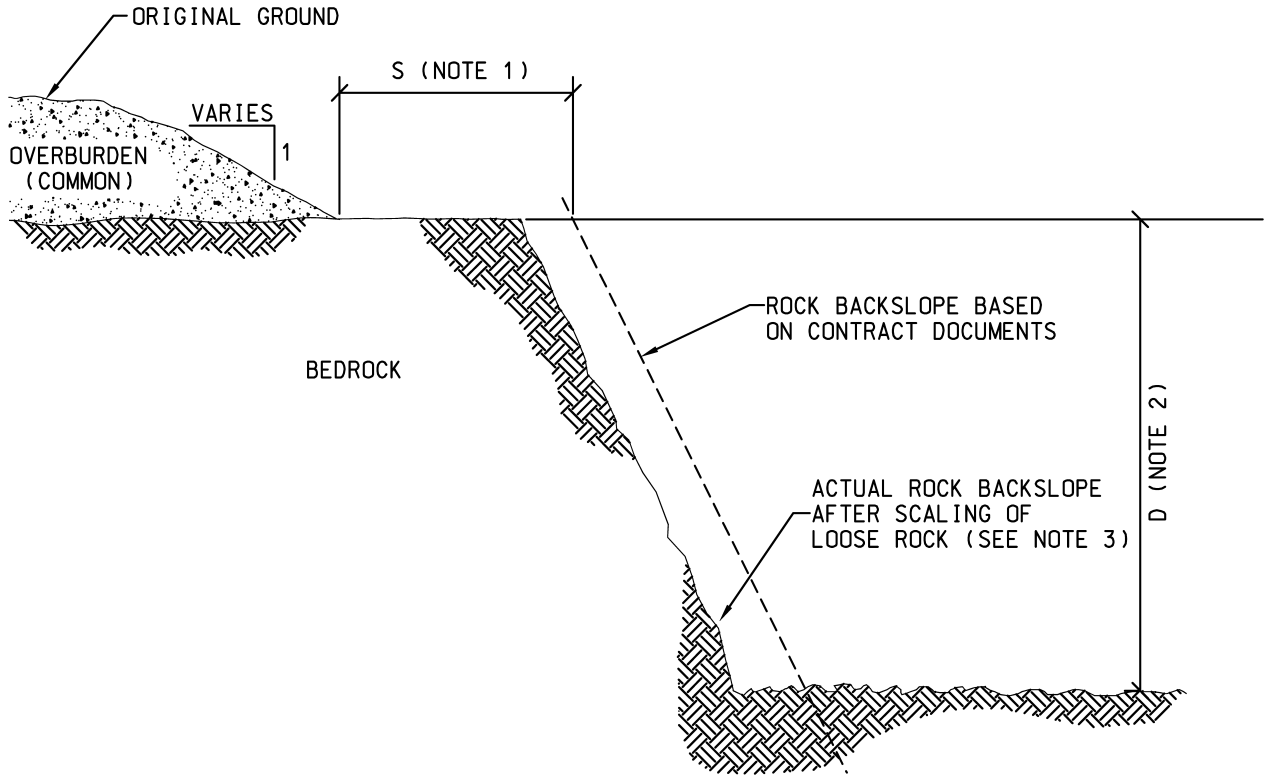
191.6 BASIS OF PAYMENT

191.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of water application, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199



NOTES:

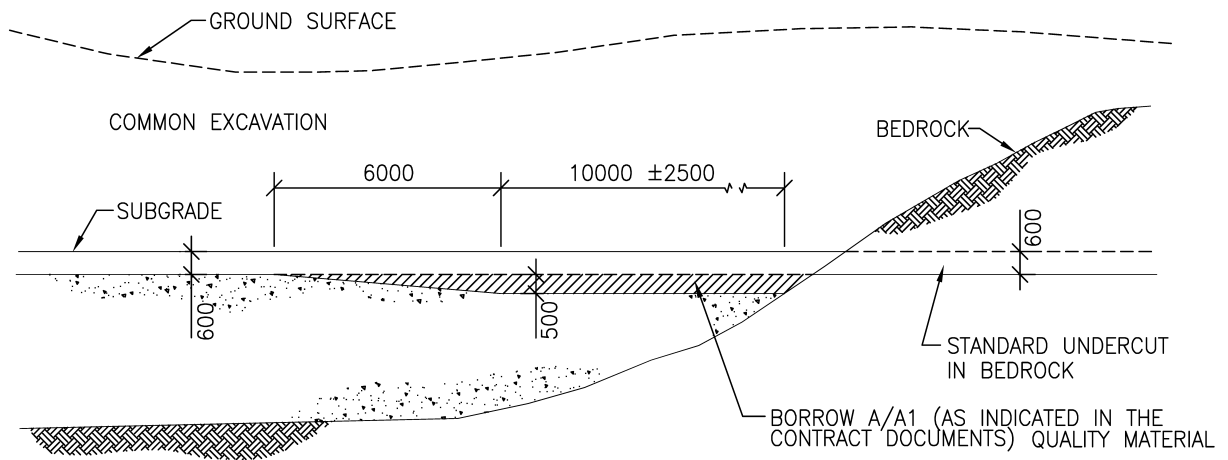
1. THE SLOPE SETBACK DISTANCE "S" SHALL BE 1.5 m OR AS DIRECTED BY THE ENGINEER.
2. THE EXCAVATED DEPTH "D" SHALL NOT EXCEED 3m BEFORE THE SHAPING OF THE OVERBURDEN SLOPE HAS BEEN COMPLETED.
3. SCALING OF LOOSE ROCK AND PREPARATION OF THE FINISHED BACKSLOPE INCLUDING ANY OVERBREAK SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

Shaping of Overburden at Top of Solid Rock Backslope

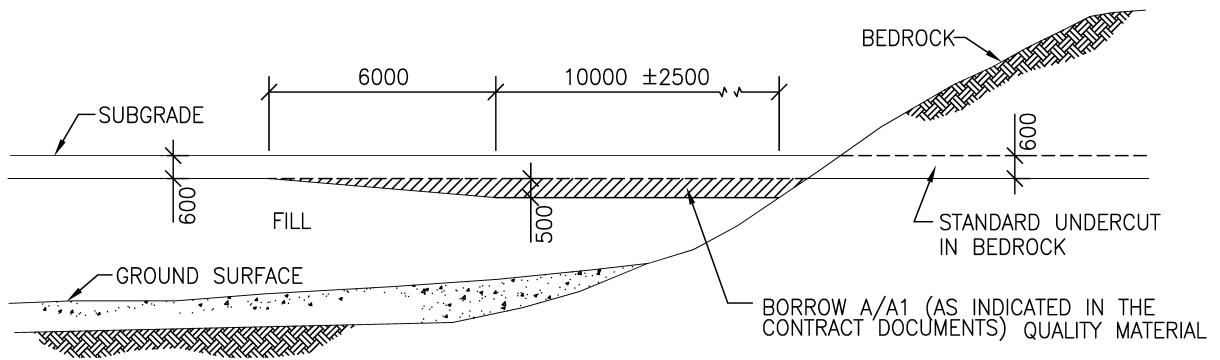
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199



TRANSITION IN CUT CONDITION



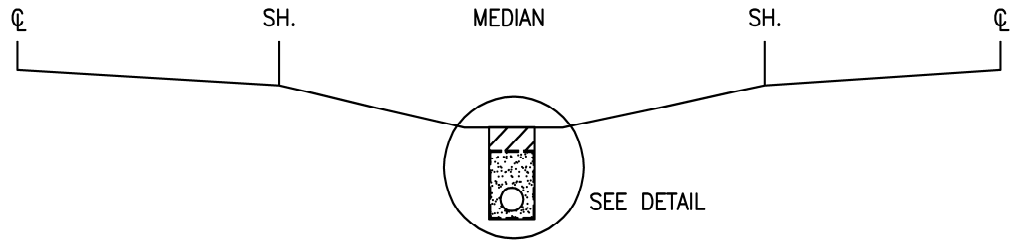
TRANSITION IN FILL CONDITION

Solid Rock Transitions (Longitudinal)

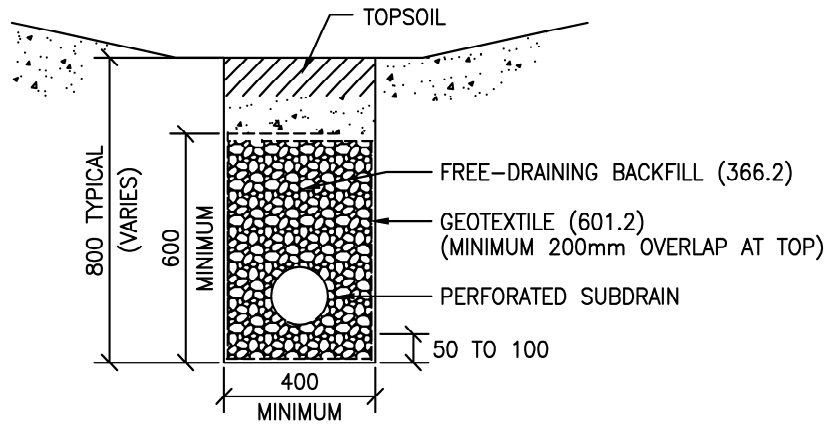
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

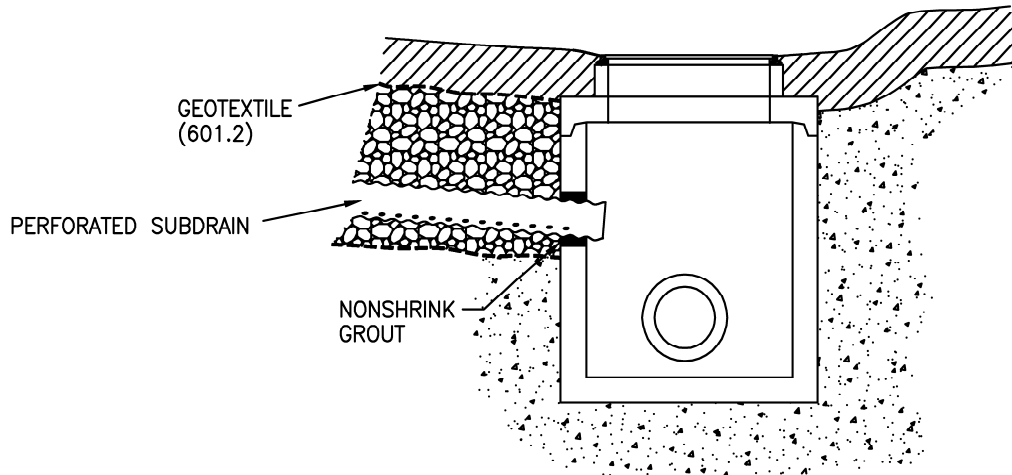
ITEM: 199



TYPICAL SECTION
MEDIAN SUBDRAIN INSTALLATION



DETAIL



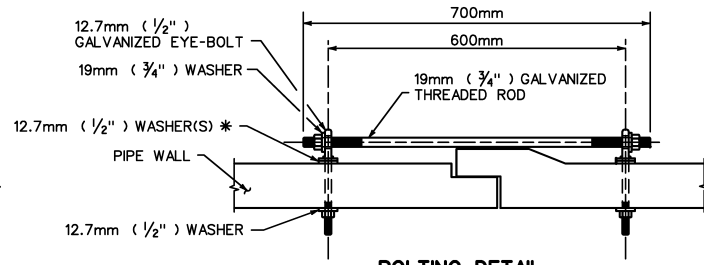
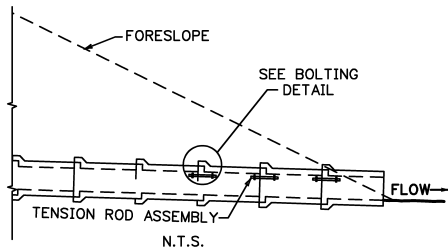
CATCH BASIN CONNECTION

Subdrain

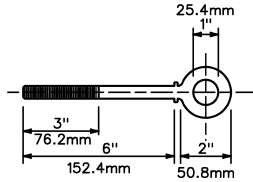
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199

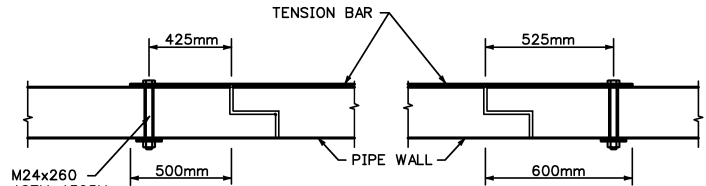
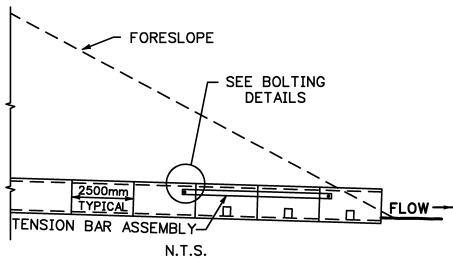


* NOTE: MINIMUM ONE WASHER REQUIRED, ADD EXTRA WASHERS TO CLEAR BELL.

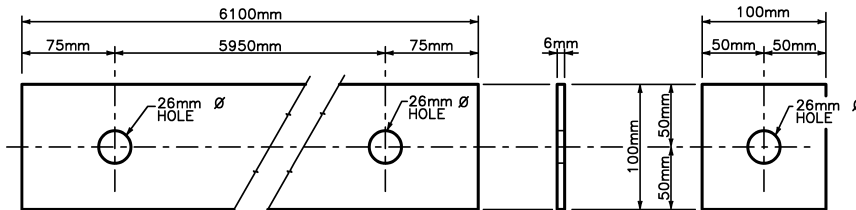


**12.7mm (1/2") GALVANIZED
EYE-BOLT WITH SHOULDER**
N.T.S.

TENSION ROD ASSEMBLY - RAISED BELLS



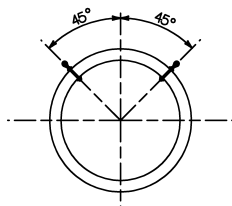
BOLTING DETAIL
N.T.S.



TENSION BAR
N.T.S.

WASHER
N.T.S.

TENSION BAR ASSEMBLY - FLUSH BELLS



**TENSION ROD / BAR
PLACEMENT DETAIL**
N.T.S.

NOTES :

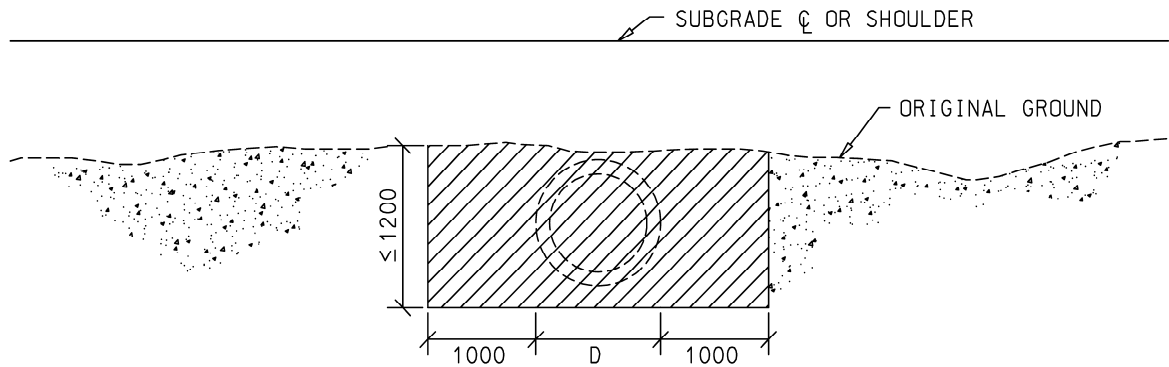
- (1) TENSION RODS MAY BE SHORT , AS SHOWN (ONE PER JOINT) , OR LONG, TO SPAN THREE JOINTS AS TENSION BARS DO.
- (2) STEEL SHALL BE PER CSA G40.12 300W.
- (3) TENSION RODS / BARS, NUTS AND WASHERS SHALL BE GALVANIZED PER CSA G164-M92, TO A MINIMUM MASS OF 610g/m² .
- (4) EYE-BOLTS FOR TENSION RODS SHALL BE GALVANIZED 12.7mm (1/2") SAE GRADE 5.
- (5) BOLTS FOR TENSION RODS SHALL BE GALVANIZED M24x260 (SAE GRADE 5).
- (6) TENSION BAR SHALL BE USED AS TEMPLATE FOR CONTRACTOR TO FIELD DRILL HOLES IN INSTALLED PIPE.
- (7) NUTS SHALL NOT BE OVER TIGHTENED.
- (8) BOLT LENGTH PROTRUDING MORE THAN 25mm BEYOND TIGHTENED NUT SHALL BE CUT OFF FLUSH WITH NUT.

Tension Rod / Bar Assembly

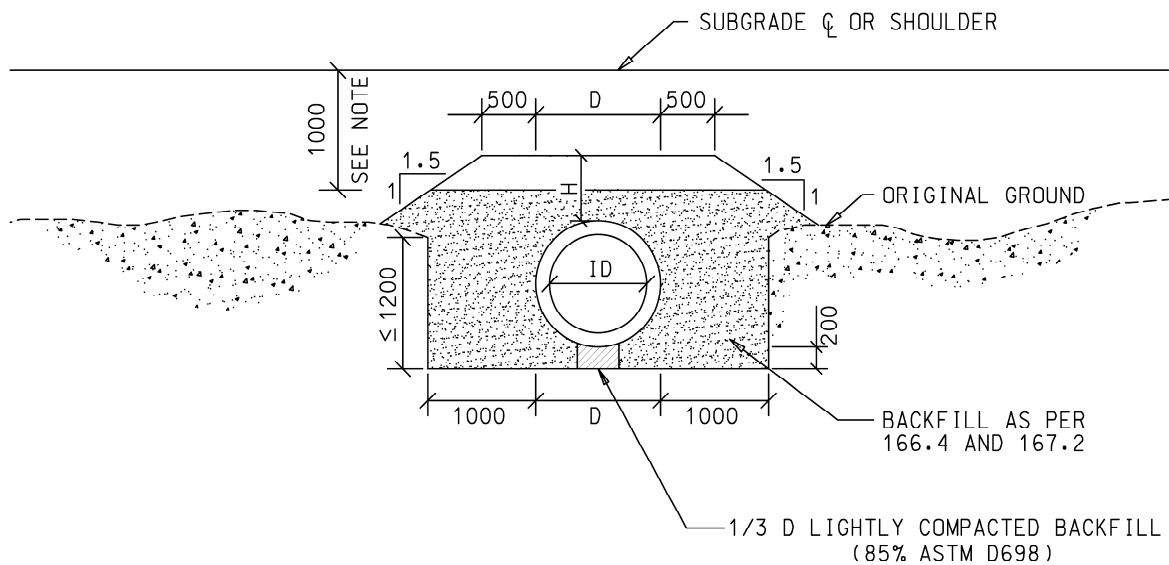
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199



LIMITS OF FOUNDATION EXCAVATION



LIMITS OF BACKFILLING AROUND STRUCTURES (TO HEIGHT "H")

NOTE:

BACKFILL MATERIAL WITHIN 1000mm OF SUBGRADE SHALL BE THE SAME AS OR SIMILAR TO THAT WHICH COMPRISES THE ROADBED FILL.

D = NOMINAL PIPE DIAMETER: OUTSIDE DIAMETER OF CONCRETE PIPE, OR DIAMETER OF METAL PIPE, OR SPAN OF METAL PIPE-ARCH (ID = OD)

FOR CULVERTS HAVING A NOMINAL ID ≥ 2100 mm, THE LIMITS OF FOUNDATION EXCAVATION ARE INCREASED TO A 1:1 SLOPE EXTENDING OUTWARD AND UPWARD FROM THE BOTTOM OF EXCAVATION.

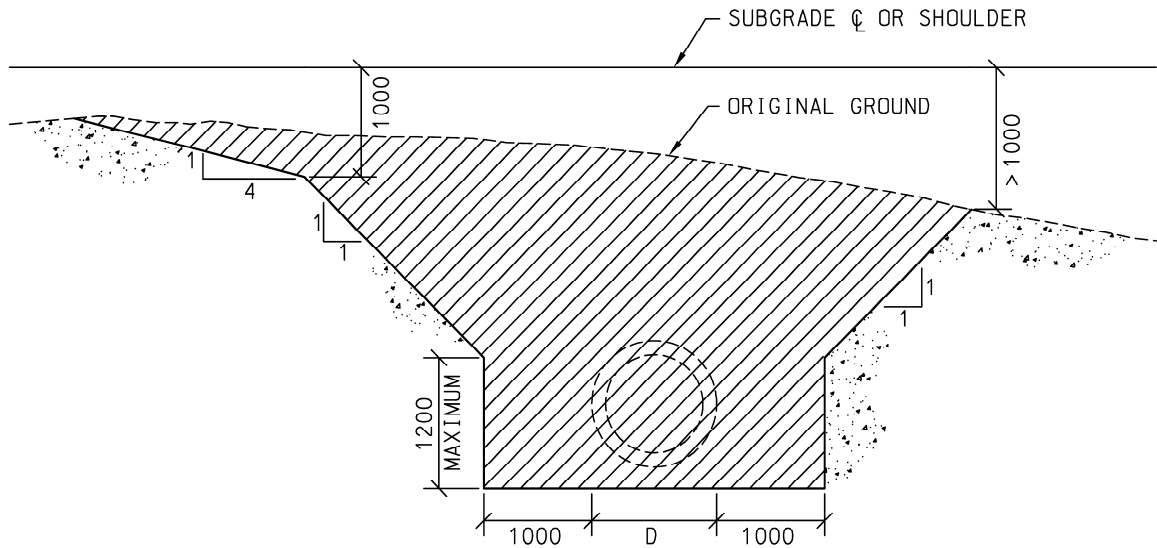
ID	H
≤ 1200	600
>1200 TO ≤ 2000	1000
> 2000	ID/2

**Case 1.1
Cross Culvert: Subgrade Above Original Ground
Trench ≤ 1.2 m Deep**

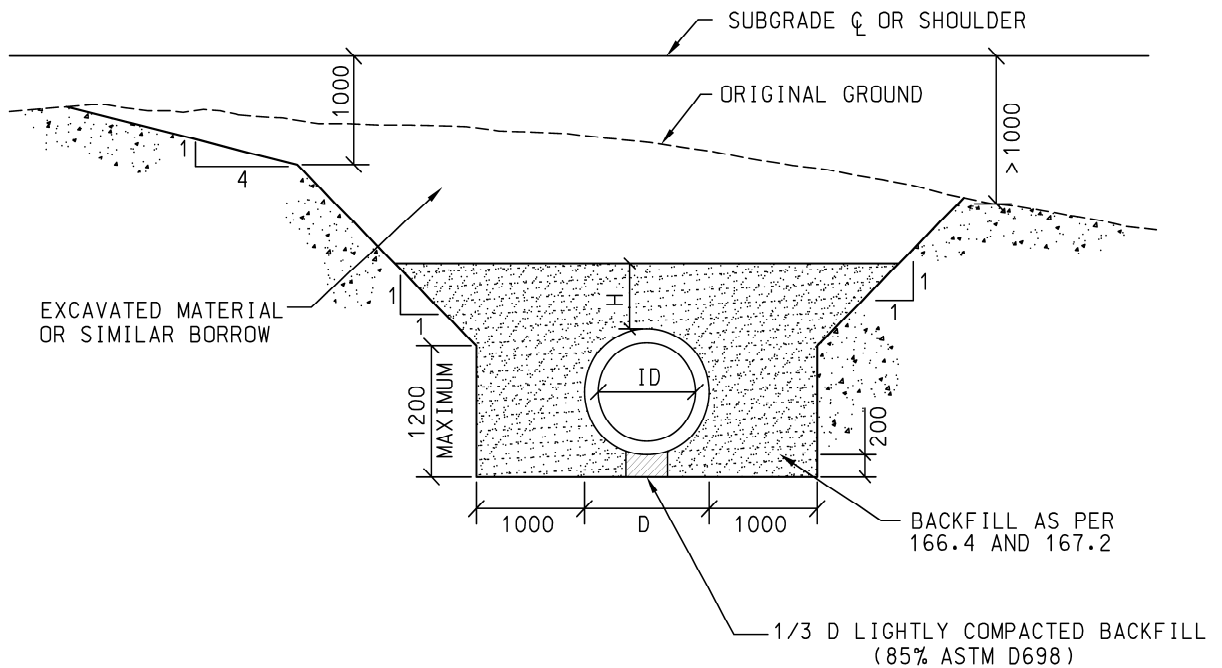
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199



LIMITS OF FOUNDATION EXCAVATION



LIMITS OF BACKFILLING AROUND STRUCTURES (TO HEIGHT "H")

NOTE:

D = NOMINAL PIPE DIAMETER: OUTSIDE DIAMETER OF CONCRETE PIPE OR DIAMETER OF METAL PIPE, OR SPAN OF METAL PIPE-ARCH (ID = OD)

ID	H
≤1200	600
>1200 TO ≤2000	1000
>2000	ID/2

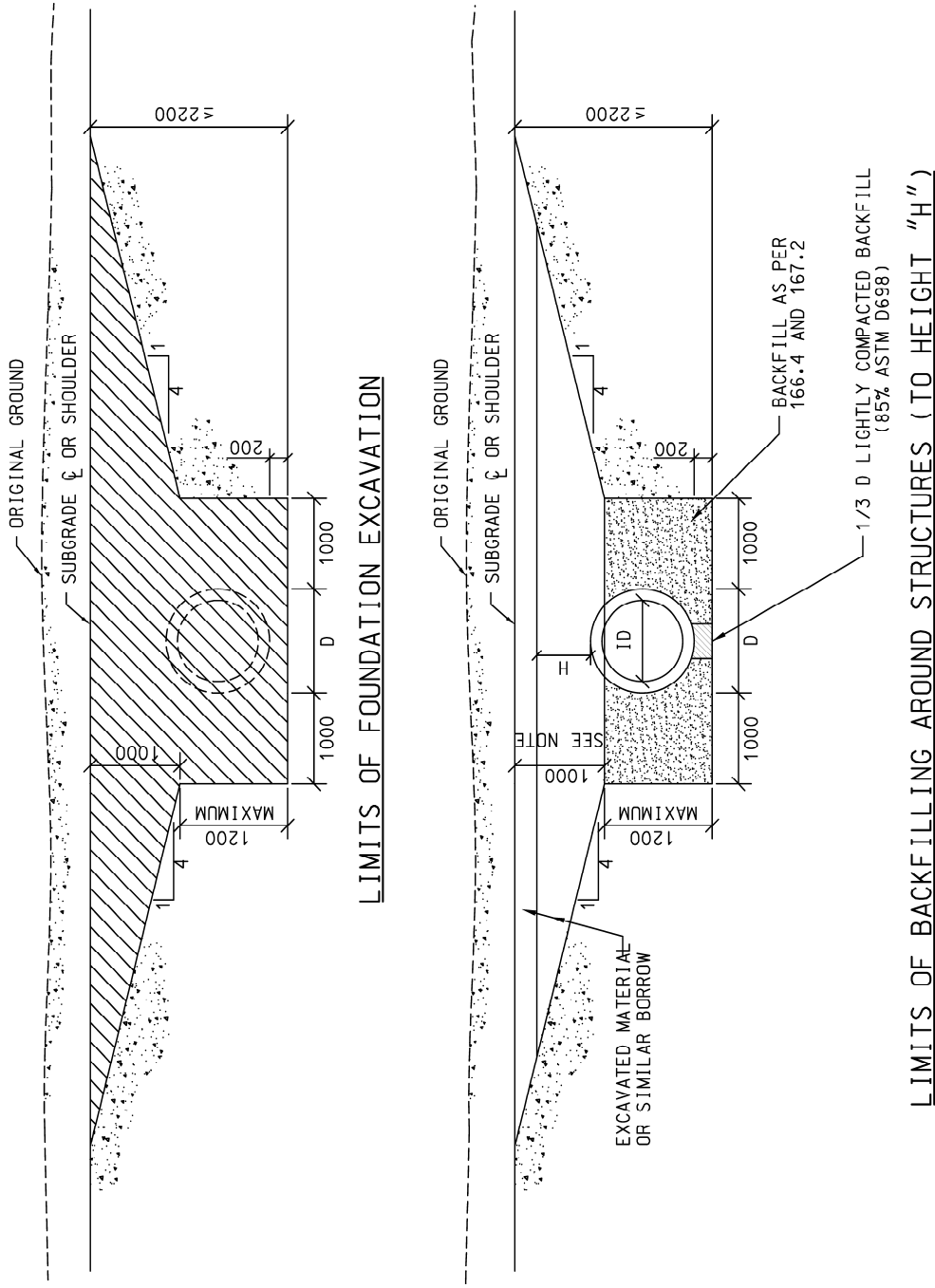
FOR CULVERTS HAVING A NOMINAL ID ≥ 2100mm, THE LIMITS OF FOUNDATION EXCAVATION ARE INCREASED TO A 1:1 SLOPE EXTENDING OUTWARD AND UPWARD FROM THE BOTTOM OF EXCAVATION.

**Case 1.2
Cross Culvert: Subgrade Above Original Ground
Trench > 1.2 m Deep**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199



NOTE:

BACKFILL MATERIAL WITHIN 1000mm OF SUBGRADE SHALL BE THE SAME AS OR SIMILAR TO THAT WHICH COMPRISES THE ADJACENT SUBGRADE MATERIAL.

D = NOMINAL PIPE DIAMETER; OUTSIDE DIAMETER OF CONCRETE PIPE, OR DIAMETER OF METAL PIPE, OR SPAN OF METAL PIPE-ARCH (ID = OD)

FOR CULVERTS HAVING A NOMINAL ID \geq 2100mm, THE LIMITS OF FOUNDATION EXCAVATION ARE INCREASED TO A 1:1 SLOPE EXTENDING OUTWARD AND UPWARD FROM THE BOTTOM OF EXCAVATION.

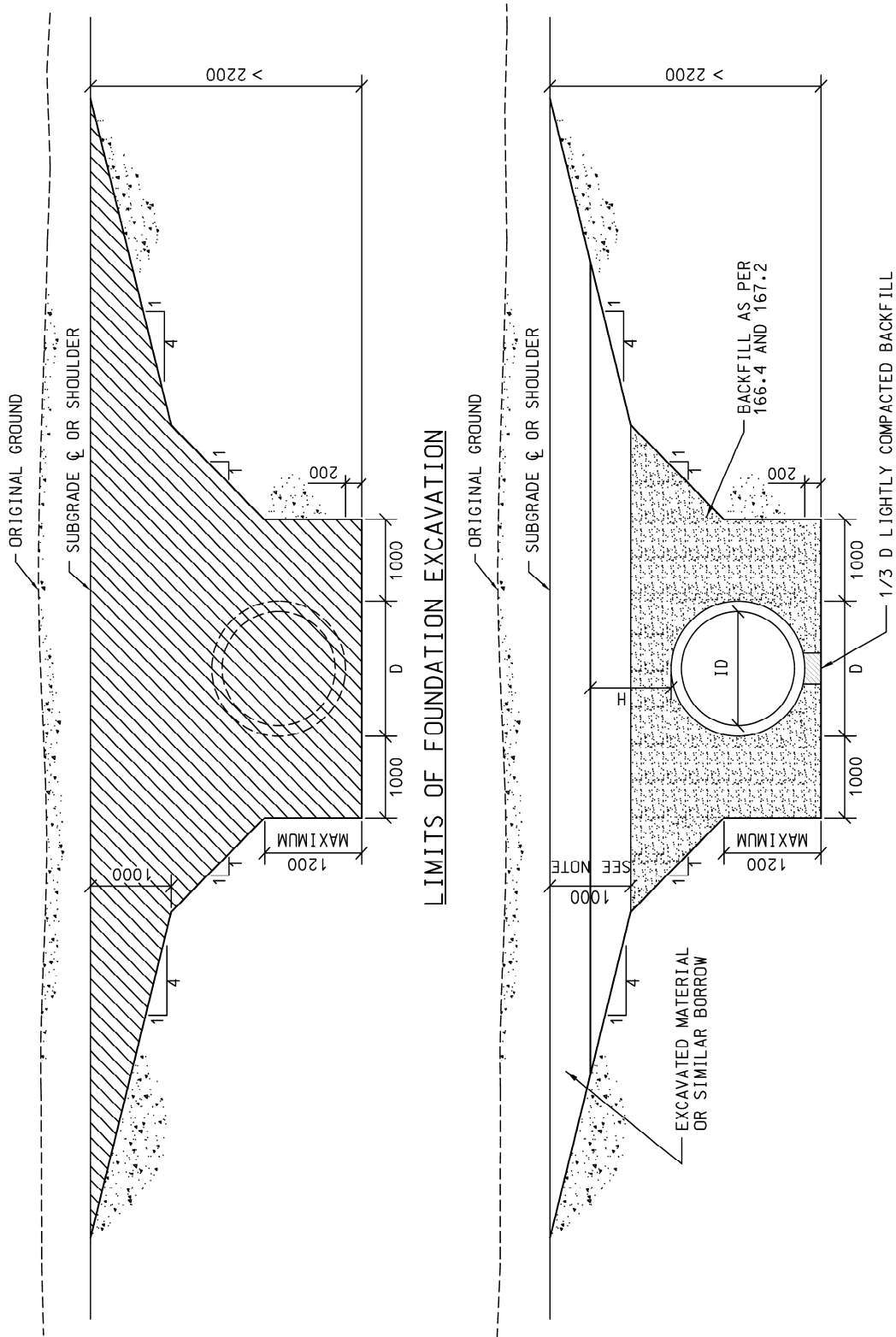
ID	H
\leq 1200	600

**Case 2.1
Cross Culvert: Original Ground Above Subgrade
Trench \leq 2.2 m Deep**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199



LIMITS OF BACKFILLING AROUND STRUCTURES (TO HEIGHT "H")

ID	H
≤ 1200	600
> 1200 TO ≤ 2000	1000
> 2000	ID/2

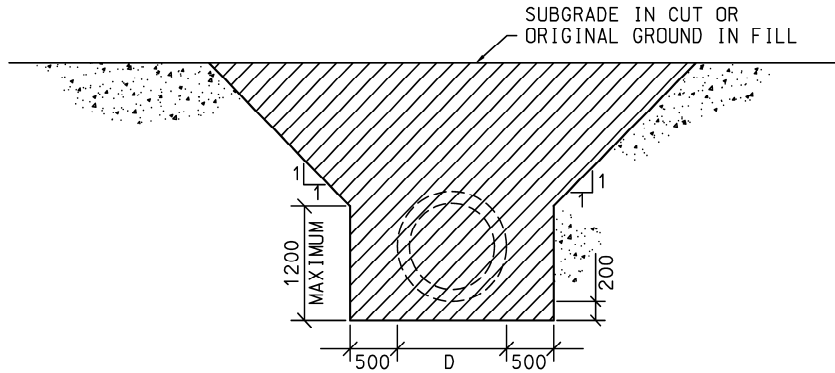
NOTE:
 BACKFILL MATERIAL WITHIN 1000mm OF SUBGRADE SHALL BE THE SAME AS OR SIMILAR TO THAT WHICH COMPRISES THE SUBGRADE MATERIAL.
 D = NOMINAL PIPE DIAMETER; OUTSIDE DIAMETER OF CONCRETE PIPE, OR DIAMETER OF METAL PIPE, OR SPAN OF METAL PIPE-ARCH (ID = OD)
 FOR CULVERTS HAVING A NOMINAL ID ≥ 2100 mm, THE LIMITS OF FOUNDATION EXCAVATION ARE INCREASED TO A 1:1 SLOPE EXTENDING OUTWARD AND UPWARD FROM THE BOTTOM OF EXCAVATION.

**Case 2.2
Cross Culvert: Original Ground Above Subgrade
Trench > 2.2 m Deep**

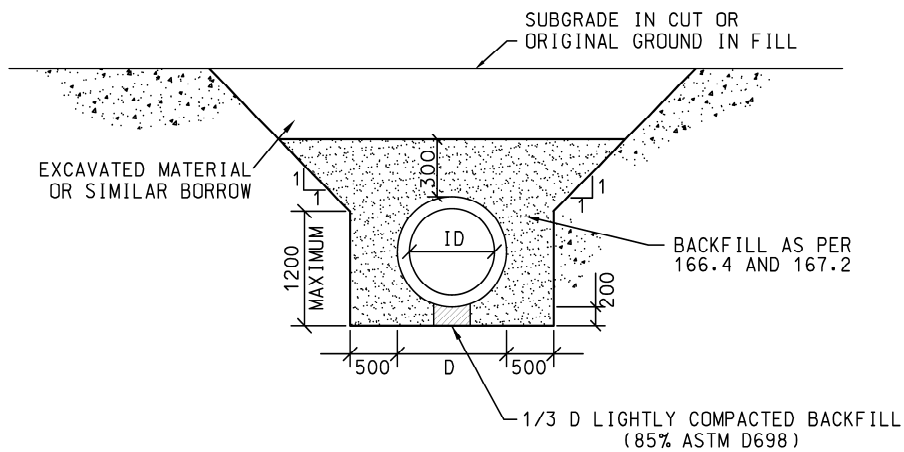
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199



LIMITS OF FOUNDATION EXCAVATION



LIMITS OF BACKFILLING AROUND STRUCTURES

NOTE:

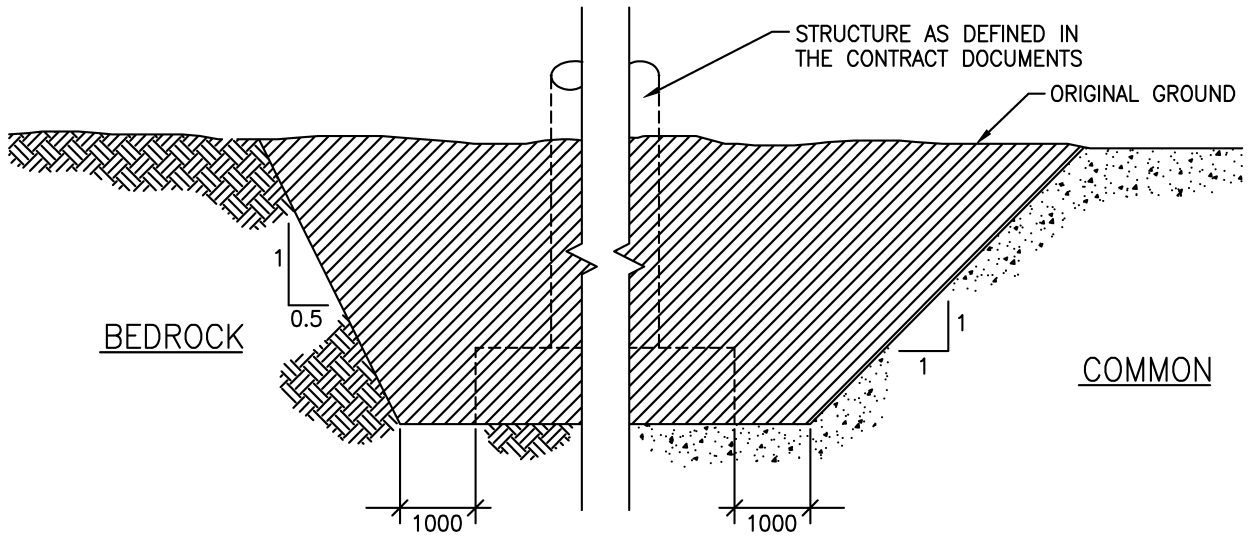
FOR CULVERTS HAVING A NOMINAL ID $\geq 2100\text{mm}$, THE LIMITS OF FOUNDATION EXCAVATION ARE INCREASED TO A 1:1 SLOPE EXTENDING OUTWARD AND UPWARD FROM THE BOTTOM OF EXCAVATION.

**Case 3.1
Storm Drainage Culvert Longitudinal to the Centreline of Roadway**

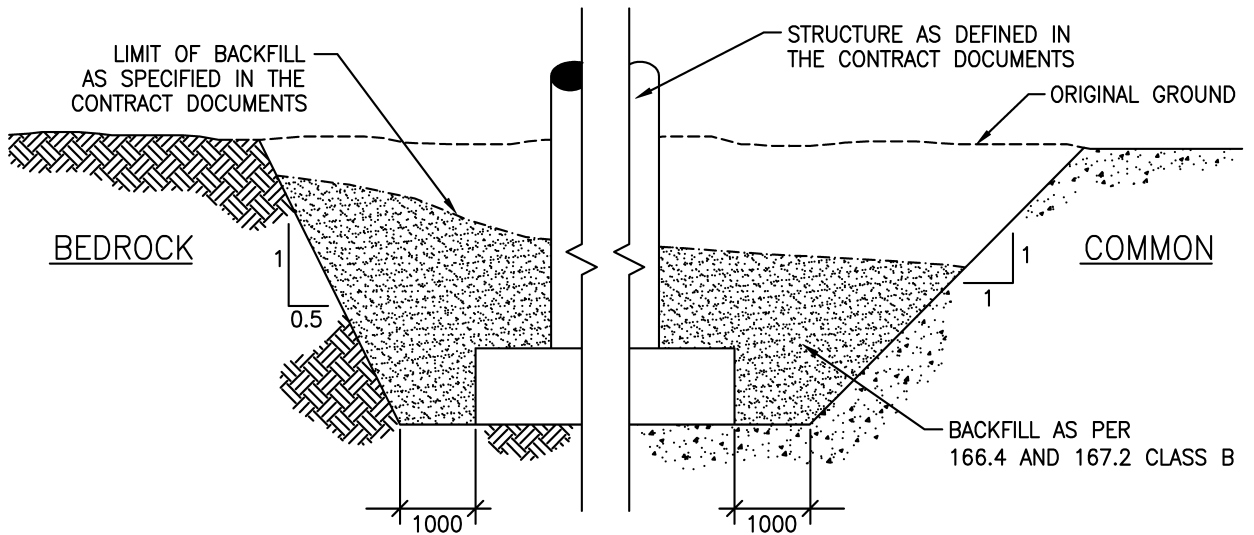
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199



LIMITS OF FOUNDATION EXCAVATION



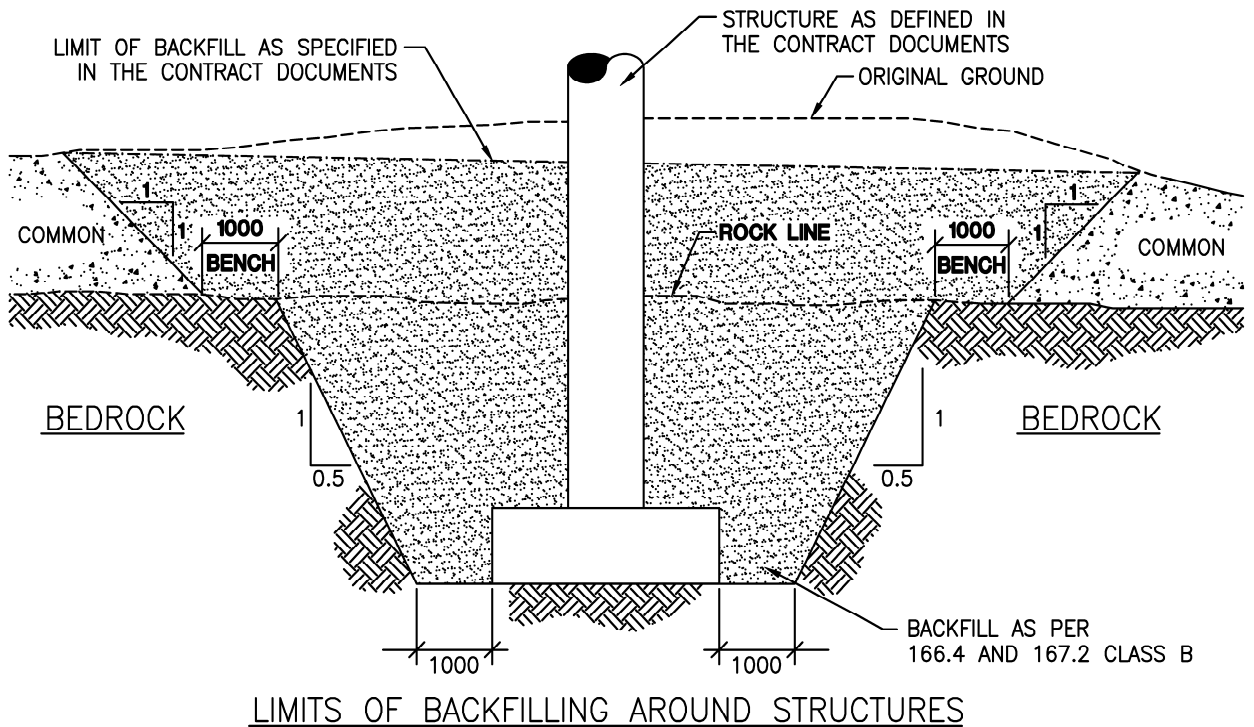
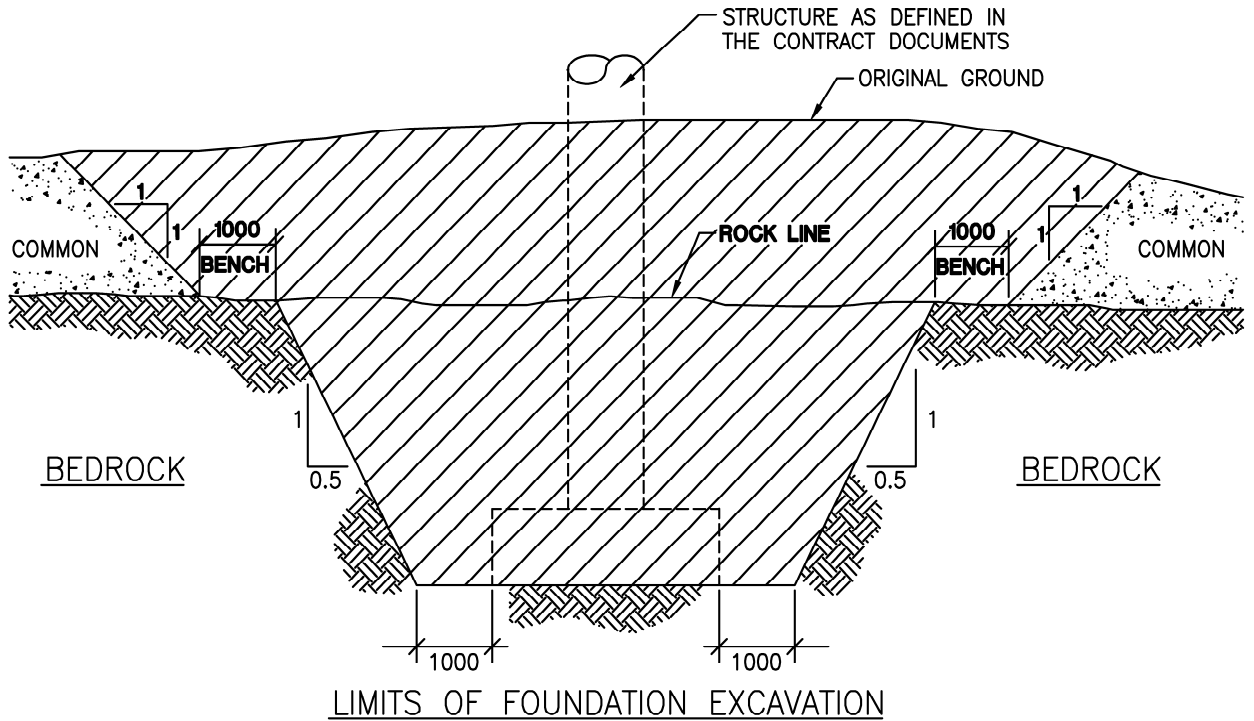
LIMITS OF BACKFILLING AROUND STRUCTURES

Foundation Excavation for Footings
Solid Rock and Common Cases

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199

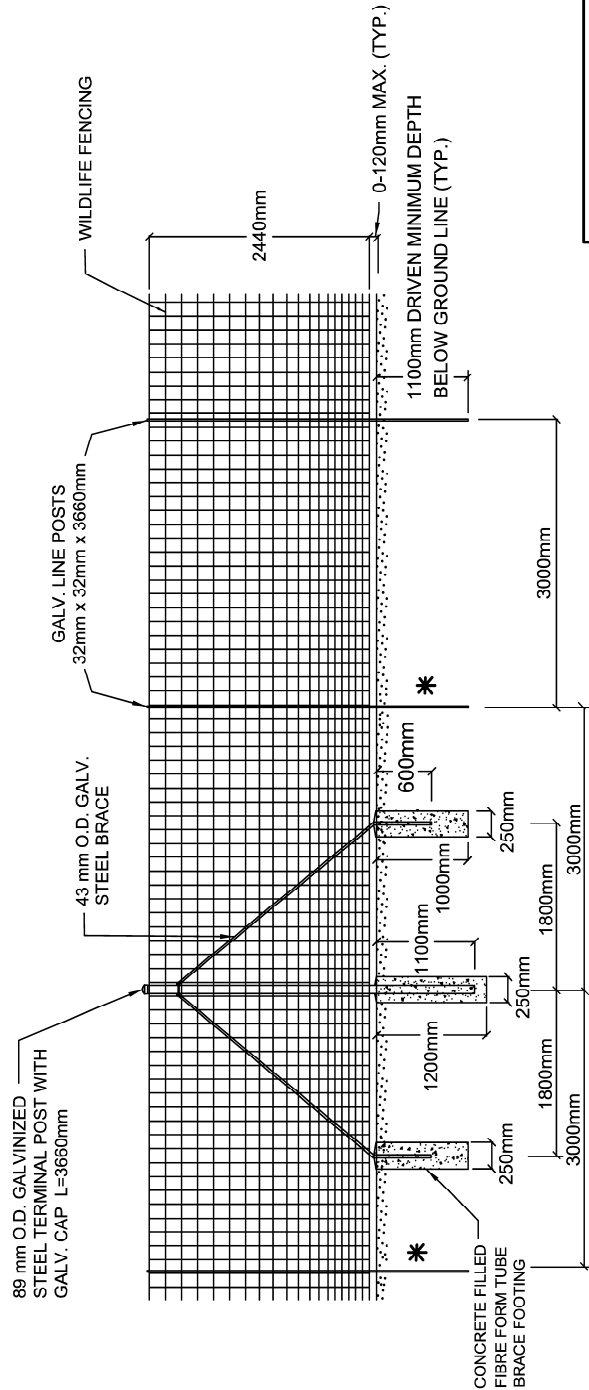


Foundation Excavation for Footings
Common Over Solid Rock Case

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199



* LINE POST MAY BE EMBEDDED IN THE SAME FIBRE FORM TUBE AS THE BRACE, PROVIDED SPECIFIED POST SPACING IS MAINTAINED.

NOT TO SCALE

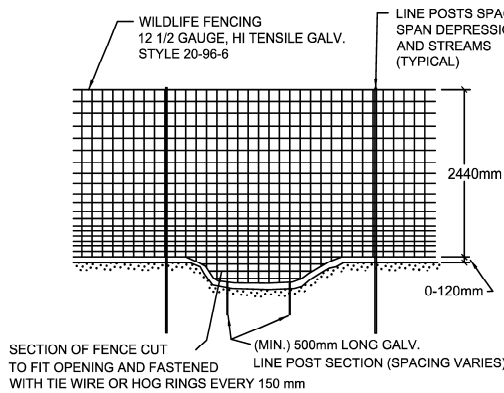
NORMAL SOIL CONDITIONS

Wildlife Fence Detail - 1

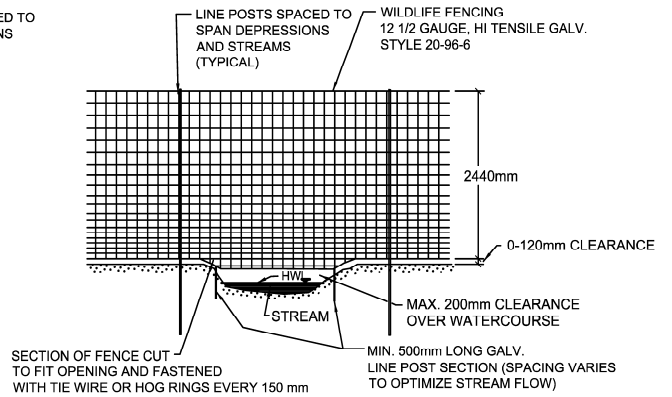
STANDARD SPECIFICATIONS DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

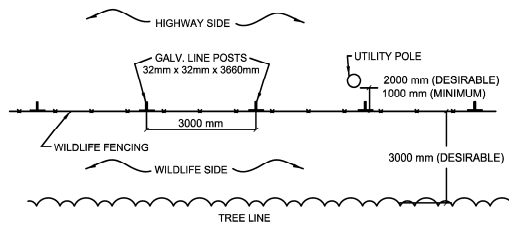
ITEM: 199



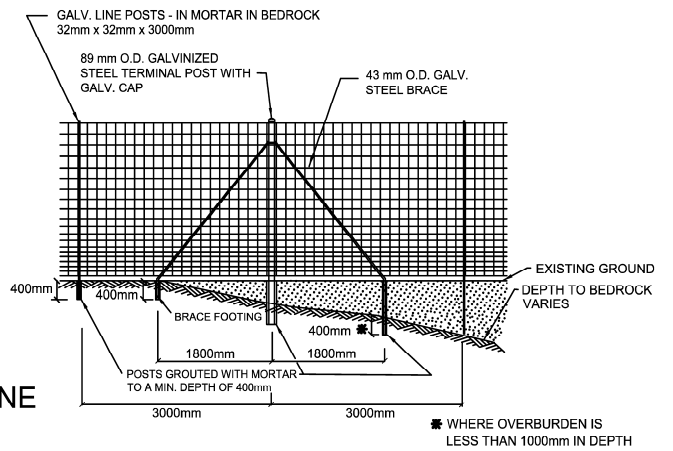
DRAINAGE DEPRESSION CONDITIONS



STREAM CROSSING CONDITIONS



TOP VIEW OF FENCE LINE ALONG TREE LINE



BEDROCK CONDITIONS

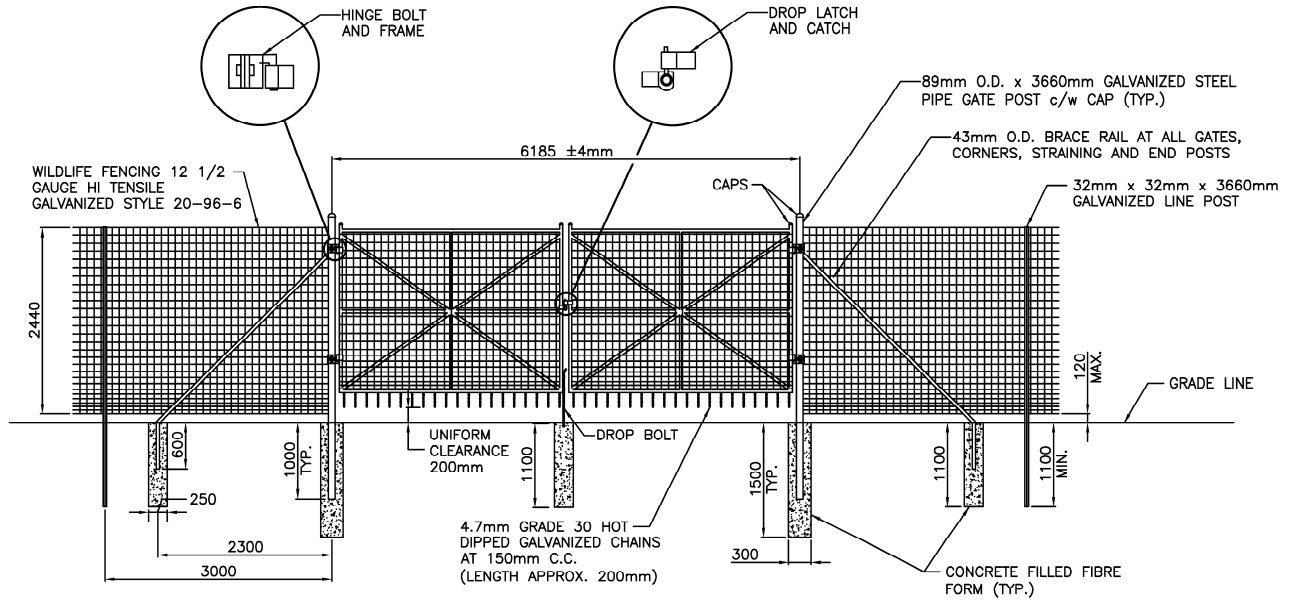
NOT TO SCALE

Wildlife Fence Detail - 2

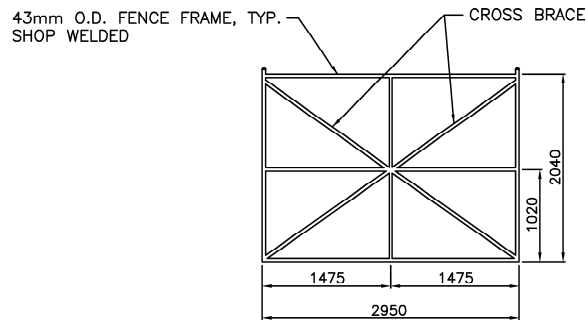
STANDARD SPECIFICATIONS DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199



NOT TO SCALE



FRAME DETAIL

Double Swing Gate

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199

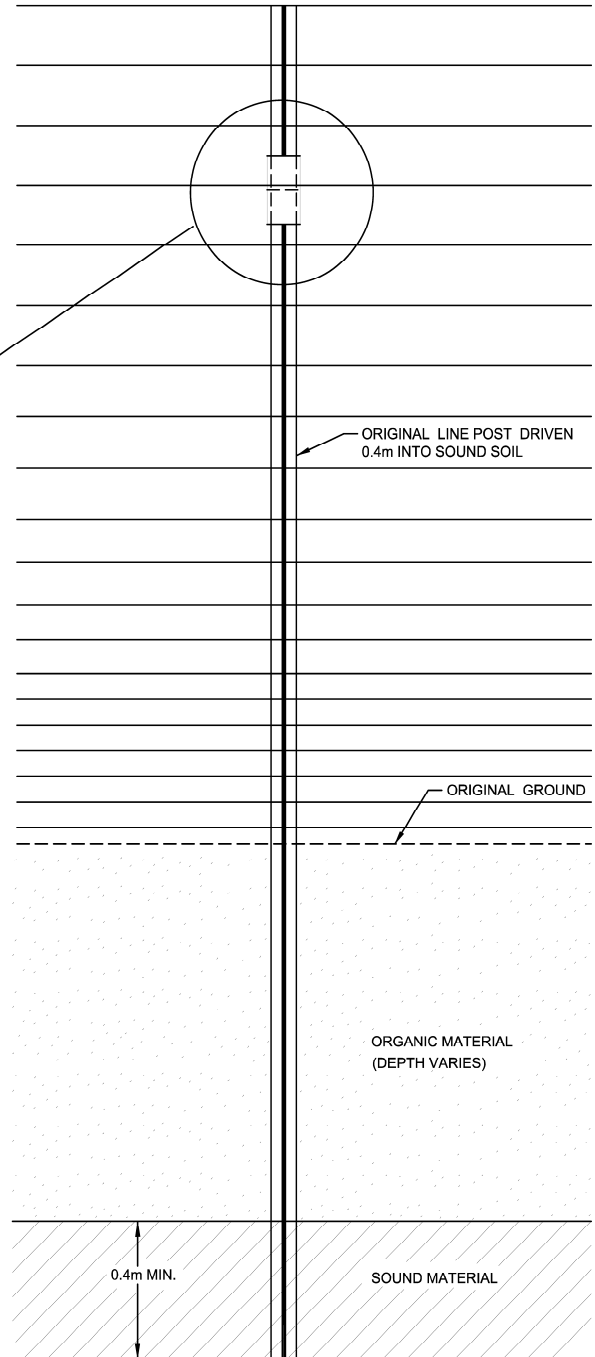
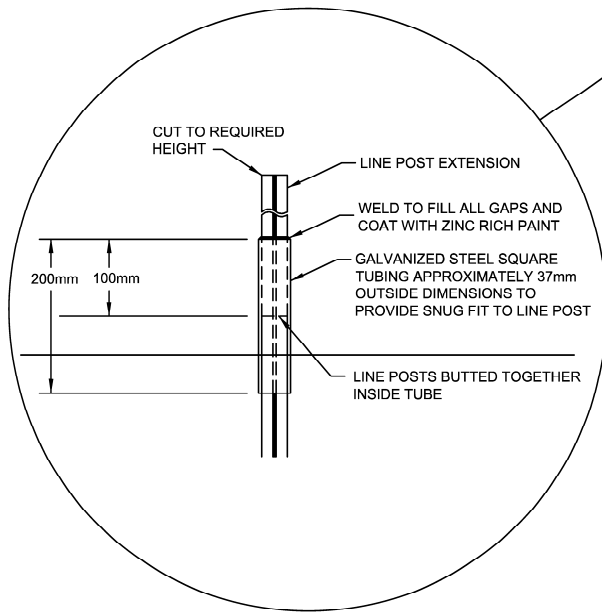
NOTE S : ONLY HORIZONTAL FENCE FABRIC STRANDS SHOWN FOR DRAWING CLARITY PURPOSES.

ALL ATTEMPTS SHALL BE MADE TO PLACE THE EXTENSION IN THE FENCE FABRIC ZONE WHICH HAS A 150mm OR GREATER SPACING BETWEEN HORIZONTAL STRANDS.

FENCE FABRIC TO BE TIED TO LINE POST AT ALL HORIZONTAL STRANDS ABOVE EXTENSION TUBING. (A MINIMUM OF THREE STRANDS AS SHOWN IN THE STANDARD DRAWING).

MAXIMUM EFFORT SHOULD BE USED TO UTILIZE AS MANY LINE POST HOLES FOR FABRIC TYING AS POSSIBLE ABOVE THE EXTENSION TUBING.

NOT TO SCALE

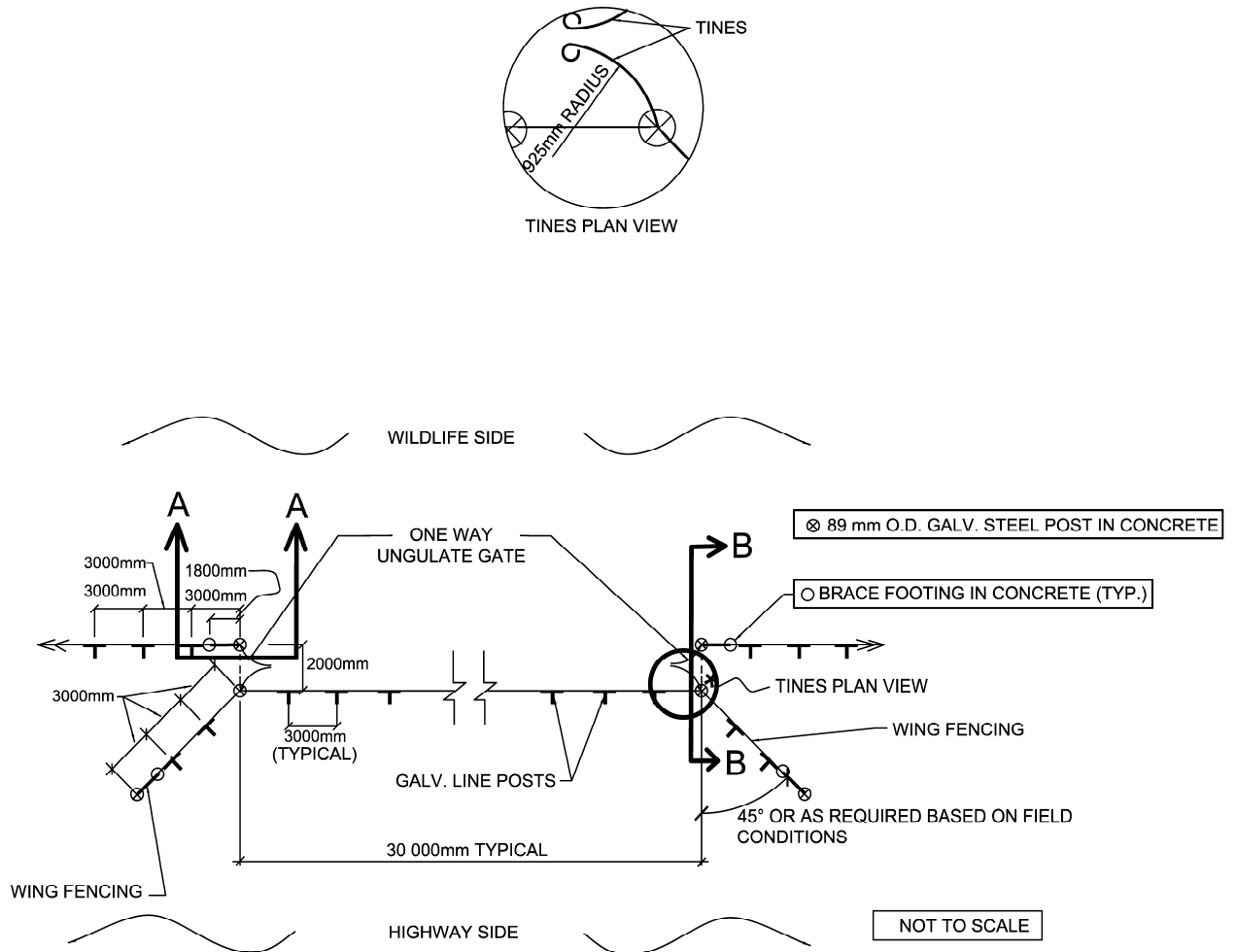


Line Post Extension Detail

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199



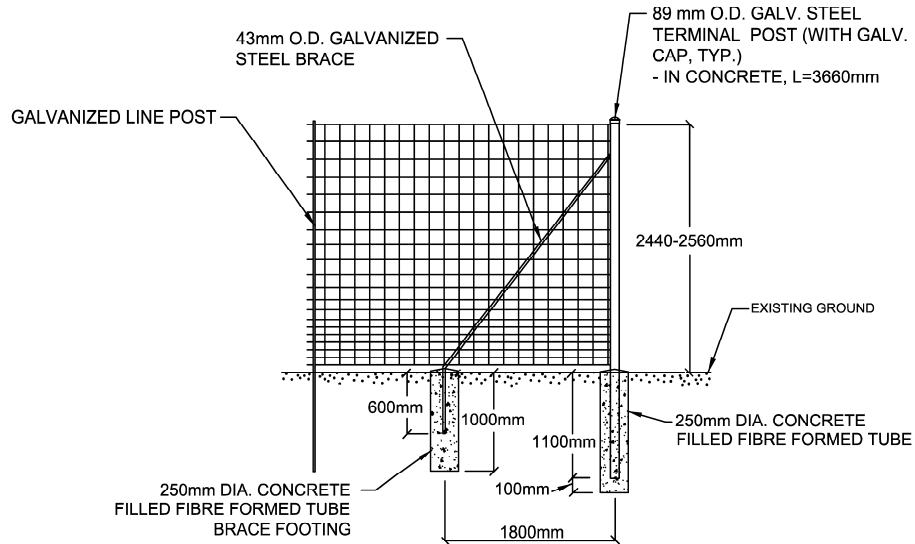
SECTION DETAILS ON STANDARD DRAWING 179-2

Dual Ungulate Gate Layout

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

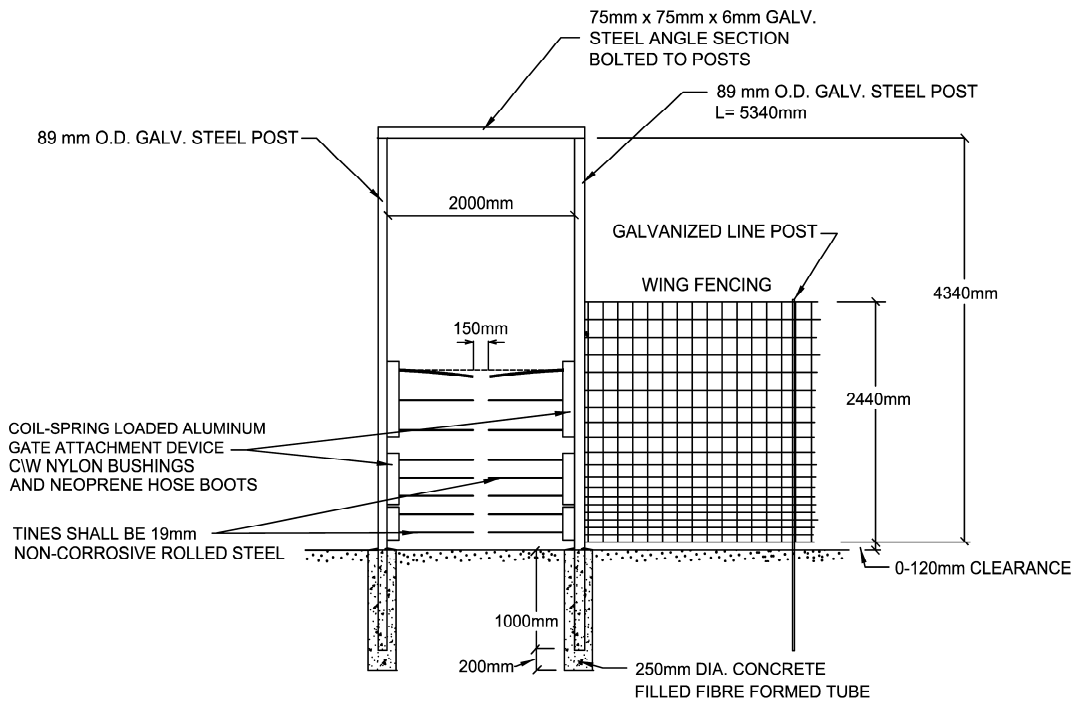
STANDARD DRAWINGS

ITEM: 199



A-A

NOT TO SCALE



B-B

PLAN VIEW ON STANDARD DRAWING 179-1

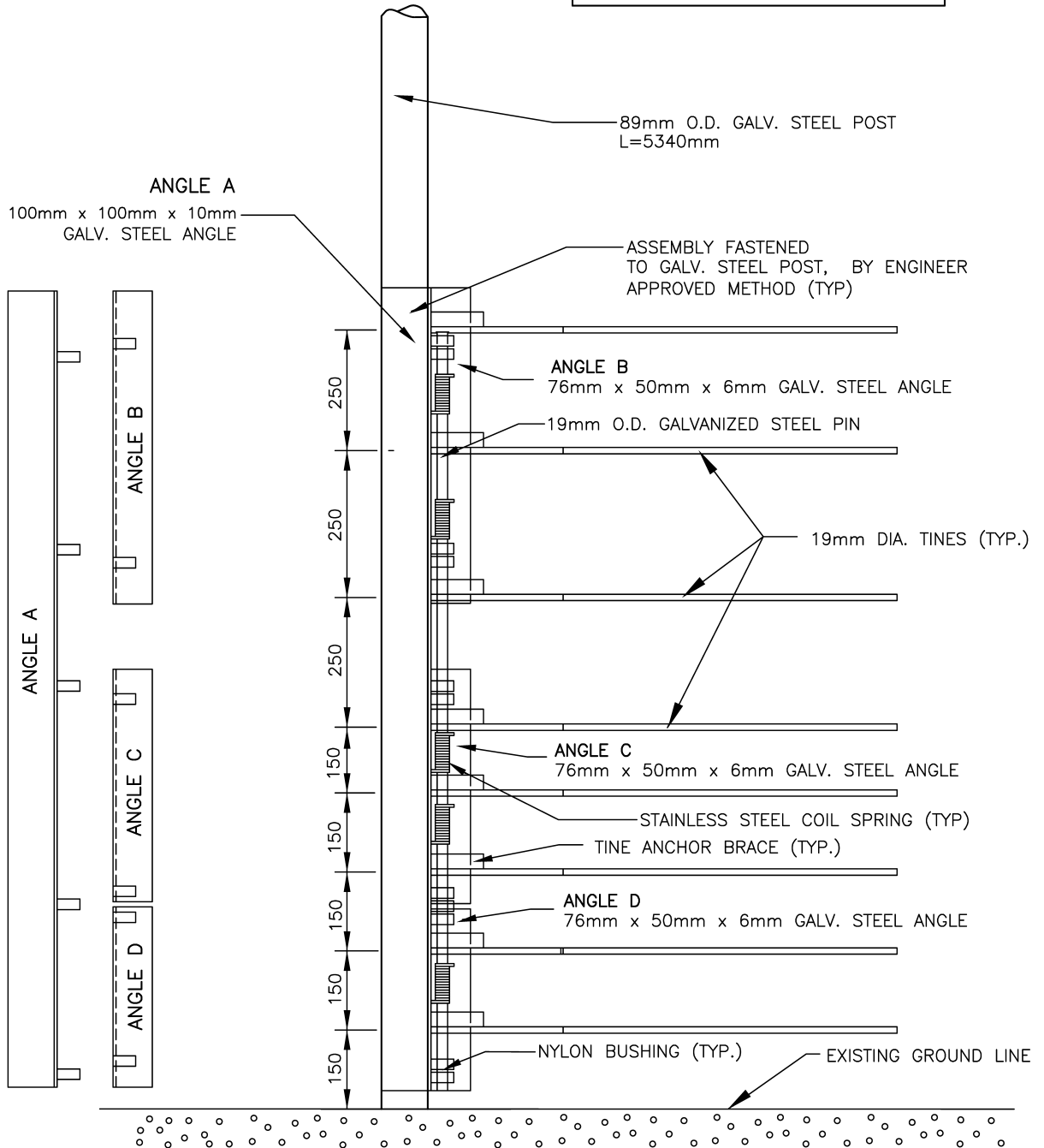
Typical Dual Ungulate Gate Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199

NOTE : FOR GATE ANGLES DETAILS,
SEE STANDARD DRAWING 179-5
NOT TO SCALE



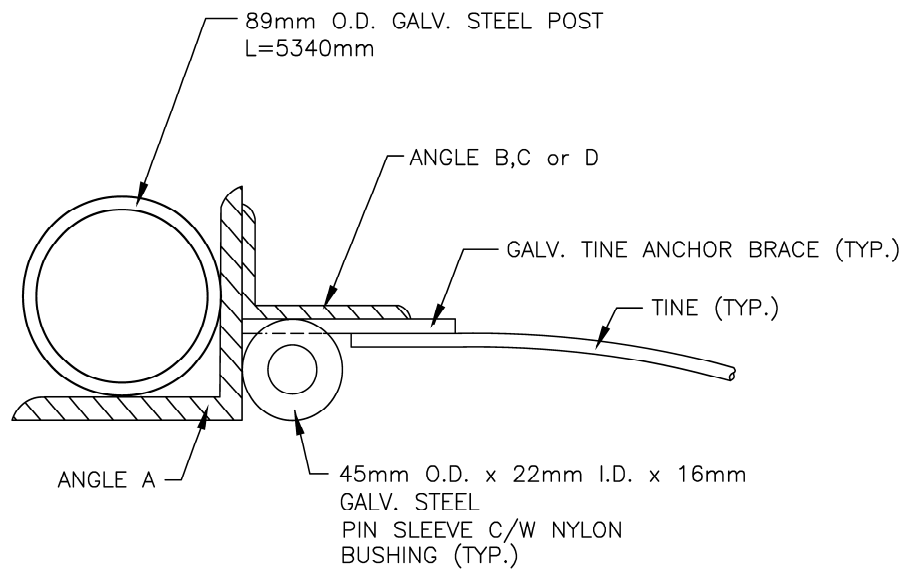
**Ungulate Gate Detail
One - Side Elevation**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199

ASSEMBLY TO BE FASTENED TO GALV. STEEL POST BY ENGINEER APPROVED METHOD (TYP)
NOT TO SCALE



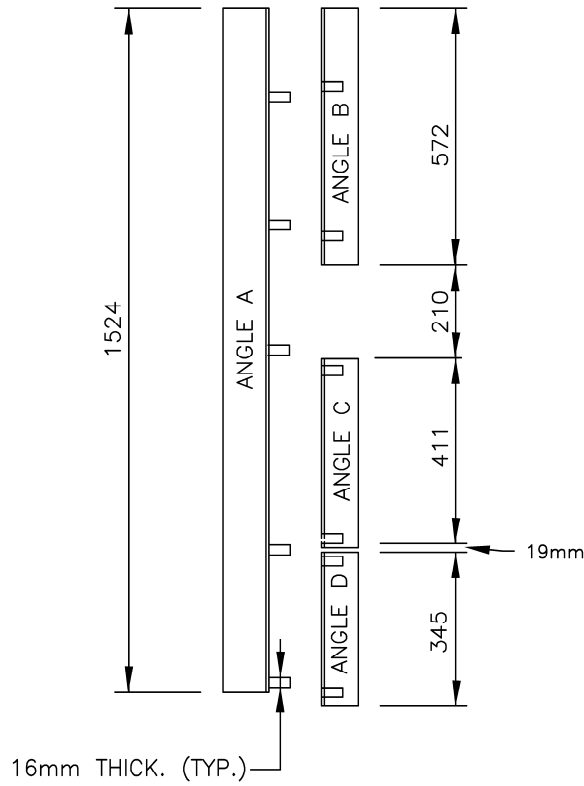
Ungulate Gate Assembly – Plan View

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199

NOTE : ANGLE A – 100mm x 100mm x 10mm GALV. STEEL ANGLES B,C and D – 76mm x 50mm x 6mm GALV. STEEL
NOT TO SCALE



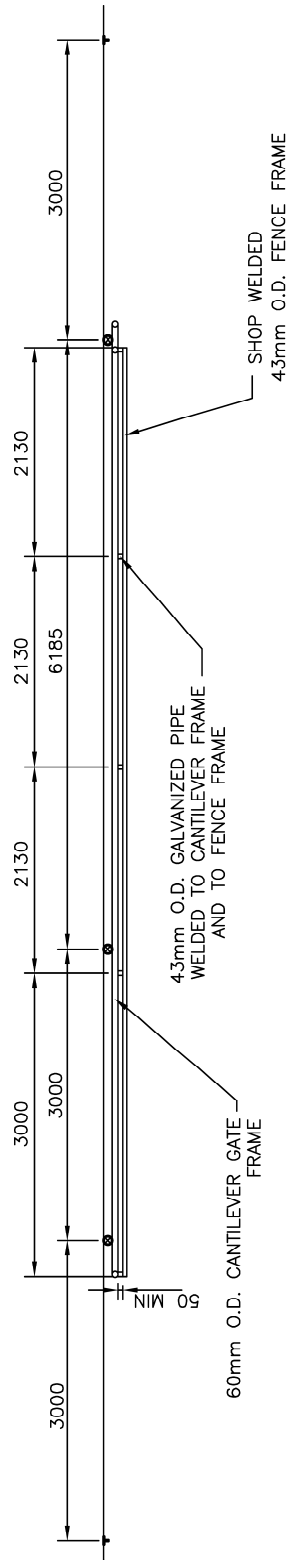
**Ungulate Gate Assembly Details
Gate Angles**

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199

NOT TO SCALE

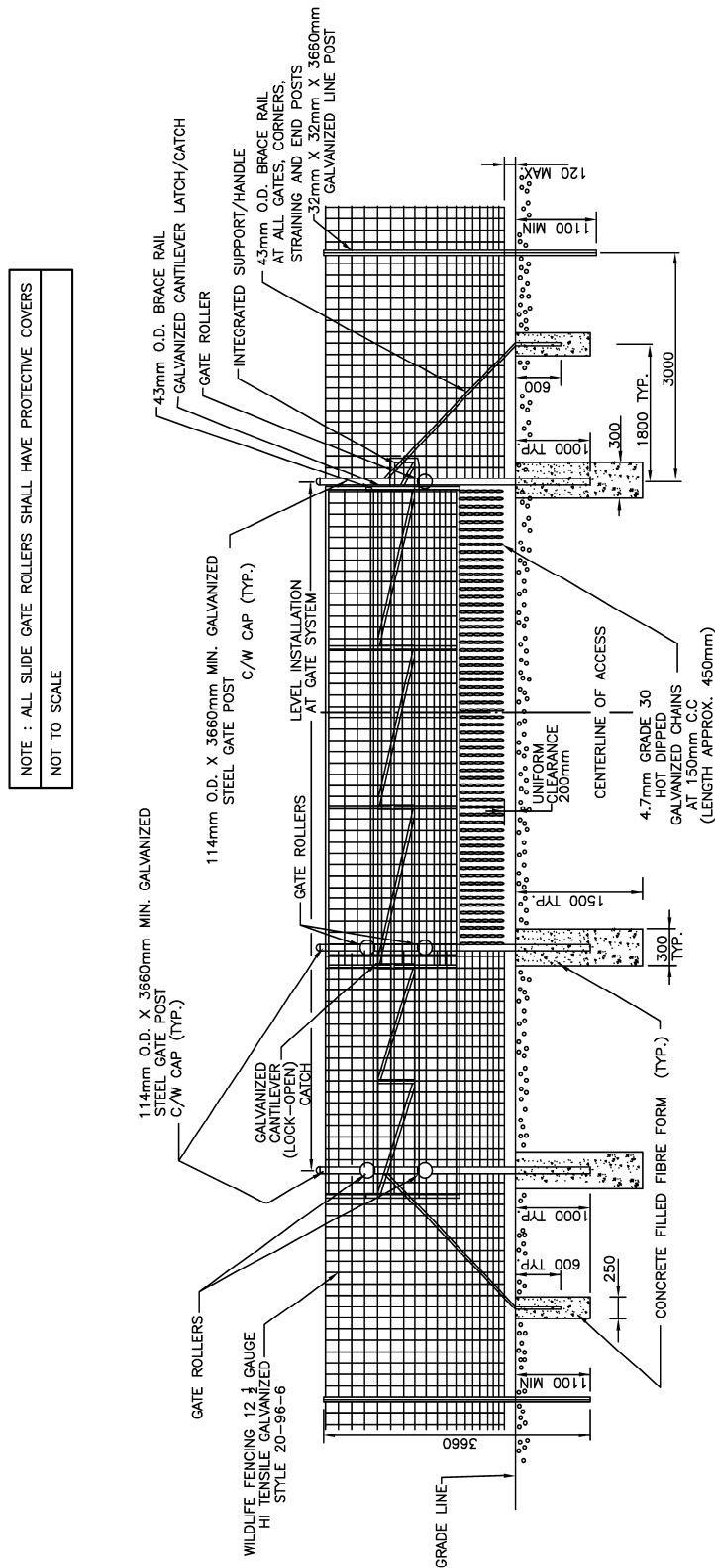


Cantilever Slide Gate – Plan View

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199

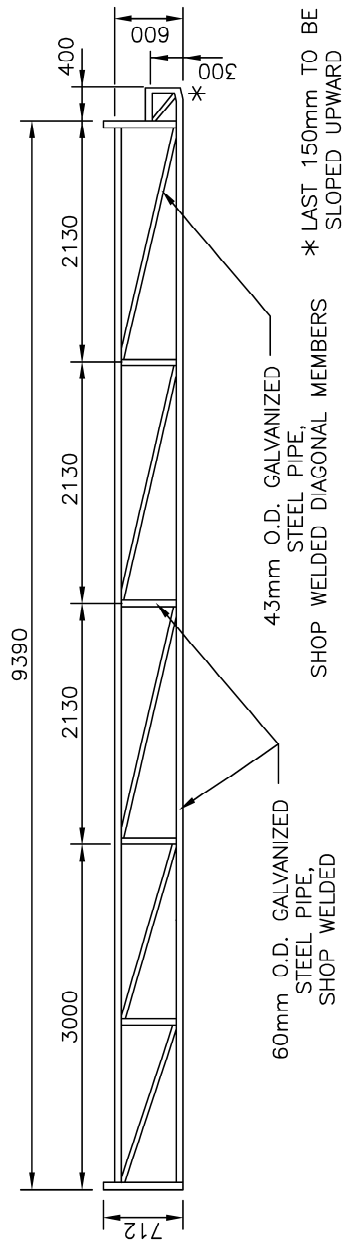


Cantilever Slide Gate – Front Elevation

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199



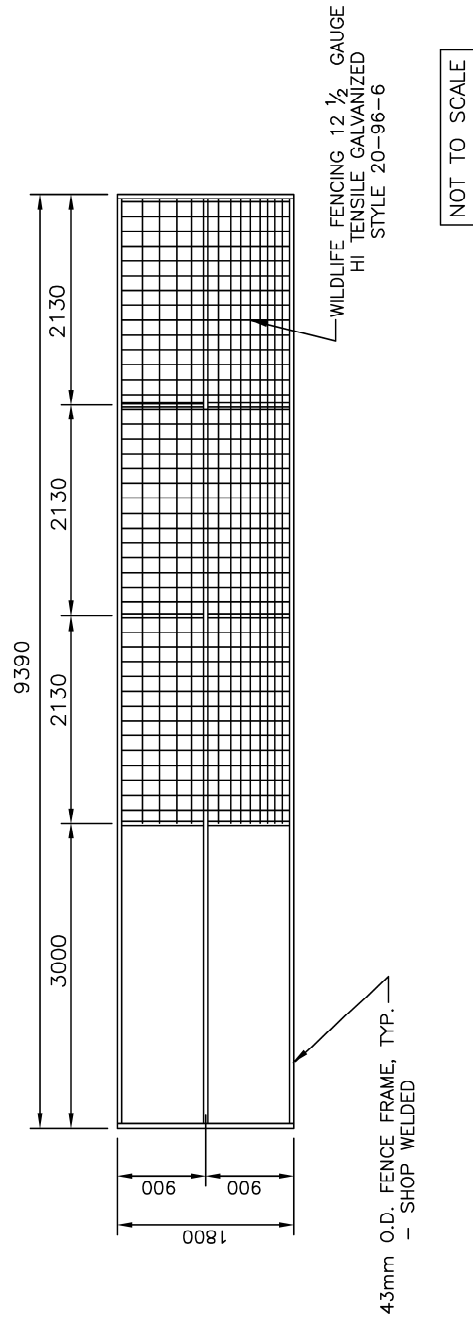
NOT TO SCALE

Cantilever Slide Gate Frame Detail

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199

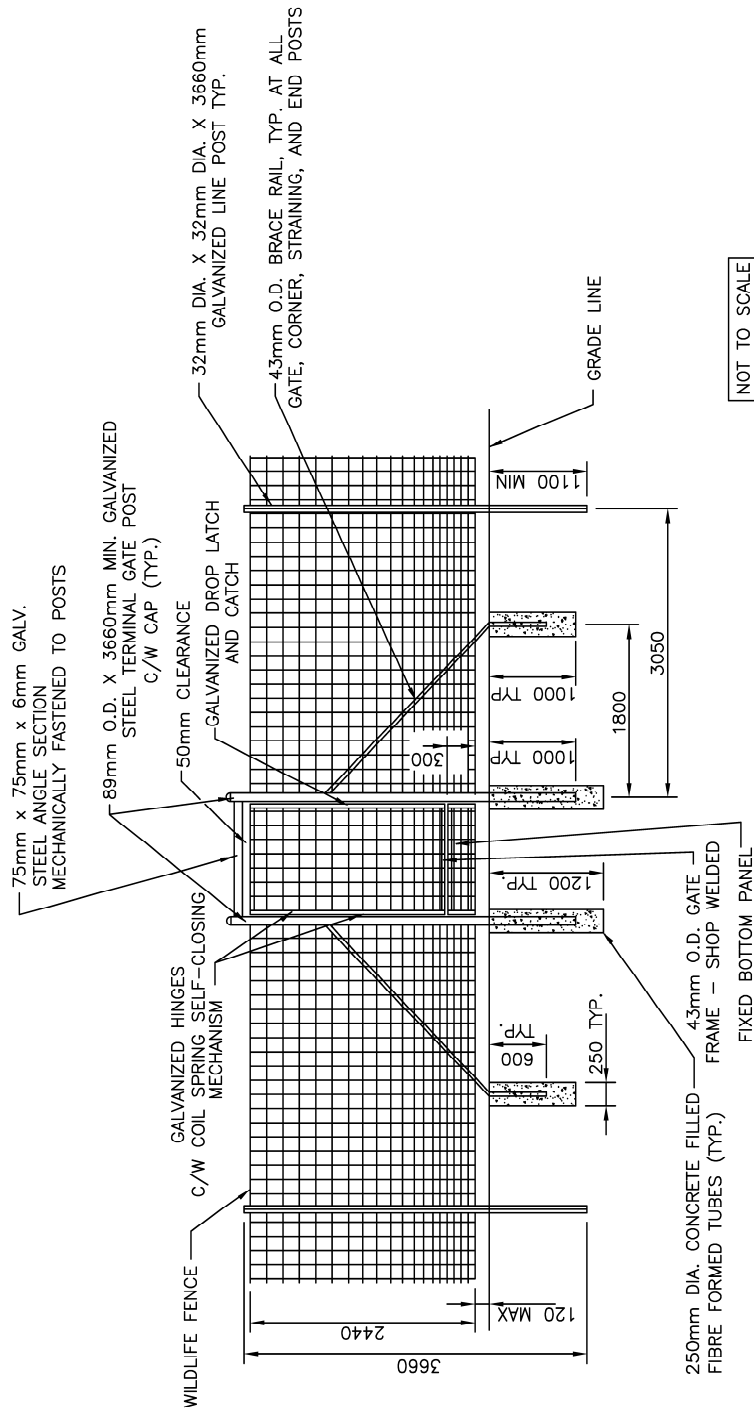


Cantilever Slide Gate – to be Welded
to Cantilever Slide Gate Frame

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199

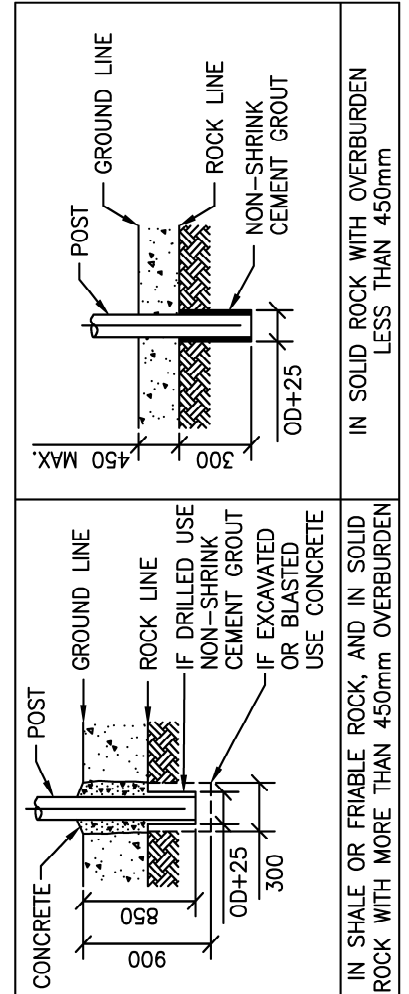
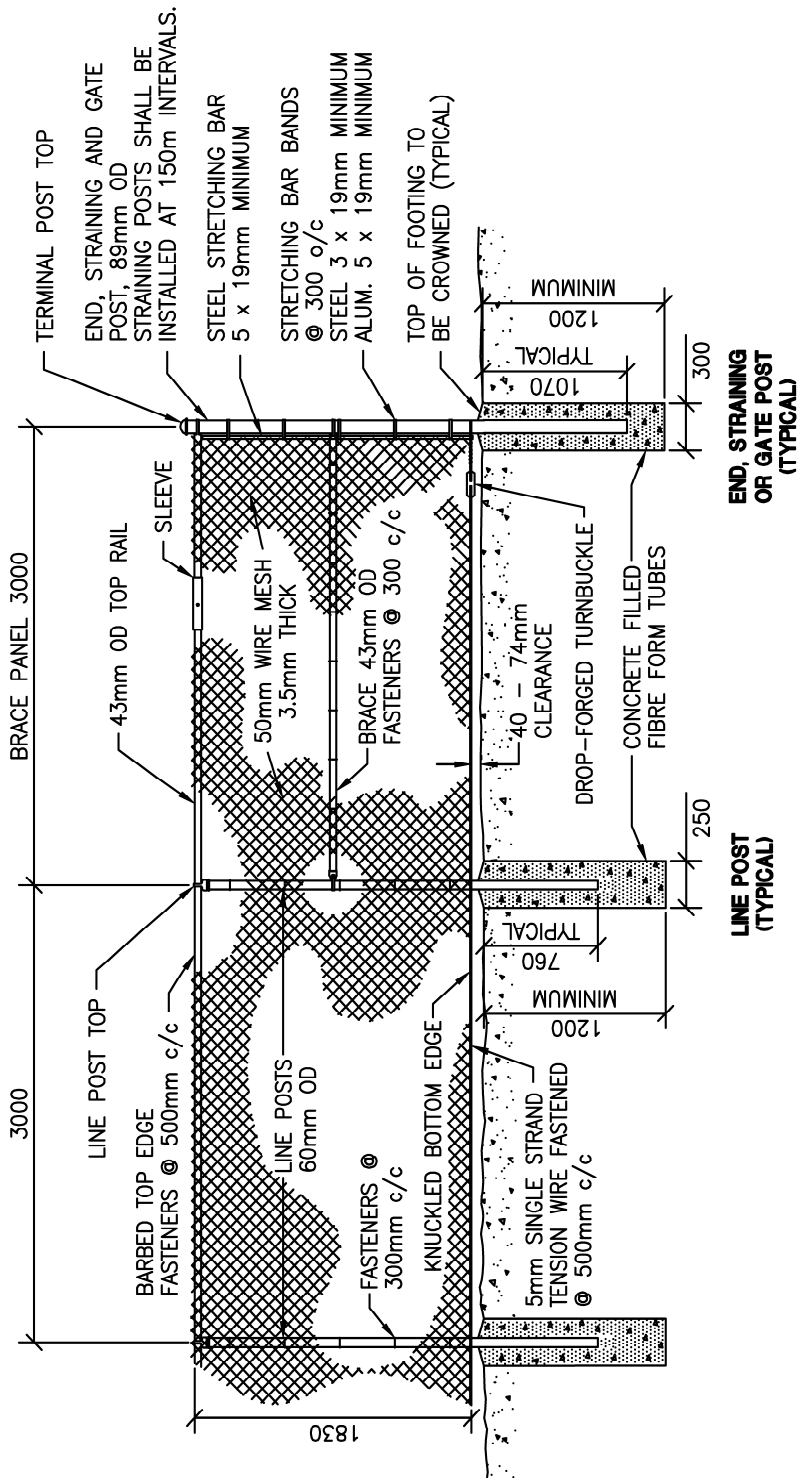


Pedestrian Gate – Front Elevation

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 199



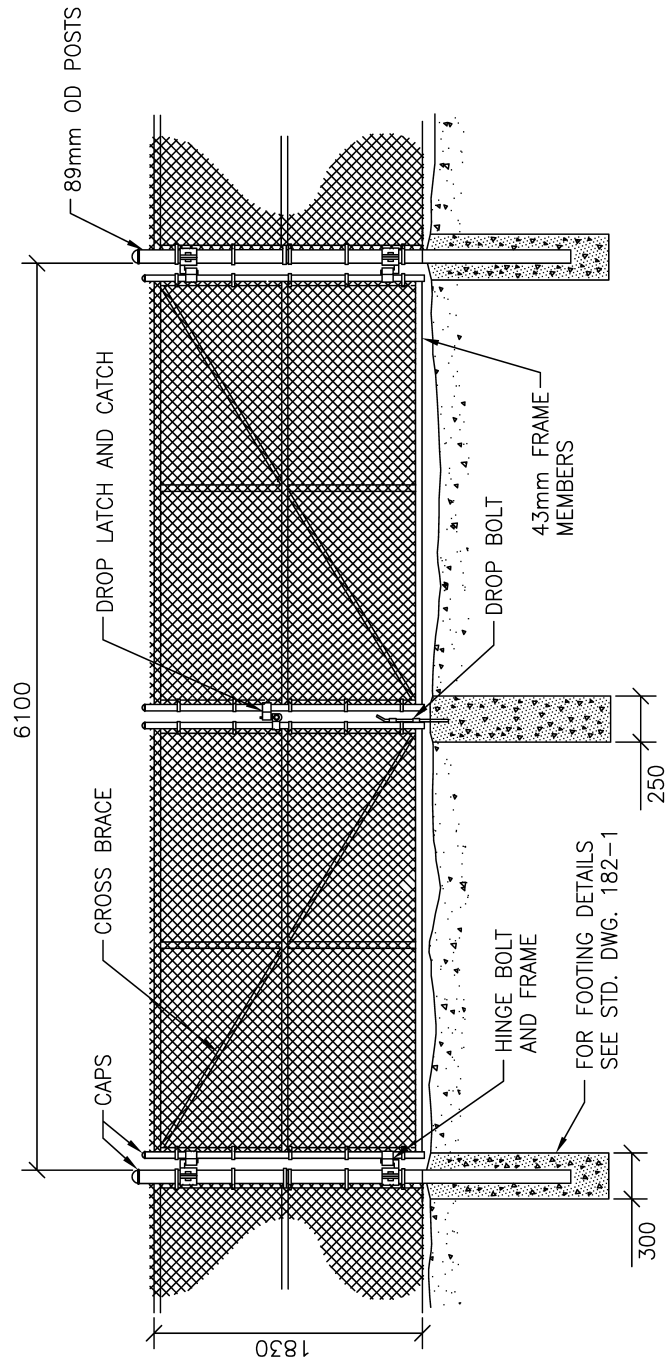
FASTENERS SHALL BE MINIMUM 3.5mm ALUMINUM WIRE. FASTENING OF BOTTOM EDGE OF FENCE MAY BE DONE BY USING FASTENERS OR BY BENDING A KNUCKLED MESH WIRE AROUND THE TENSION WIRE.

Chain Link Fence

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 199



DOUBLE SWING GATE

Chain Link Gate

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 200

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
201	Production of Highway Aggregates	10
203	Aggregate Base/Subbase	3
204	Shoulder Material	2
205	Fine Grading	1
208	Cold Milling - Asphalt Concrete	2
210	Shoulder Rumble Strips	1
231	Shoulder Subdrain	2
259	Bituminous Tack Coat	2
261	Asphalt Concrete-End Result Specification(ERS)	43
262	Partial Depth Recycling	13
263	Full Depth Recycling	11
264	Microsurfacing	8
265	Chip Seal	8
267	Pulverizing	1
284	Shoulder Processing	1
299	Standard Drawings	
	204 - 1 Shoulder Dimensions	
	210 - 1 Shoulder Rumble Strip Installation	
	231 - 1 Shoulder Subdrain and Outlet Details	
	261 - 1 Construction Detail of a Transverse Key Joint	
	261 - 2 Typical Asphalt Transverse Joint Cold Milling Detail	
	261 - 3 Construction Details at a Structure	

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRODUCTION OF HIGHWAY AGGREGATES

ITEM: 201

<u>Article</u>	<u>CONTENTS</u>	<u>Page</u>
201.1	DESCRIPTION	201-2
201.2	MATERIALS	201-2
201.2.1	General	201-2
201.2.2	Rock and Gravel Aggregates – Physical Requirements	201-2
201.2.3	Blending of Aggregates	201-3
201.2.4	Aggregate Base/Subbase	201-3
201.2.4.1	Crushed Rock Base/Subbase	201-3
201.2.4.2	Crushed Gravel Base/Subbase	201-4
201.2.4.3	Pit Run Gravel Subbase	201-4
201.2.4.4	Crushed Sandstone Subbase	201-5
201.2.5	Crushed Shoulder Material	201-5
201.2.6	Cover Material	201-6
201.3	SUBMITTALS	201-6
201.4	CONSTRUCTION	201-7
201.4.1	General	201-7
201.4.2	Plant	201-7
201.4.3	Pits and Quarries Controlled by Owner	201-8
201.4.4	Pits and Quarries Controlled by Others	201-8
201.4.5	Stockpiles	201-8
201.4.6	Sampling and Testing of Aggregates	201-9
201.4.7	Aggregates Produced Outside the Specified Limits	201-10
201.5	MEASUREMENT FOR PAYMENT	201-10
201.6	BASIS OF PAYMENT	201-10

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRODUCTION OF HIGHWAY AGGREGATES

ITEM: 201

201.1 DESCRIPTION

201.1.1 This Item consists of the processing and stockpiling of Highway aggregates.

201.1.2 For the purposes of this Item the term "rock" does not include sandstone, which is handled as a separate material.

201.2 MATERIALS

201.2.1 General

201.2.1.1 All materials shall be supplied by the Contractor.

201.2.1.2 The Contractor shall provide the pit and/or quarry source for supply unless the source of the materials is specified in the Contract Documents.

201.2.1.3 The Owner reserves the right to reject any source of supply of aggregates on the basis of past field performance, documented by the records and experience of the Owner and/or the Engineer with a specific material, regardless of compliance with physical requirements or grading limits.

201.2.1.4 The Owner maintains records of field and Laboratory testing results for known Highway aggregate sources located throughout the province and these records are available for viewing, in accordance with Item 926, at the Owner's offices located in the Soils and Mineral Building, 975 College Hill Road, Fredericton, NB, during normal business hours.

201.2.2 Rock and Gravel Aggregates - Physical Requirements

201.2.2.1 Aggregate shall be composed of clean, hard, sound, durable, uncoated particles that do not contain friable, soluble or reactive minerals or other deleterious materials or conditions that would make the aggregate prone to decomposition or disintegration, or present any environmental hazard, from the presence of the parent material or its by-products, when exposed to the natural elements after placement in the Work.

201.2.2.2 Aggregate shall meet the requirements of Table 201-1.

**Table 201-1
Properties of Rock and Gravel Aggregate**

Test and Method	Aggregate Type	Value (Max.)
Micro-Deval (MTO LS - 618)	Cover Material	22%
	Aggregate Base	25%
	Aggregate Subbase and Shoulder Material	30%
Micro-Deval (MTO LS - 619)	Blending Material (Aggregate Base)	25%
	Blending Material (Aggregate Subbase and Shoulder Material)	30%
Freeze Thaw (MTO LS - 614)	All Highway Aggregates	20%
Flat & Elongated Particles @ 4:1 (MTO LS - 608)	Crushed Rock Aggregates	35%
Plasticity Index (AASHTO T89 and T90)	Aggregate Base and Blending Material	3
	Aggregate Subbase and Blending Material	5

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRODUCTION OF HIGHWAY AGGREGATES

ITEM: 201

- 201.2.3 Blending of Aggregates
- 201.2.3.1 Blending of aggregates shall be permitted to meet the grading requirements, increase the percentage of crushed particles, or decrease the percentage of flat and elongated particles.
- 201.2.3.2 Blending shall not be permitted if required solely to improve the results of material quality tests (Micro-Deval, Freeze-Thaw and Plasticity Index).
- 201.2.3.3 Blending shall be permitted only at the crusher, and the method and location of introducing the blending material into the crushing process shall be submitted in writing to the Engineer for approval, prior to production of any blended product.
- 201.2.3.4 The blending material shall be added such that the rate of blending is controlled and measurable.
- 201.2.3.5 Blending materials shall be granular materials having a Dust content not exceeding 20% when tested in accordance with ASTM C117.
- 201.2.3.5.1 The blending materials shall individually meet the Micro-Deval and Plasticity Index requirements of Table 201-1.
- 201.2.3.6 Natural sand or gravel used as blending material in the production of the crushed rock aggregates shall not exceed 20% by mass of the blended aggregate produced.
- 201.2.3.7 Blending of aggregates shall produce a consistently graded product.
- 201.2.4 Aggregate Base/Subbase
- 201.2.4.1 Crushed Rock Base/Subbase
- 201.2.4.1.1 Crushed rock base/subbase shall be produced by the crushing and processing of rock to conform to the grading limits as set out in Table 201-2, when tested in accordance with ASTM C136 and C117.
- 201.2.4.1.1.1 Rock shall be quarried from a source that is solid in situ.

**Table 201-2
Grading Limits - Crushed Rock Base/Subbase**

ASTM Sieve Size	Aggregate Base		Aggregate Subbase	
	25 mm % passing	31.5 mm % passing	50 mm % passing	75 mm % passing
90.0 mm				100
75.0 mm				95 - 100
63.0 mm			100	85 - 100
50.0 mm			95 - 100	73 - 95
37.5 mm		100	76 - 100	58 - 87
31.5 mm	100	95 - 100		
25.0 mm	95 - 100	81 - 100	60 - 84	
19.0 mm	71 - 100	66 - 90	50 - 76	35 - 69
12.5 mm	56 - 82	50 - 77		
9.5 mm	47 - 74	41 - 70	32 - 61	25 - 54
4.75 mm	31 - 59	27 - 54	21 - 49	17 - 43
2.36 mm	21 - 46	17 - 43	15 - 40	12 - 35
1.18 mm	13 - 34	11 - 32	10 - 32	8 - 28
300 µm	5 - 18	4 - 19	4 - 18	4 - 16
75 µm	0 - 7	0 - 7	0 - 8	0 - 8

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRODUCTION OF HIGHWAY AGGREGATES

ITEM: 201

201.2.4.2 Crushed Gravel Base/Subbase

201.2.4.2.1 Crushed gravel base/subbase shall be produced by the crushing and processing of gravel to conform to the grading limits of Table 201-3 when tested in accordance with ASTM C136 and C117.

**Table 201-3
Grading Limits - Crushed Gravel Base/Subbase**

ASTM Sieve Size	Aggregate Base		Aggregate Subbase		
	25 mm % passing	31.5 mm % passing	50 mm % passing	75 mm % passing	100 mm % passing
100.0 mm					100
90.0 mm				100	95 - 100
75.0 mm				95 - 100	80 - 100
63.0 mm			100	86 - 100	
50.0 mm			95 - 100	75 - 95	60 - 87
37.5 mm		100	79 - 100	61 - 87	50 - 81
31.5 mm	100	95 - 100			
25.0 mm	95 - 100	83 - 100	63 - 85		
19.0 mm	75 - 100	70 - 90	53 - 78	38 - 70	34 - 68
12.5 mm	60 - 82	55 - 78			
9.5 mm	52 - 75	45 - 72	35 - 62	28 - 56	25 - 58
4.75 mm	36 - 61	30 - 57	24 - 51	19 - 46	17 - 48
2.36 mm	25 - 48	20 - 46	17 - 42	13 - 37	13 - 39
1.18 mm	16 - 36	14 - 35	12 - 33	9 - 30	9 - 30
300 μm	5 - 16	5 - 19	5 - 18	4 - 16	4 - 17
75 μm	0 - 6	0 - 6	0 - 6	0 - 7	0 - 7

201.2.4.2.2 Gravel Base shall have a minimum of 40% of the particles, by mass, having at least one fractured face, when tested in accordance with ASTM D5821.

201.2.4.3 Pit Run Gravel Subbase

201.2.4.3.1 Pit run gravel subbase shall be gravel that conforms to the grading limits set out in Table 201-4, when tested in accordance with ASTM C136 and C117.

201.2.4.3.1.1 Oversize rocks in the pit run material shall be removed from the Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 201-4
Grading Limits - Pit Run Gravel Subbase**

ASTM Sieve Size	% Passing
125 mm	100
100 mm	95 - 100
75 mm	82 - 100
50 mm	62 - 100
37.5 mm	52 - 100
19 mm	30 - 90
9.5 mm	22 - 79
4.75 mm	16 - 66
2.36 mm	12 - 55
1.18 mm	9 - 44
300 µm	4 - 25
75 µm	0 - 7

201.2.4.4 Crushed Sandstone Subbase

201.2.4.4.1 Crushed sandstone subbase shall be produced by the crushing and processing of sandstone to conform to the grading limits as set out in Table 201-5, when tested in accordance with ASTM C136 and C117.

201.2.4.4.1.1 Sandstone shall be composed of clean uncoated particles free from clay, organic or other deleterious materials, and shall be from a source that is solid in situ.

201.2.4.4.1.1.1 Sandstone rubble and highly weathered sandstone shall not be acceptable.

201.2.4.4.1.2 Crushed sandstone shall have a maximum Plasticity Index (PI) of 5.

**Table 201-5
Grading Limits - Crushed Sandstone Subbase**

ASTM Sieve Size	50 mm % Passing	75 mm % Passing	100 mm % Passing
100 mm			95-100
75 mm		95 - 100	
50 mm	95 - 100		
75 µm	0 - 10	0 - 10	0 - 10

201.2.4.4.1.3 Crushed Sandstone proposed for use as subbase shall have a Micro-Deval loss not greater than 60% when tested in accordance with Test Method MTO LS-618, A Grading, modified as follows:

- Para. 5.6- The Micro-Deval abrasion machine shall run 30 minutes.
- Para. 5.7 and 5.8- A 75 µm sieve shall be added to determine Mass 'B' in the Percent Loss calculation.

201.2.5 Crushed Shoulder Material

201.2.5.1 Shoulder material shall be produced by the crushing and processing of rock or gravel to conform to the grading limits set out in Table 201-6, when tested in accordance with ASTM C136 and C117.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 201-6
Grading Limits - Crushed Shoulder Material**

ASTM Sieve Size	31.5 mm % passing
37.5 mm	100
31.5 mm	95 - 100
25.0 mm	84 - 100
19.0 mm	70 - 90
12.5 mm	55 - 78
9.5 mm	45- 72
4.75 mm	30 - 57
2.36 mm	20 - 46
1.18 mm	14 - 35
300 µm	7 - 21
75 µm	3 - 9

201.2.6 Cover Material

201.2.6.1 Cover material shall be produced by the crushing and processing of rock or gravel to conform to the grading limits set out in Table 201-7, when tested in accordance with ASTM C136 and C117.

**Table 201-7
Grading Limits - Cover Material**

ASTM Sieve Size	9.5 mm % passing	12.5 mm % passing	16 mm % passing	19 mm % passing
19.0 mm				100
16.0 mm			100	
12.5 mm		100	0 - 90	40 - 80
9.5 mm	100	40 - 90	0 - 60	20 - 62
4.75 mm	0 - 5	0 - 20	0 - 20	0 - 20
2.36 mm		0 - 8	0 - 8	0 - 10
75 µm	0 - 2	0 - 3	0 - 3	0 - 3

201.3 SUBMITTALS

201.3.1 The Contractor shall notify the Engineer, in writing, identifying the source of material and shall provide 7 Days' notice of the commencement date for crushing.

201.3.1.1 The Contractor shall make available all Equipment necessary for the Engineer to obtain representative samples of the material proposed for supply.

201.3.1.1.1 Prior to sampling for source approval, the Contractor shall crush a minimum of 500 tonnes of aggregate from the proposed material location.

201.3.1.1.2 The frequency of sampling and testing for source approval shall be carried out as indicated in Table 201-8.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 201 – 8
Source Approval Frequency**

Initial Test Sample (8 bags required): Coarse Micro-Deval (MTO LS-618) Freeze Thaw (MTO LS-614) Flat and Elongated (MTO LS-608) - quarries only Plasticity Index (AASHTO T89 & T90) Crush Count (ASTM D5821) - gravel base only Total Sulphur/Neutralizing Potential Ratio (NPR) - quarries only	Follow up Test Sample (3 bags required): Micro-Deval (MTO LS-618) Plasticity Index (AASHTO T89 & T90)
Total Aggregate Tonnage	Minimum Test Samples Required
Up to 25,000	1 initial test -
Up to 75,000	1 initial test 1 follow up
Up to 125,000	1 initial test 2 follow up
Up to 200,000	1 initial test 3 follow up
Up to 300,000	1 initial test 4 follow up
Notes: 1) When producing more than one type of aggregate, ensure that the results meet the specifications for all products or additional tests may be required. 2) Visually detected changes in aggregate shall constitute immediate testing. 3) Follow up test results will be made available 5 days after submission to the lab.	

201.3.1.2 The Engineer shall require up to 21 Days from the date the aggregate samples are received at the Owner's Central Laboratory in Fredericton to the date of notification of the evaluation of the material.

201.3.2 The Contractor shall not commence any processing Work until written notification of the approval of the source is received from the Engineer.

201.4 CONSTRUCTION

201.4.1 General

201.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

201.4.1.2 The Contractor shall advise the Engineer immediately of any changes in the source materials, at any time during the course of the Work.

201.4.1.2.1 Random samples shall be taken and tests conducted by the Engineer to determine the effects of the change.

201.4.1.2.2 No Work shall be undertaken by the Contractor in the area of the changed conditions until an approval is received from the Engineer.

201.4.1.3 For rock and gravel aggregates, if samples taken during the Work fail to meet the physical property requirements of Table 201-1 the Contractor shall cease production and make necessary changes in location or source to produce material meeting the requirements.

201.4.2 Plant

201.4.2.1 The Contractor shall provide an area for the Owner's lab trailer and shall make all necessary provisions for power and an adequate supply of water (minimum 10 L/min) that is clean and free of injurious amounts of oil, alkali, acid, organic matter or other deleterious substances, for the duration of the Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRODUCTION OF HIGHWAY AGGREGATES

ITEM: 201

- 201.4.2.1.1 The Contractor shall retain a qualified electrician to perform the electrical hook-up to conform to the requirements of the Canadian Electrical Code.
- 201.4.2.2 The Contractor shall provide the Engineer safe access to the stream of crushed aggregate flowing off the belt(s), or to the stockpile.
- 201.4.2.3 The Contractor shall crush and screen aggregates with Equipment of adequate capacity and capable of yielding a consistent and acceptable product.
- 201.4.2.4 Aggregates shall only be washed by a method that produces a consistent product.
- 201.4.2.4.1 The water to be used for washing aggregate shall be clean and free of injurious amounts of oil, alkali, acid, organic matter or other deleterious substances.
- 201.4.2.4.2 Disposal of any washing residue shall be the responsibility of the Contractor.
- 201.4.3 Pits and Quarries Controlled by Owner
- 201.4.3.1 Processed materials not meeting the specified aggregate type and/or size shall remain the property of the Owner.
- 201.4.3.2 The Contractor shall be responsible for the loading, hauling and stockpiling of this material at a location within the developed pit/quarry as specified in the Contract Documents and/or as directed by the Engineer.
- 201.4.4 Pits and Quarries Controlled by Others
- 201.4.4.1 Processed materials not meeting the specified aggregate type and/or size shall be the responsibility of the Contractor.
- 201.4.5 Stockpiles
- 201.4.5.1 Crushed aggregate shall be stockpiled at a location as indicated in the Contract Documents and/or as approved by the Engineer.
- 201.4.5.2 Stockpiling of aggregate shall be done on well drained, level base(s) capable of supporting the entire weight and dimension of the stockpile(s) and in such a manner as to ensure maximum recovery of the stockpiled material(s).
- 201.4.5.2.1 Stockpiles shall not be placed near the quarry face, Stripping piles or piles of other aggregates, nor near property lines, tree lines or drainage ditches such that retrieval of all aggregate is not possible or practical and access to the stockpile shall be maintained at all times.
- 201.4.5.2.2 If a potential for contamination of the aggregate exists due to ground conditions at the stockpile site, the Contractor shall evenly distribute and compact a layer of clean, fine grained material, a minimum of 150 mm thick, to form a foundation for the stockpiles.
- 201.4.5.3 Stockpiles shall be built in layers not exceeding 1.5 m in depth and each layer shall be completed before the next layer is begun.
- 201.4.5.4 Forming of cone shaped piles with conveyer belts, pushing up piles with a tractor and dumping over the edge of stockpiles shall not be permitted.
- 201.4.5.5 It is the express responsibility of the Contractor to ensure that stockpiles contain material of the specified quality and gradation and are of uniform distribution.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRODUCTION OF HIGHWAY AGGREGATES

ITEM: 201

- 201.4.5.5.1 Aggregates that become contaminated or mixed with other aggregates or segregated shall be immediately removed from the stockpile(s).
- 201.4.6 Sampling and Testing of Aggregates
- 201.4.6.1 The crushed product shall be monitored for gradation throughout the period of the Work and shall be accepted or rejected on the basis of the tests performed by the Engineer.
- 201.4.6.2 Sampling and testing shall be carried out as indicated in Table 201-9.
- 201.4.6.2.1 For gravel base, the frequency of testing for crushed particles shall be a minimum of one test per 10 000 tonnes produced or a minimum of two tests per contract, whichever is greater.
- 201.4.6.2.2 If the source approval test results for crushed particles is less than 45% crushed, the frequency of testing shall be increased to one test per 5 000 tonnes.

**Table 201-9
Minimum Sampling and Testing Frequency**

Procedure	Standard(s)	Minimum Frequency Per Shift	
		≤ 50 mm	≥ 75 mm
Sampling Aggregates	ASTM D75	3	2
Reduction of Sample	ASTM C702	3	2
Sieve Analysis	ASTM C117, C136	3	2
NOTES: 1) Shift is defined as one production crew's daily work period. 2) Where production is greater than 4000 t per shift the minimum frequency of testing shall be increased as determined by the Engineer. 3) Frequency of testing may also be reduced during low production, as determined by the Engineer.			

- 201.4.6.3 Sample sizes smaller than those specified in ASTM D75 and C136 may be used for quality control purposes, as indicated in Table 201-10

**Table 201-10
Minimum Sieve Analysis Sample Sizes**

Aggregate			Cover Material	
Type	Size (mm)	Mass (g)	Size (mm)	Mass (g)
Base	25	5000	9.5	1000
Base/Shoulder Material	31.5	7000	12.5	1200
Subbase	50	10000	16	1500
Subbase	75	15000	19	2000
Subbase	100	20000		
Subbase	Pit Run	20000		
NOTE: Field samples obtained under ASTM D75 shall be at least four times larger than the above sieve analysis sizes.				

- 201.4.6.4 The Contractor shall be provided a copy of all test results as soon as they are available and shall be notified immediately if any test result indicates that materials are being produced outside of the specified limits.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRODUCTION OF HIGHWAY AGGREGATES

ITEM: 201

- 201.4.7 Aggregates Produced Outside the Specified Limits
- 201.4.7.1 The Contractor shall not place any material into the production stockpile after notification under 201.4.6.4 that the material being produced is outside the specified limits.
- 201.4.7.2 The Contractor shall “hold” the placement of material into the production stockpile or shall stockpile all material being produced in separate and clearly defined “reject” stockpile(s) once a test result indicates that the material being produced does not meet specification and shall continue to do so until such time that 2 additional consecutive sieve analyses show that material being produced is within the specified limits.
- 201.4.7.2.1 Should only one test indicate material to be outside the specified limits, then following the completion of 2 acceptable consecutive test results, the material held may be placed in the production stockpile; otherwise the held material and any other production shall be rejected from the Work until 2 acceptable consecutive test results are obtained.
- 201.4.7.3 The sequence of material acceptance/rejection into production stockpiles is indicated in Table 201-11.

**Table 201-11
Schematic Representation of Handling Procedure**

two consecutive tests within Specifications		place in production stockpile
one test outside Specifications	hold in separate stockpile(s)	
	next two tests within specification	place in production stockpile
one test outside Specifications	hold in separate stockpile(s)	
	following test outside Specification	reject material
		reject until two consecutive tests within specification

- 201.5 MEASUREMENT FOR PAYMENT
- 201.5.1 The Quantity to be measured for payment shall be the number of tonnes of aggregate processed and stockpiled, in accordance with this Item.
- 201.6 BASIS OF PAYMENT
- 201.6.1 Payment for Work under this Item shall include a separate Unit Price for each size and type of aggregate, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

AGGREGATE BASE/SUBBASE

ITEM: 203

203.1 DESCRIPTION

203.1.1 This Item consists of supply and placement of Aggregate Base/Subbase.

203.2 MATERIALS

203.2.1 General

203.2.1.1 All materials shall be supplied by the Contractor.

203.2.1.2 Aggregate Base/Subbase shall conform to the requirements of 201.2, 201.3 and 201.4, and shall be of the type and size, as indicated in the Contract Documents.

203.3 SUBMITTALS

203.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

203.4 CONSTRUCTION

203.4.1 General

203.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

203.4.1.2 Aggregate Base/Subbase materials shall conform to the properties and specified gradation requirements for the class of material specified, at the time of incorporation into the Work, and up to the completion of the Contract.

203.4.1.2.1 If the material incorporated into the Work does not conform with the specified properties and/or gradation, the Contractor shall cease hauling from the source of supply and shall immediately rectify the problem to the satisfaction of the Engineer.

203.4.1.2.2 Any material found to be non-conforming to the specified material shall be removed from the Work.

203.4.1.3 The Contractor shall advise the Engineer of any changes in the source materials, at any time during the course of the Work and sufficiently in advance so that random samples may be taken and tests conducted by the Owner to determine the effects of the change.

203.4.1.3.1 No Work shall be undertaken by the Contractor in the area of the changed conditions until an approval is received from the Engineer.

203.4.2 Placement

203.4.2.1 The Contractor shall satisfy himself that the existing grade has been constructed to the lines and grades as indicated in the Contract Documents prior to the commencement of the Work.

203.4.2.1.1 Any deficiencies in grade shall be noted and submitted in writing prior to the commencement of the Work.

203.4.2.2 Aggregate Base/Subbase materials shall not be placed on inundated, soft, muddy, potholed, rutted or frozen surfaces and Work shall progress only once the Work Area has been approved by the Engineer.

203.4.2.2.1 Any ruts or potholes which appear in advance of the Aggregate placement shall be eliminated by scarifying, shaping and compacting, or if necessary, by excavating the unsuitable material and placing and compacting new material of the same quality.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

AGGREGATE BASE/SUBBASE	ITEM: 203
203.4.2.3	Prior to the placement of Aggregate Base/Subbase, the slopes and ditches in the Work Area shall have been shaped to the satisfaction of the Engineer, including any topsoil that may be required.
203.4.2.4	The Aggregate Base/Subbase shall be spread evenly and compacted in lifts minimizing the potential for segregation.
203.4.2.4.1	The maximum lift thickness shall be 300 mm.
203.4.2.5	Each lift of Aggregate Base/Subbase shall be bladed, shaped and compacted to produce the required Profile and cross section.
203.4.2.6	The final grade after shaping and compaction shall be to the specified tolerances.
203.4.2.7	Spreading, shaping and compacting operations shall proceed simultaneously with the dumping operations and the Contractor shall, at the completion of any Day, ensure that all material placed is shaped and compacted to the specified density.
203.4.2.8	Crawler tractors and scrapers shall not be permitted for hauling or placing of Aggregate Base/Subbase.
203.4.2.9	The Foreslope in the Aggregate Base/Subbase layers shall be constructed to be free of ruts, ridges and/or undulations, to form a straight line Slope in cross section.
203.4.2.10	Aggregate Base/Subbase materials shall not be bladed onto the Subgrade Foreslope.
203.4.2.11	Any deterioration of the placement grade which appears during the course of the Work and is directly or indirectly attributable to the Contractor shall be repaired to the satisfaction of the Engineer before any Work may continue over this area.
203.4.2.12	The Contractor shall remove, from the Work Site, excess material and oversize stones which have been bladed to the sides of the layer.
203.4.2.13	The Contractor shall maintain the finished grade to the specified tolerances and to the specified density until the completion of the Contract.
203.4.2.14	The Engineer may accept the Work on contiguous 1 km long sections of Roadbed or the whole length of Roadbed depending on conditions at the time of the Work.
203.4.3	<u>Segregation</u>
203.4.3.1	If the Contractor's methods result in segregation of the materials, as defined by ASTM C125 and tested in accordance with ASTM C136, the Contractor shall cease Work immediately.
203.4.3.1.1	Segregation is the separation of particles of an aggregate causing a lack of uniformity in their placement.
203.4.3.1.2	Surface segregation is discernible when there are visible patches of excessive rock or sand.
203.4.3.2	If segregation of materials occurs, then the Contractor shall submit a Work plan to scarify and remedy the Work in place, or shall remove the segregated materials from the Work.
203.4.4	<u>Compaction</u>
203.4.4.1	The material shall be compacted in accordance with Item 936 to a minimum of 95% of the maximum dry density.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

AGGREGATE BASE/SUBBASE

ITEM: 203

203.5 MEASUREMENT FOR PAYMENT

203.5.1 The Quantity to be measured for payment shall be the number of tonnes of Aggregate Base/Subbase supplied and placed, in accordance with this Item.

203.5.2 Compensation payable to the Owner or the Contractor, for the difference in price of fuel between the month prior to the month of tender opening for the Contract and the month of Work under this Item, shall be calculated in accordance with Item 822.

203.6 BASIS OF PAYMENT

203.6.1 Payment for Work under this Item shall include a separate Unit Price for each size and type of Aggregate Base/Subbase, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHOULDER MATERIAL

ITEM: 204

204.1 DESCRIPTION

204.1.1 This Item consists of supply and placement of Shoulder materials on the Roadbed Shoulder.

204.2 MATERIALS

204.2.1 All materials shall be supplied by the Contractor.

204.2.2 Shoulder material shall conform to the requirements of 201.2, 201.3 and 201.4 and shall be of the type and size, as indicated in the Contract Documents.

204.2.3 If specified for use in the Contract, RAP shall be made available by the Owner.

204.2.3.1 RAP may be made available under Item 208 and/or from a stockpile location, as identified in the Contract Documents.

204.2.3.2 The Contractor shall be responsible to supply the material to the Work.

204.2.3.3 The Contractor shall process the RAP to contain 100% passing the 50.0 mm sieve size, as determined by ASTM C136, and shall be free of all lumps or clods and soil.

204.3 SUBMITTALS

204.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

204.4 CONSTRUCTION

204.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

204.4.2 The placement of Shoulder material shall be carried out in a manner so as to avoid damage to the adjacent and surrounding Roadbed.

204.4.2.1 The Contractor shall be responsible, at his/her own expense, to repair any damage to the adjacent and/or abutting finished surfaces resulting from this Work.

204.4.3 Shoulder material shall be placed by Equipment specifically designed for that purpose.

204.4.3.1 Any Shoulder spreader considered for the Work shall be constructed so that it shall not place any Shoulder material on the Pavement.

204.4.3.2 Shoulder material shall not be bladed onto the Subgrade Foreslope.

204.4.4 The Contractor shall spread the Shoulder material evenly in lifts not exceeding 150 mm uncompacted thickness and shall employ methods to limit segregation.

204.4.4.1 Where surplus Aggregate Base has been windrowed along the Shoulder during the Work under Item 205, the Contractor shall spread, shape and compact the windrowed material on the Shoulder at his/her own expense, prior to placing any Shoulder material under this Item.

204.4.5 The Shoulder material shall be compacted in accordance with Item 936 to a minimum of 95% of the maximum dry density, except as follows:

204.4.5.1 RAP shall be compacted to the 97% of maximum density as determined by a test strip.

204.4.6 The Contractor shall not permit more than 4 km of each lift of newly laid asphalt concrete to be open to traffic without the Shoulder material operation being in progress.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHOULDER MATERIAL

ITEM: 204

- 204.4.6.1 Regardless of the distance paved, each new lift of newly laid asphalt concrete shall not be open to traffic for a period greater than 7 Days without Shoulder material being placed.
- 204.4.6.2 Where the difference in elevation between the asphalt concrete and the Shoulder exceeds 70 mm in any portion of the Work, the Shoulder material placement operation shall commence within 48 hours of the placement of the asphalt concrete.
- 204.4.6.3 Shoulder material placement operation shall commence within 48 hours of the completion of Partial Depth / Full Depth Recycling.
- 204.4.6.3.1 Where the difference between the Partial Depth / Full Depth Recycling and the Shoulder exceeds 70 mm, the low shoulders shall be immediately signed per the Work Area Traffic Control Manual.
- 204.4.7 Shoulder material shall be placed in driveways and around guide posts as directed by the Engineer.
- 204.4.7.1 The Contractor shall undertake all handwork that may be necessary to complete the Work.
- 204.4.8 Final shaping of the Shoulder material shall be consistent and continuous to the grade of the abutting Pavement surface and shall extend at the specified Slope to the line of the Foreslope and shall be blended and shaped to match the Foreslope intersection.
- 204.4.9 The Contractor shall keep clean the adjacent Pavement surface and in all cases the Pavement surface shall be free of Shoulder material prior to opening the Work Area to traffic.
- 204.4.9.1 Excess Shoulder material remaining on the Pavement surface shall be removed by sweeping.
- 204.5 MEASUREMENT FOR PAYMENT
- 204.5.1 The Quantity to be measured for payment shall be the number of tonnes of Shoulder material supplied and placed in accordance with this Item.
- 204.6 BASIS OF PAYMENT
- 204.6.1 Payment for Work under this Item shall include a separate Unit Price for each size and type of Shoulder material, as identified under the Contract.
- 204.6.2 The Contractor shall be subject to a penalty of \$500.00 per Day, for each occurrence, if the Shoulder material placement operation is not carried out in the prescribed period as defined in 204.4.6.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FINE GRADING

ITEM: 205

205.1 DESCRIPTION

205.1.1 This Item consists of shaping and compaction of Aggregate Base to the specified lines and grades.

205.2 MATERIALS

205.2.1 None required.

205.3 SUBMITTALS

205.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

205.4 CONSTRUCTION

205.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

205.4.2 All fine grading shall be carried out in accordance with Item 941 and/or to grades, slopes, dimensions and tolerances as directed by the Engineer.

205.4.2.1 If at any time during the Work, the surface becomes rutted or displaced, the Contractor shall make all necessary repairs to reinstate the surface grade and if necessary, the depth rutted and/or displaced shall be scarified, reshaped and compacted to meet the requirements of this Item.

205.4.3 The fine grading material shall be compacted in accordance with Item 936 to a minimum of 95% of the maximum dry density. If paved Shoulders are specified, the Shoulders shall be fine graded to the same elevation as the top of the adjacent surface.

205.4.4 On paving Contracts, materials remaining from fine grading operations shall be used to the extent possible to complete the shouldering to the line and grade of the finished Pavement.

205.4.4.1 If surplus material still remains after completion of shouldering then these materials shall remain the property of the Owner and shall be removed from the Work Site as directed by the Engineer.

205.4.4.2 The Contractor shall be responsible to ensure that all Shoulders and Foreslopes are left in a neat and uniform appearance.

205.5 MEASUREMENT FOR PAYMENT

205.5.1 The Quantity to be measured for payment shall be the number of square metres of fine grading completed in accordance with this Item.

205.5.2 The area to be fine graded shall be defined as 300 mm beyond the edge of the Pavement line unless otherwise noted in the Contract Documents.

205.6 BASIS OF PAYMENT

205.6.1 Payment for this Work shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COLD MILLING – ASPHALT CONCRETE

ITEM: 208

208.1 DESCRIPTION

208.1.1 This Item consists of the removal, haulage and stockpiling of asphalt concrete from a Roadbed.

208.2 MATERIALS

208.2.1 None identified.

208.3 SUBMITTALS

208.3.1 The Contractor shall notify the Engineer a minimum of 3 Days in advance of the commencement of the Work.

208.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

208.4 CONSTRUCTION

208.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

208.4.2 The Contractor shall take care in full depth removal not to contaminate the RAP with the underlying aggregate material.

208.4.3 The Contractor shall provide, in partial depth removal, Equipment with a ski at least 7.6 m long or approved equivalent, with automatic controls for the control of longitudinal grade.

208.4.3.1 All loose material remaining after cold milling shall be swept to a granular shoulder or picked up from paved Shoulders, gutters, or from under guide rail before reopening the Work Area to traffic.

208.4.3.2 Included in the Work under this Item, if a vertical cut is milled in the existing Pavement within the Work Area, the Contractor shall immediately construct with hot or warm mixed asphalt concrete a temporary smooth taper, as shown in Standard Drawing 261-1.

208.4.3.3 The Lanes shall be completed to the same location at the end of the Day's cold milling.

208.4.3.4 There shall be no transverse slope control used.

208.4.4 The Contractor shall remove all asphalt concrete from the faces of gutters, catch basins or manhole frames and other Structures abutting the Work, in such a manner that the Structures are not damaged, and the area after removal matches the grade of the adjacent removal area.

208.4.5 The Contractor shall provide adequate drainage of water from the cold milled area such that no water ponding will occur.

208.4.6 The RAP shall remain the property of the Owner and shall be loaded and hauled to a stockpile site as indicated in the Contract Documents or as directed by the Engineer.

208.4.6.1 If the Contractor removes the specified thickness in more than one layer, then material from each layer shall be stockpiled separately, unless otherwise indicated in the Contract Documents.

208.4.7 Proper stockpiling procedures shall be used and care taken not to contaminate or consolidate the reclaimed asphalt concrete stockpile.

208.4.7.1 If a potential for contamination of the RAP exists due to ground conditions at the stockpile site a layer of clean, fine grained material shall be evenly distributed as a base for the stockpiles.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COLD MILLING – ASPHALT CONCRETE

ITEM: 208

- 208.4.7.2 The height of RAP stockpiles shall be a maximum of 3 m to limit the consolidation of the stockpiled material and no loaders, crawler tractors, trucks or other Equipment shall be permitted to travel on the stockpile.
- 208.4.8 If the Contract Documents specify that the reclaimed asphalt concrete is to be used in a hot recycled asphalt mix, the RAP shall be weighed prior to placement in the stockpile.
- 208.4.9 The Contractor shall continuously maintain the Work Site free of potholes and standing water and in a condition providing for the safe and efficient flow of traffic, from the time of removal, until such time as the new asphalt concrete is placed.
- 208.4.9.1 Warm or hot mixed asphalt concrete shall be placed in the potholes; cold mix or RAP are acceptable only as a temporary repair.
- 208.5 MEASUREMENT FOR PAYMENT
- 208.5.1 The Quantity to be measured for payment shall be the number of square metres of asphalt concrete acceptably removed, hauled and stockpiled in accordance with this Item.
- 208.6 BASIS OF PAYMENT
- 208.6.1 Payment for Work under this Item shall include a separate Unit Price for either full depth or partial depth removal, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHOULDER RUMBLE STRIPS

ITEM: 210

210.1 DESCRPITION

210.1.1 This Item consists of the cold milling of rumble strips on the paved (asphalt concrete) Shoulders.

210.2 MATERIALS

210.2.1 None identified.

210.3 SUBMITTALS

210.3.1 The Contractor shall notify the Engineer a minimum of 5 Days prior to commencing the Work.

210.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

210.4 CONSTRUCTION

210.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

210.4.2 Rumble strips shall be cold milled on the outside paved Shoulder, right side in direction of travel, at the locations indicated in the Contract Documents.

210.4.3 Rumble strips shall be a series of 400 mm x 150 mm rectangular troughs milled to a depth of 10 ± 2 mm at 150 mm spacing, parallel to and 200 mm outside the solid white edge line, as shown on Standard Drawing 210-1.

210.4.4 To accommodate rumble strips the right Shoulder shall have a minimum 0.8 m of its width paved at least 140 mm thick, and another 1.5 m paved or chip sealed.

210.4.4.1 The outer edge of the rumble strip shall be a minimum of 100 mm inside that portion of Shoulder that is full depth asphalt concrete.

210.4.5 Unless otherwise approved by the Engineer, rumble strips shall not be installed in the following locations:

210.4.5.1 Within 300 m of residential or commercial development;

210.4.5.2 Within 30 m of a Structure with PC concrete deck (paved or bare); or

210.4.5.3 Within 30 m of the beginning or end of tapers of auxiliary (deceleration or acceleration) lanes, resuming beyond the gore area.

210.4.6 All cold-milled material resulting from the Work under this Item shall be removed from the Roadbed within one hour after milling, to the satisfaction of the Engineer.

210.5 MEASUREMENT FOR PAYMENT

210.5.1 The Quantity to be measured for payment shall be the number of linear metres of Shoulder along which rumble strips have been acceptably constructed in accordance with this Item.

210.5.1.1 The measurement shall be taken parallel to the white edge line of the travelled lane.

210.6 BASIS OF PAYMENT

210.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHOULDER SUBDRAIN

ITEM: 231

231.1 DESCRIPTION

231.1.1 This Item consists of the supply and installation of Shoulder subdrain and associated drain outlet Structures.

231.2 MATERIALS

231.2.1 All materials shall be supplied by the Contractor.

231.2.2 Subdrain pipe shall be 100 mm diameter corrugated slotted plastic pipe, and shall meet the following:

231.2.2.1 PVC pipe and appurtenances shall be DR 35 conforming to CAN/CSA B182.2 and perforated as per CAN/CSA B182.1 (Clause 4.1.5); or

231.2.2.2 Corrugated polyethylene pipe and appurtenances conforming to ASTM F667.

231.2.2.2.1 All subdrain pipe shall be pre-wrapped with a geotextile covering.

231.2.3 All outlet pipe shall be solid corrugated plastic pipe and shall conform to the requirements of CAN/CSA B182.1.

231.2.4 All appurtenances shall conform to the requirements of CAN/CSA B182.1.

231.2.5 Geotextile shall be Type N2 in accordance with 601.2.

231.2.6 Free draining backfill shall be supplied in accordance to the requirements of 366.2.

231.3 SUBMITTALS

231.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

231.4 CONSTRUCTION

231.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

231.4.2 The Contractor shall install the Shoulder subdrain system before paving.

231.4.3 The subdrain trench shall be installed in the Shoulder of the Roadbed parallel to the edge of the Pavement and shall be carried out in a manner, so as to avoid damage to the adjacent and surrounding Roadbed.

231.4.3.1 The Contractor shall be responsible, at his/her own expense, to repair any damage to the adjacent and/or abutting finished surfaces resulting from this Work.

231.4.4 The subdrain shall be installed in accordance with the Standard Drawing 231-1.

231.4.5 The subdrain shall be installed as a continuous line with all joints being constructed with couplings compatible with the pipe supplied and in accordance with the manufacturer's recommendations.

231.4.6 The material excavated from the subdrain trench shall be disposed of on the Shoulder of the Roadbed and shall be uniformly graded across the width of the Shoulder prior to the placement of shouldering material.

231.4.6.1 If the excavated material is deemed, by the Engineer, to be waste then the excavated material shall become the property of the Contractor and shall be disposed of outside the Work Site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHOULDER SUBDRAIN

ITEM: 231

- 231.4.7 All subdrain trench backfill shall be free-draining backfill and shall be placed in two equal layers and each layer shall be thoroughly tamped.
- 231.4.8 The ends of each continuous line of subdrain shall be capped.
- 231.4.9 Subdrain Outlets
- 231.4.9.1 All subdrain outlets shall be installed in accordance with the Standard Drawing 231-1.
- 231.4.9.2 The Contractor shall install T-sections and the outlet Structures to the subdrain line at a maximum of 300 m intervals along the run of the line and at the lowest point along sag vertical curves and as directed by the Engineer.
- 231.4.9.3 The subdrain outlets shall be installed as a continuous line from the T-section union to the outfall.
- 231.4.9.4 The trench for the subdrain outlet shall be excavated from the T-section at the subdrain to the limit of the Foreslope.
- 231.4.9.5 The outfall end of the subdrain outlet shall be protected in accordance with the Standard Drawing 231-1.
- 231.4.9.6 All corrugated pipe used for subdrain outlet construction shall be unslotted and shall be graded to provide for positive gravity drainage from the subdrain to the outlet outfall.
- 231.4.9.7 All outfall detail backfill shall be graded to match the surrounding Foreslope grade.
- 231.4.9.8 The material excavated from the outlet trench shall be used for backfill of the subdrain outlet trench.
- 231.4.9.8.1 The trench backfill shall be placed in accordance with Item 936 and compacted to a minimum of 95% of the maximum dry density.
- 231.4.9.8.2 The trench shall be backfilled to match the surrounding grade.
- 231.5 MEASUREMENT FOR PAYMENT
- 231.5.1 The Quantity to be measured for payment shall be the linear metres of Shoulder subdrain and the linear metres of subdrain outlets supplied and installed in accordance with this Item.
- 231.5.2 The Shoulder subdrain shall be measured along the centreline of the pipe from end cap to end cap for each continuous section of installation.
- 231.5.3 The outlet Structures shall be measured separately as a unit complete from the T-section to the finished Foreslope grade.
- 231.6 BASIS OF PAYMENT
- 231.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BITUMINOUS TACK COAT

ITEM: 259

259.1 DESCRIPTION

259.1.1 This Item consists of supply and application of a bituminous tack coat on an asphalt concrete or Portland cement concrete surface.

259.2 MATERIALS

259.2.1 All material shall be supplied by the Contractor.

259.2.2 Tack Coat shall be a non-tracking emulsion.

259.2.3 Non-tracking emulsion shall meet the requirements of Table 259-1.

259.2.4 Non-tracking emulsion may be applied in dilute or concentrate form.

259.2.4.1 When non-tracking emulsion is applied in dilute form, it shall be diluted with 40% water.

259.2.4.2 Dilution of the emulsion shall be permitted at the terminal only.

259.2.4.3 After September 15th, non-tracking emulsion shall not be diluted with water.

**Table 259-1
Non-tracking Emulsion Requirements (Prior to Dilute)**

Test Type	Specification Range	
	Minimum	Maximum
Test on Emulsion		
SF Viscosity, 25°C, SFs	20	
Sieve Test, 850µm, %		0.1
Dist. Residue, 260°C	55	
Oil Portion of Dist., %		trace
Particle Charge	(-) or (+)	
Test on Residue		
Penetration, 25°C, dmm	20	55
Ash Content, %		1.0

259.3 SUBMITTALS

259.3.1 The Contractor shall notify the Engineer at least 3 Days in advance of the application of bituminous tack coat.

259.3.2 The Contractor shall submit the manufacturer's certification that the materials supplied meets the specified requirements as detailed in the Contract Documents.

259.3.3 The Contractor shall submit, at the time of delivery to the Work Area, the delivery slip for each load of bituminous tack coat.

259.3.4 The Contractor shall have available on site recent calibration documentation for all metering or controlling devices on equipment used to apply the bituminous tack coat, and shall present these to the Engineer upon request.

259.4 CONSTRUCTION

259.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BITUMINOUS TACK COAT

ITEM: 259

- 259.4.2 Bituminous pressure distributors shall be capable of applying tack within $\pm 5\%$ of established application rates, and at a continuous and uniform rate both longitudinally and transversely.
- 259.4.3 Distributors shall be equipped with a tank gauge and measuring stick graduated in litres, and a sampling valve.
- 259.4.4 The Contractor shall place the bituminous tack coat by brushing or spraying at longitudinal and transverse joint locations.
- 259.4.5 Bituminous tack coat shall be applied only when the surface to be treated is dry.
- 259.4.6 Immediately prior to the application of the bituminous tack coat, the surface to be treated shall be swept clean.
- 259.4.7 Bituminous tack coat shall only be applied when the temperature of the surface to be treated is a minimum of 0°C .
- 259.4.8 The Contractor shall protect through traffic and adjacent Highway/Structure appurtenances from any bituminous tack coat overspray.
- 259.4.8.1 The Contractor shall be responsible to remove any bitumen adhering to these surfaces.
- 259.4.9 Bituminous Tack Coat shall be applied in a uniform manner, without streaking at the rates indicated in the Contract Documents.
- 259.4.10 Construction Equipment shall not be permitted on freshly applied bituminous tack coat until it has been allowed to cure, as approved by the Engineer.
- 259.4.11 Temperature of the bituminous tack coat when applied shall be between 38°C and 66°C .
- 259.4.12 Bituminous tack coat shall be allowed to cure for such a time as approved by the Engineer, and traffic and construction Equipment shall be diverted around freshly sprayed surfaces until the bituminous tack coat has set.
- 259.4.13 Bituminous tack coat application widths shall be such that approximately one-half the Pavement width is left open to traffic with no tack coat applied.
- 259.4.13.1 Bituminous tack coat applications shall be strictly limited in length, to minimize inconvenience to the public and shall be kept within the asphalt concrete Work Area.
- 259.4.13.2 The Work shall be planned so that tacked surfaces shall be covered with asphalt concrete to within 200 m of the tacked length before opening the Work Area to traffic and at the end of the Day's Work.
- 259.4.13.3 The Contractor shall be responsible to reinstate any bituminous tack-coated surface which becomes fouled due to weather and/or traffic.
- 259.5 MEASUREMENT FOR PAYMENT
- 259.5.1 The Quantity to be measured for payment shall be the number of square metres of bituminous tack coat supplied and applied in accordance with this Item.
- 259.6 BASIS OF PAYMENT
- 259.6.1 Payment for this Work shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

<u>CONTENTS</u>		
<u>Article</u>		<u>Page</u>
261.1	DESCRIPTION	261-3
261.1.1	General	261-3
261.1.2	Definitions	261-4
261.1.2.1	End Result Specification (ERS)	261-4
261.1.2.2	Work Category	261-4
261.1.2.3	Design Mix Formula (DMF)	261-4
261.1.2.4	Job Mix Formula (JMF)	261-4
261.1.2.5	Design Asphalt Binder Content	261-4
261.1.2.6	Approved Asphalt Binder Content	261-4
261.1.2.7	Actual Asphalt Binder Content	261-4
261.1.2.8	Lot	261-4
261.1.2.9	Stratified Random Sample	261-5
261.1.2.10	Sample Mean	261-5
261.1.2.11	Mean of the Deviations	261-5
261.1.2.12	Specified Thickness	261-5
261.1.2.13	International Roughness Index (IRI)	261-5
261.2	MATERIALS	261-6
261.2.1	Material Properties	261-6
261.2.1.1	Asphalt Binder	261-6
261.2.1.2	Coarse Aggregate	261-6
261.2.1.3	Fine Aggregate	261-6
261.2.1.4	Blending of Aggregates	261-7
261.2.1.5	RAP	261-7
261.2.1.6	Blending Sand	261-7
261.2.1.7	Anti-stripping Admixtures	261-8
261.2.1.8	WMA Materials	261-8
261.2.2	Composition of Asphalt Concrete Mix	261-9
261.2.2.1	Asphalt Binder Content	261-9

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)		ITEM: 261
261.2.2.2	Mix Design	261-9
261.3	SUBMITTALS	261-13
261.4	CONSTRUCTION	261-13
261.4.1	General	261-13
261.4.2	Equipment	261-13
261.4.2.1	General	261-13
261.4.2.2	Mixing Plant	261-13
261.4.2.3	Placing Equipment	261-13
261.4.2.4	Compaction Equipment	261-14
261.4.2.5	Material Transfer Vehicle (MTV)	261-15
261.4.3	Production and Placement of Asphalt Concrete Mix	261-15
261.4.3.1	Production of Mix	261-15
261.4.3.2	Trial Mix(es)	261-15
261.4.3.3	Mixing and Temperatures	261-16
261.4.3.4	Transportation of Asphalt Concrete	261-17
261.4.3.5	Timing of Paving Operations	261-17
261.4.3.6	Placing Asphalt Concrete	261-18
261.4.3.7	Leveling	261-19
261.4.3.8	Padding	261-20
261.4.3.9	Driveways, Aprons, and Intersections	261-20
261.4.3.10	Joints	261-20
261.4.3.11	Compaction of Asphalt Concrete	261-22
261.4.3.12	Requirements for Bridge Deck Paving	261-22
261.4.4	Quality Control Testing	261-23
261.4.4.1	General	261-23
261.4.4.2	Inspection Testing Plan (ITP)	261-23
261.4.4.3	Sampling and Test Results	261-23
261.4.5	Quality Assurance Testing and Adjustments	261-24
261.4.5.1	General	261-24

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)		ITEM: 261
261.4.5.2	Specific Work Category Requirements for Quality Assurance Testing	261-26
261.4.5.3	Asphalt Density	261-28
261.4.5.4	Loose Mix Sampling	261-28
261.4.5.5	Thickness	261-29
261.4.5.6	Asphalt Binder	261-29
261.4.5.7	Smoothness	261-29
261.4.5.8	Surface Defects	261-30
261.4.5.9	Appeal of Lot Test Results	261-33
261.4.5.10	Analysis of Rejected Lots	261-34
261.4.5.11	Repairs	261-34
261.5	MEASUREMENT FOR PAYMENT	261-35
261.5.1	General	261-35
261.5.2	Unit Price Adjustment (UPA) of the Lot	261-36
261.5.3	Payment Adjustment for Smoothness	261-36
261.6	BASIS OF PAYMENT	261-41

261.1 DESCRIPTION

261.1.1 General

- 261.1.1.1 This Item consists of the supply and placement of hot mixed asphalt concrete, recycled asphalt concrete and warm mixed asphalt concrete.
- 261.1.1.2 The asphalt concrete shall be identified by the following mix designations:
 - 261.1.1.2.1 Hot mixed asphalt concrete base mix - B.
 - 261.1.1.2.2 Hot mixed asphalt concrete base/surface mix - C.
 - 261.1.1.2.3 Hot mixed asphalt concrete surface mix - D.
 - 261.1.1.2.4 Hot mixed recycled asphalt concrete base mix - HRB.
 - 261.1.1.2.5 Hot mixed recycled asphalt concrete surface mix - HRD.
 - 261.1.1.2.6 Warm mixed asphalt concrete base mix - WMA-B.
 - 261.1.1.2.7 Warm mixed asphalt concrete base/surface mix - WMA-C.
 - 261.1.1.2.8 Warm mixed asphalt concrete surface mix - WMA-D.
 - 261.1.1.2.9 Warm mixed recycled asphalt concrete base mix – WMA-RB.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.1.1.2.10 Warm mixed recycled asphalt concrete surface mix – WMA-RD.
- 261.1.1.3 It shall be the Contractor’s responsibility to provide an acceptable product as specified.
- 261.1.1.3.1 The Contractor shall implement and maintain a quality control system that shall provide assurance that all components, as well as end result products, submitted to the Owner for acceptance, conform to the Contract requirements.
- 261.1.1.3.2 This responsibility is without regard to whether the products are manufactured by the Contractor or purchased from suppliers or subcontractors.
- 261.1.1.4 Quality assurance tests shall be performed by the Engineer on random samples taken either at the job site or at the supplier’s plant.
- 261.1.2 Definitions
- 261.1.2.1 End Result Specification (ERS) - a Specification under which the Engineer monitors the Contractor’s control of the process that produces the items of construction and accepts or rejects the end product according to a specified quality assurance plan; the Contractor is entirely responsible for quality control; end product acceptance is the responsibility of the Owner and includes a statistically oriented program of quality assurance testing.
- 261.1.2.2 Work Category – the work will be classified as Work Category 1 - Blended Quality Assurance/Quality Control (Blended QA/QC), Work Category 2, Work Category 3, or Work Category 4. The category defined shall apply to all asphalt concrete produced. The categories are determined by the Department based on the total estimated tonnage of the Work as per the Contract Documents.
- 261.1.2.3 Design Mix Formula (DMF) - the Laboratory determination of the precise proportions of asphalt binder and aggregates to be blended together to meet the specified properties for the asphalt concrete mix.
- 261.1.2.4 Job Mix Formula (JMF) - the establishment of the single definite percentage passing the 4.75 mm and 75 µm sieve fraction of aggregate and the asphalt binder content that shall produce the desired mix properties under field conditions.
- 261.1.2.5 Design Asphalt Binder Content - the asphalt binder content established by the DMF.
- 261.1.2.6 Approved Asphalt Binder Content - the asphalt binder content determined by the JMF.
- 261.1.2.7 Actual Asphalt Binder Content - the amount of asphalt binder in the mix as determined by ASTM D2172 or DTI Asphalt Concrete Quality Assurance Technician Certification Manual, Procedure # 9.
- 261.1.2.8 Lot - a portion of the Work being considered for acceptance and is further defined by the Work Category, described in Table 261-1:

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

**Table 261-1
Lot Requirements by Work Category**

	Work Category 1	Work Category 2	Work Category 3	Work Category 4	Work Category 4 – Leveling	Work Category Padding
Lot Size (t)	2400 ± 50	1500 ± 50	1500 ± 50	Per mix type	500	500
Loose Mix Samples	3	3	3	1	1	1
Cores	5	5	4	3	Not Applicable	Not Applicable

Notes:

- 1) If it is the last time the mix is produced with this criterion, the following shall apply:
 - a. If the plant production is 800 t or less, the production shall be added to the Lot and one additional random loose mix sample shall be obtained.
 - b. If the plant production is more than 800 t but less than the designated lot size, the plant production shall be designated as a lot.
- 2) For loose mix samples, each Lot shall be divided into approximately equal segments and one loose mix sample shall be taken from each segment.
- 3) For core samples, each Lot shall be divided into approximately equal segments and one core sample shall be taken from each segment.
- 4) A separate Lot shall be established if, in the Engineer's opinion, conditions of construction indicate that it is likely that a portion of a Lot shall be significantly different from the remainder of that Lot.
- 5) The Contractor may request to end the Lot before the Lot is completed, provided the Engineer has obtained at least one QA sample. Results of the QA sample(s) are binding; no appeals shall be permitted.
- 6) Additional loose mix samples may be required if directed by the Engineer.

- 261.1.2.9 Stratified Random Sample - the division of the Lot into 3 or more areas or segments; a random sample is taken from each area or segment in an unbiased way.
- 261.1.2.10 Sample Mean - the arithmetic mean of a set of 3 or more test results constituting the sample.
- 261.1.2.11 Mean of the Deviations - the sum of the absolute values of the deviations from the JMF or the air voids (4.00%) divided by the number of tests in the Lot.
- 261.1.2.12 Specified Thickness - the specified application rate divided by the bulk relative density obtained from the core samples.
- 261.1.2.13 International Roughness Index (IRI) - is a statistical measurement used to determine the amount of roughness in a measured longitudinal profile. IRI shall be measured in mm/m and reported to two (2) decimal places for all procedures relating to this specification.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

261.2 MATERIALS

261.2.1 Material Properties

261.2.1.1 Asphalt Binder

261.2.1.1.1 Asphalt binder shall be supplied by the Contractor.

261.2.1.1.2 The asphalt binder grade shall be as specified in the Contract Documents.

261.2.1.1.3 Performance Grade (PG) asphalt binder shall meet the requirements of AASHTO M332, Table 1 – Performance Graded Asphalt Binder Specification and Table 261-2.

**Table 261-2
MSCR % Recovery Requirements**

Traffic Designation	J_{nr} (@ 3.2 kPa)	% Recovery (min)
S	$\leq 4.5 \text{ kPa}^{-1}$	-
H	$\leq 2.0 \text{ kPa}^{-1}$	30%
V	$\leq 1.0 \text{ kPa}^{-1}$	35%
E	$\leq 0.5 \text{ kPa}^{-1}$	45%
	$\leq 0.25 \text{ kPa}^{-1}$	55%

261.2.1.1.3.1 When the selected WMA technology requires that additives be added to the asphalt binder, acceptance of the asphalt binder shall be based on the samples that contain the WMA additive.

261.2.1.1.4 When anti-stripping admixtures are required, the asphalt binder grade shall meet the specified requirements of 261.2.1.1.3, after the addition of the required admixtures.

261.2.1.2 Coarse Aggregate

261.2.1.2.1 Coarse aggregate shall be supplied by the Contractor.

261.2.1.2.2 The coarse aggregate shall be prepared by crushing rock or gravel and shall consist of hard, sound, durable particles, free from adherent coatings, shale, clay, loam, schist and other soft or disintegrated pieces, or other deleterious substances.

261.2.1.2.3 Coarse aggregate is the portion retained on the 4.75 mm sieve, tested in accordance with ASTM C136, and shall meet the physical requirements of Table 261-3 and Table 261-4.

261.2.1.2.4 Coarse aggregate may be produced from pit run gravel by crushing the fraction retained on the 31.5 mm sieve, provided that no more than 10% of the retained material passes the 31.5 mm sieve, as determined by ASTM C136 and C117.

261.2.1.2.5 Course aggregate relative density shall be determined by ASTM C127.

261.2.1.2.6 Coarse aggregate may also be accepted or rejected on the basis of past performance.

261.2.1.3 Fine Aggregate

261.2.1.3.1 Fine aggregate shall be supplied by the Contractor.

261.2.1.3.2 Fine aggregate shall be prepared by crushing rock or gravel or screening a manufactured sand and shall consist of hard, sound, durable particles free from adherent coatings, shale, clay, loam, schist and other soft or disintegrated pieces, or other deleterious substances.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.2.1.3.3 Fine aggregate shall be the portion passing the 4.75 mm sieve, when tested in accordance with ASTM C117 and C136, and shall meet the physical requirements of Table 261-3 and Table 261-4.
- 261.2.1.3.4 Fine aggregate may be produced from pit run gravel by crushing the fraction retained on the 6.3 mm sieve, provided that no more than 5% of the retained material passes the 31.5 mm sieve, as determined by ASTM C136 and C117.
- 261.2.1.3.4.1 Material produced per 261.2.1.2.4 and passing the 4.75 mm sieve, may be used as fine aggregate.
- 261.2.1.3.5 Fine aggregate relative density shall be determined by ASTM C128-15 “Standard Test Method for Relative Density (Specific Gravity) and Absorption of Fine Aggregate”, using the non-washed method where material finer than 75 µm has not been removed.
- 261.2.1.3.6 Fine aggregate may also be accepted or rejected on the basis of past performance.
- 261.2.1.3.7 Washed materials shall be stockpiled for at least 24 hours to allow free water to drain from the aggregate and to allow the material to attain uniform moisture content.
- 261.2.1.4 Blending of Aggregates
- 261.2.1.4.1 Blending of aggregates shall be allowed only to meet the grading requirements and/or to increase the percentage of crushed particles.
- 261.2.1.4.2 Blending shall be performed at the asphalt plant cold feed units to produce a consistently graded product.
- 261.2.1.5 RAP
- 261.2.1.5.1 If applicable to the Contract:
- 261.2.1.5.1.1 RAP shall be supplied by the Owner in designated stockpiles or obtained by the Contractor under Item 208.
- 261.2.1.5.1.2 The Contractor shall be responsible for the incorporation of RAP into the asphalt concrete mix.
- 261.2.1.5.1.3 The Contractor shall be responsible for collecting 6 RAP samples during the milling operation, spaced equally over the portion of the milling area needed to produce the recycled mix.
- 261.2.1.5.1.3.1 The Contractor shall be responsible to deliver the RAP samples obtained for testing to the Owner’s Central Laboratory in Fredericton, during normal working hours.
- 261.2.1.5.1.4 RAP shall be free of contamination and shall be processed in such a manner that all particles pass the 50 mm sieve when tested in accordance with ASTM C136, unless otherwise approved by the Engineer.
- 261.2.1.6 Blending Sand
- 261.2.1.6.1 Blending sand shall be supplied by the Contractor.
- 261.2.1.6.2 Blending sand shall be used to obtain acceptable physical asphalt concrete mix properties as outlined in Table 261-3.
- 261.2.1.6.3 The maximum mass of blending sand to be used in the total asphalt concrete mix shall not exceed 10% of the total mass.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.2.1.6.4 Blending sand shall have 100% passing the 9.5 mm sieve prior to the introduction into the cold feed at the plant.
- 261.2.1.7 Anti-stripping Admixtures
- 261.2.1.7.1 Anti-stripping admixtures shall be supplied by the Contractor.
- 261.2.1.7.2 The requirement for an anti-stripping admixture is determined at the asphalt concrete mix design stage.
- 261.2.1.7.3 Approved anti-stripping admixtures shall be as specified in the Contract Documents.
- 261.2.1.7.4 The type and dosage of all asphalt binder anti-stripping admixtures shall be noted on the delivery slip.
- 261.2.1.8 WMA Materials
- 261.2.1.8.1 The Contractor shall supply all materials required for production of WMA.
- 261.2.1.8.2 The Contractor shall obtain from the supplier all information required for the proper preparation, handling, storage and use of their materials.
- 261.2.1.8.3 Approved warm mix technologies shall be noted in the Contract Documents.

**Table 261-3
Superpave Asphalt Concrete Mix Requirements**

Sieve Size ASTM Designation	Type B/HRB/WMA-B	Type C/WMA-C	Type D/HRD/WMA-D	Type WMA-D - Leveling
	% (by mass) Passing Each Sieve			
Coarse Aggregate	25.0 mm	100.0	-	-
	19.0 mm	84.0 - 98.0	-	-
	16.0 mm	72.0 - 94.0	100.0	-
	12.5 mm	60.0 - 87.0	88.0 - 98.0	100.0
	9.5 mm	51.0 - 75.0	68.0 - 90.0	76.0 - 98.0
Fine Aggregate	6.3 mm	41.0 - 66.0	54.0 - 77.0	60.0 - 84.0
	4.75 mm	34.0 - 60.0	46.0 - 69.0	52.0 - 70.0
	2.36 mm	22.0 - 50.0	28.0 - 58.0	36.0 - 65.0
	1.18 mm	12.0 - 42.0	20.0 - 50.0	20.0 - 55.0
	600 µm	6.0 - 32.0	13.0 - 40.0	16.0 - 44.0
	300 µm	3.0 - 20.0	7.0 - 27.0	8.0 - 26.0
	150 µm	2.0 - 8.0	3.0 - 10.0	4.0 - 12.0
	75 µm	2.0 - 6.0 *	2.0 - 6.0	2.0 - 6.0
				4.0 - 7.0
	Physical Requirements for Asphalt Concrete			
Air Voids %	3.00 - 5.00	3.00 - 5.00	3.00 - 5.00	3.50 - 4.50
VMA % (min) for 100 gyration mix	13.5	14.5	15.5	-
VMA % for 75 gyration mix	13.5 - 15.0	14.5 - 16.0	15.5 - 17.0	14.5 (min)
Voids Filled with Asphalt %	70.0 - 75.0	70.0 - 75.0	70.0 - 77.0	-
Tensile Strength Ratio (TSR) % (min) ASTM D4867	80.0	80.0	80.0	-
Dust to Binder Ratio	0.6 - 1.2	0.6 - 1.2	0.6 - 1.2	-
Notes:				
1) For HRB or WMA-RB mixes, the maximum % passing the 75 µm sieve shall be increased to 6.5.				

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

**Table 261-4
Physical Requirements for Asphalt Concrete Aggregates**

Physical Requirements for Coarse Aggregate	Type B/HRB/ WMA-B	Type C/WMA-C	Type D/HRD/ WMA-D	Type WMA-D - Leveling
Freeze/Thaw % (max) DTI Method 0.3 to < 3 million Design ESALS ≥ 3 million Design ESALS	16.0 14.0	14.0 12.0	14.0 12.0	20.0 20.0
Micro-Deval %(max) MTO LS - 618 0.3 to < 3 million Design ESALS ≥ 3 million Design ESALS	20.0 18.0	16.0 15.0	16.0 15.0	20.0 20.0
Petrographic No.(max) ¹ MTO LS - 609 0.3 to < 3 million Design ESALS ≥ 3 million Design ESALS	250 230	200 180	200 180	- -
Flat & Elongated Particle %(max @4:1) DTI Method 0.3 to < 3 million Design ESALS ≥ 3 million Design ESALS	25.0 20.0	20.0 15.0	20.0 15.0	- -
Crushed Particles DTI Method 0.3 to < 3 million Design ESALS ≥ 3 million Design ESALS (min % by wt., one face) ≥ 3 million Design ESALS (min % by wt., two face)	60 95 80	70 95 80	70 95 80	50.0 50.0 -
Absorption %(max) ASTM C 127	1.50	1.50	1.50	-
Physical Requirements for Fine Aggregate				
Micro-Deval % (max) MTO LS - 619 0.3 to < 3 million Design ESALS ≥ 3 million Design ESALS	22.0 20.0	18.0 17.0	18.0 17.0	25.0 25.0
Uncompacted Void Content % (min) ASTM C1252	45.0	45.0	45.0	-
Notes: 1) Not mandatory, the Owner reserves the right to obtain a Petrographic No. 2) The allowable Micro-Deval surface Fine Aggregate shall be Max % Loss = 19.0, if the Micro-Deval on Coarse Aggregate is ≤ 12.0, provided that the Coarse Aggregate is from the same source.				

261.2.2 Composition of Asphalt Concrete Mix

261.2.2.1 Asphalt Binder Content

261.2.2.1.1 For the purpose of establishing the Unit Price for asphalt concrete the Bidder shall assume an asphalt binder content for the asphalt concrete mix as identified in the Contract Documents.

261.2.2.2 Mix Design

261.2.2.2.1 Preparation and submission of the asphalt DMF for the Engineer's approval is the responsibility of the Contractor.

261.2.2.2.2 The Contractor shall use Professional Engineering services and a qualified testing Laboratory, to assess the aggregate materials proposed for use and to carry out the design of the asphalt concrete mix.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.2.2.2.2.1 Qualified testing Laboratories shall have a Superpave Mix Design Testing (Type "A") Certification from the Canadian Council of Independent Laboratories (CCIL) or an equivalent certification from a recognized certification agency as approved by the Engineer.
- 261.2.2.2.3 Requirements for the Design Mix Formula
- 261.2.2.2.3.1 Each DMF submission and resubmission shall be dated, stamped, and signed by a Professional Engineer.
- 261.2.2.2.3.2 The asphalt concrete mix design shall follow AASHTO R35 Standard Practice for Superpave Volumetric Design for Hot-Mix Asphalt (HMA), AASHTO R30 Standard Practice for Mixture Conditioning of Hot-Mix Asphalt (HMA) and AASHTO T312 Standard Method for Preparing and Determining the density of Hot-Mix Asphalt (HMA) specimens by means of Superpave Gyratory Compactor.
- 261.2.2.2.3.2.1 The asphalt concrete mix design, at the Design Asphalt Content, shall meet the requirements in Table 261-2 for the Asphalt Concrete Mix Type specified.
- 261.2.2.2.3.2.2 Mix designs shall be completed by 75 gyrations of the gyratory compactor.
- 261.2.2.2.3.3 The amount of RAP in the recycled asphalt concrete base mix shall be 30%±5% of the total weight of the combined materials.
- 261.2.2.2.3.4 The amount of RAP in the recycled asphalt concrete surface mix shall be 15%±5% of the total weight of the combined materials.
- 261.2.2.2.4 Approval of Design Mix Formula / Aggregate Source Approval
- 261.2.2.2.4.1 The material samples shall be tagged and indicate the Contract number, the location of the source, pit/quarry ID number as indicated by the Engineer, the sample location, and the type/size of the material.
- 261.2.2.2.4.2 Sampling of the aggregates for the DMF/aggregate source approval for the asphalt concrete mix production for the year shall not be undertaken until:
- 261.2.2.2.4.2.1 At least 30% of each aggregate type is in stockpile, when the tendered Quantity for the mix designation is less than 10 000 t; or
- 261.2.2.2.4.2.2 At least 2 000 t of each aggregate type is in stockpile, when the tendered Quantity for the mix designation exceeds 10 000 t.
- 261.2.2.2.4.3 Sampling of the aggregate stockpiles shall be done by the Contractor in the presence of the Engineer, in accordance with ASTM D75, section 5.3.3.1 and delivered to the Owner's Central Laboratory in Fredericton. The Contractor shall notify the Lab Manager during normal working hours of the anticipated delivery date and time; the lab manager's contact information shall be specified in the Contract Documents.
- 261.2.2.2.4.3.1 The Engineer shall require up to 21 Days from the date the aggregate samples are received at the Owner's Central Laboratory in Fredericton to the date of notification of the evaluation of the material.
- 261.2.2.2.4.4 The Contractor shall submit the DMF including the following information/materials to the Engineer for approval at a location(s) designated by the Engineer.
- 261.2.2.2.4.4.1 A list of all constituent materials, including aggregate source(s), blending sand source(s), asphalt binder source, warm mix additive supplier and anti-stripping admixture supplier.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)	ITEM: 261
261.2.2.2.4.4.2	The average gradation of each aggregate to be used in the asphalt concrete mix, including a summary of individual sieve results for each aggregate size, and the percentage by mass of each aggregate (including blending sand) to be used in the asphalt concrete mix.
261.2.2.2.4.4.3	The asphalt concrete mix design gradation of the combined aggregate (including blending sand).
261.2.2.2.4.4.4	Other characteristics of the combined aggregate specified in Table 261-3 and Table 261-4.
261.2.2.2.4.4.5	All Superpave mix design characteristics, including bulk relative density specimen mass, graphs used in arriving at the final asphalt concrete mix design, the bulk relative density of each individual material and the combined aggregates, and the asphalt absorption of the combined aggregates.
261.2.2.2.4.4.6	Samples of the aggregate: (8) - 18 kg samples of coarse aggregate, (10) - 18 kg samples of fine aggregate, (2) - 18 kg samples of blending sand, and 0.5 L of anti-stripping admixture, if necessary.
261.2.2.2.4.4.7	A sample of the asphalt binder (4 L/mix).
261.2.2.2.4.4.8	In order to calibrate the ignition oven, additional samples are required: (3) - 18 kg samples of coarse aggregate, (3) - 18 kg samples of fine aggregate, (1) - 18 kg sample of blending sand, and 3 L/mix of asphalt binder, shall be required to be delivered to a lab designated by the Engineer.
261.2.2.2.4.5	The Engineer shall require up to 8 Days from the time of receipt of the DMF, for evaluation by the Owner's Laboratory.
261.2.2.2.4.5.1	The evaluation period shall include verification of the asphalt concrete mix design, moisture sensitivity testing, and verification of the bulk relative densities of the coarse and fine aggregates and blending sand(s).
261.2.2.2.4.5.2	In case of discrepancy in the bulk relative density values of the aggregates or blending sand(s), the Engineer's results shall prevail.
261.2.2.2.4.6	If the DMF does not meet the requirements of Table 261-3 and Table 261-4 it shall be rejected.
261.2.2.2.4.6.1	The Engineer shall provide a written explanation to the Contractor that details why the DMF failed.
261.2.2.2.4.6.2	The Contractor shall then provide another complete DMF and re-submit it to the Engineer for approval.
261.2.2.2.4.7	The Engineer shall not accept any asphalt concrete mix produced prior to the Contractor receiving written approval of the DMF from the Engineer.
261.2.2.2.4.8	Once the DMF has been approved, the Engineer shall prepare samples of the combined aggregates and a sample of the asphalt binder for calibration of the ignition furnace to be used for the quality assurance.
261.2.2.2.4.8.1	The Engineer shall deliver the calibration samples to the quality assurance laboratory.
261.2.2.2.4.8.2	The Engineer shall complete calibration of the ignition furnace within 3 Days of approval of the DMF.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

261.2.2.2.4.9 The Contractor shall be responsible to pay the Owner’s associated costs if the Contractor submits for evaluation more than one asphalt concrete mix design per Contract conventional mix designation.

261.2.2.2.4.9.1 Testing costs incurred by the Owner shall be charged per the fixed rate in Item 810.

261.2.2.2.5 Approval of Job Mix Formula

261.2.2.2.5.1 The Contractor shall submit the JMF to the Engineer prior to beginning production, using NBDTI’s “Item 261 - Job Mix Formula Contractor Submission Form” posted at the following webpage:

https://www2.gnb.ca/content/gnb/en/departments/dti/tenders_contracts.html

261.2.2.2.5.2 The Contractor’s JMF submission shall include the following information:

- The percentage by mass of each aggregate (including blending sand) to be used in the asphalt concrete mix.
- The percentage by mass passing the 4.75 mm and the 75 µm sieves of the combined aggregates and blending sand
- The asphalt binder content as a percentage of the mass of the total mix.
- The asphalt binder grade and the asphalt binder supplier.
The production and compaction temperature.
The type of Warm Mix and/or anti-stripping admixture.
- The NBDTI mix ID number.

261.2.2.2.5.3 Adjustments to the JMF shall be submitted to the Engineer prior to the start of Lot production.

261.2.2.2.5.4 The JMF, when compared to the DMF, shall be within the limits identified in Table 261-5:

**Table 261-5
JMF Acceptance Tolerance Limits**

Mix Characteristics	Tolerance to DMF
4.75 mm	± 3.0%
75 µm	± 0.8%
Asphalt Binder Content	± 0.2%

261.2.2.2.5.5 For each mix type specified in the Contract documents, the maximum number of JMF submission shall be as follows in Table 261-6:

**Table 261-6
Maximum Number of JMF Submissions**

Tendered Quantity of Specified Mix (t)	Maximum Number of JMF Submissions
0 – 10000	2
10001 – 15000	3
15001 – 20000	4
20001 – 25000	5
> 25000	6

261.2.2.2.5.6 The Contractor shall submit a revised DMF in accordance with 261.2.2.2 for a change in source of aggregate used in the asphalt concrete mix.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

261.3 SUBMITTALS

- 261.3.1 The Contractor shall submit, in writing, the proposed source(s) of supply of coarse aggregate and fine aggregate for approval by the Engineer.
- 261.3.2 The Contractor shall notify the Engineer 3 Days in advance of the commencement of the production of asphalt concrete mix.
- 261.3.3 The Contractor shall submit in writing, the proposed supplier of the asphalt binder.
- 261.3.3.1 The Contractor shall supply, upon request, a sample of the asphalt binder (2 L/mix) and a sample of any proposed admixture(s), in a volume proportional to the asphalt binder sample.
- 261.3.3.2 The Contractor shall supply, upon request, the optimum mixing and compaction temperature, for PG asphalt binders.
- 261.3.3.3 The Contractor shall submit at the time of delivery to the plant the manufacturers Certification of Analysis and delivery slip for each tanker load of asphalt binder.
- 261.3.3.4 If the source of supply of the asphalt binder changes during the Work, the Contractor shall submit in writing the proposed change prior to using the new asphalt binder supply in the Work.
- 261.3.4 Other submittals are required for this Item and are contained within the sections applicable to the specific phase of the Work being undertaken.
- 261.3.5 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

261.4 CONSTRUCTION

261.4.1 General

- 261.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

261.4.2 Equipment

261.4.2.1 General

- 261.4.2.1.1 Equipment shall be designed and operated to produce an end product complying with the requirements of this Specification.
- 261.4.2.1.2 Equipment used shall be of adequate rated capacity and shall be in good working order.

261.4.2.2 Mixing Plant

- 261.4.2.2.1 The asphalt mixing plant and its components shall meet the requirements of ASTM D 995 and the Contract Documents.
- 261.4.2.2.2 Asphalt binder storage tank(s) shall be equipped with an asphalt binder sampling valve.

261.4.2.3 Placing Equipment

- 261.4.2.3.1 Mechanical self-powered pavers shall be capable of spreading mixture true to line, grade, and cross-Slope.
- 261.4.2.3.2 Pavers shall be equipped with hoppers and distributing screws to place mixture evenly in front of the screeds.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.2.3.3 Pavers shall be equipped with vibrating screeds and shall be capable of spreading mixtures, without segregation and with a smooth and uniform textured surface, to the required thickness and in widths from 3 m to 6.1 m.
- 261.4.2.3.3.1 Screeds shall be equipped with heaters which are capable of preheating the entire screed and screed extensions.
- 261.4.2.3.4 The Contractor shall provide a 3 m straight edge with each paver.
- 261.4.2.3.5 Pavers shall be equipped with automatic screed controls.
- 261.4.2.3.5.1 The longitudinal grade control shall be equipped to operate from either side of the paver and be capable of providing longitudinal grade control as well as matching longitudinal joints.
- 261.4.2.3.5.2 The Contractor shall use a minimum 12 m ski/floating beam or an approved equivalent for longitudinal grade control.
- 261.4.2.3.5.2.1 A joint matching shoe may be used to control longitudinal grade of subsequent mats placed adjacent to the original mat.
- 261.4.2.3.5.3 A calibrated Slope indicator shall be installed in a readily visible location on each paver.
- 261.4.2.3.6 Longitudinal grade control shall be used on all lifts.
- 261.4.2.3.7 Vibrating hydraulic screed extensions and/or vibrating bolt-on screed extensions shall be used in placing mat widths greater than 3 m.
- 261.4.2.3.7.1 Hydraulic strike off extensions are only acceptable when laying mats of irregular widths outside of the driving Lanes.
- 261.4.2.3.7.2 Screed cut off shoes may be used when placing widths less than 3 m.
- 261.4.2.4 Compaction Equipment
- 261.4.2.4.1 Hydrocarbon fuels or solvents shall not be used in lieu of release agents to prevent asphalt pickup.
- 261.4.2.4.2 Along curbs, manholes, Structures, and places not accessible to full size rollers, the mixture shall be compacted with either smaller compaction Equipment, such as vibrating plate tampers, or by hand tampers.
- 261.4.2.4.3 Compaction Equipment shall consist of at least one of each of the following:
- 261.4.2.4.3.1 Breakdown Roller
- 261.4.2.4.3.1.1 The breakdown roller shall be a vibratory double steel drum roller with a minimum mass of 8 t.
- 261.4.2.4.3.1.2 Paving in echelon on the driving lanes shall require the use of two vibratory double steel drum rollers.
- 261.4.2.4.3.1.3 When the rate of placement exceeds 250 tonnes per hour (tph), the Contractor shall use two vibratory double steel drum rollers.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.2.4.3.2 Pneumatic Tired Roller
- 261.4.2.4.3.2.1 A combination steel-drum vibratory/pneumatic tired roller may be used in place of the pneumatic tired rollers.
- 261.4.2.4.3.2.1.1 For leveling, a combination steel-drum vibratory/pneumatic tired roller with a minimum mass of 8 t may be used in place of the breakdown and pneumatic tired roller.
- 261.4.2.4.3.2.2 Paving in echelon on the driving lanes shall require the use of two pneumatic tired rollers.
- 261.4.2.4.3.2.3 All rollers with rubber tires shall be equipped with a means to prevent the asphalt mix from adhering to the rubber tires.
- 261.4.2.4.3.3 Finish Roller
- 261.4.2.4.3.3.1 A finish roller shall be a non-vibratory double steel drum roller
- 261.4.2.4.3.3.2 Use of a finish roller for leveling and on base courses shall be optional.
- 261.4.2.5 Material Transfer Vehicle (MTV)
- 261.4.2.5.1 Material transfer vehicles shall be used for placement of asphalt concrete, and shall be self-propelled equipment capable of transferring asphalt concrete from the hauling equipment into the paver, and shall have the following characteristics:
- 261.4.2.5.1.1 Minimum storage capacity of 20 t;
- 261.4.2.5.1.2 A conveyor system to transfer asphalt concrete from the hauling equipment to the paver hopper insert; and
- 261.4.2.5.1.3 An auger system in the MTV or paddle mixers in the hopper insert to remix the asphalt concrete prior to discharge from the hopper insert.
- 261.4.3 Production and Placement of Asphalt Concrete Mix
- 261.4.3.1 Production of Mix
- 261.4.3.1.1 Asphalt concrete shall meet the requirements of Table 261-14.
- 261.4.3.1.2 For the plant mix, the TSR shall meet the requirements of Table 261-3.
- 261.4.3.2 Trial Mix(es)
- 261.4.3.2.1 Trial mixes are the property of the Contractor and shall be placed outside the Work Site, except in the case of 261.4.3.2.2, or otherwise authorized by the Engineer for the purpose of padding or patching.
- 261.4.3.2.2 When more than 3000 t of asphalt concrete base mix is specified on the Contract, the Contractor has the option to place a maximum of 500 t of base and seal trial mixes within the base lift of asphalt.
- 261.4.3.2.2.1 The total quantity of trial mixes shall be determined by the Contractor but shall not exceed a total quantity of 250 t for each mix type. The Contractor shall identify the size of each trial before producing the trial.
- 261.4.3.2.2.2 The trial mix(es) shall not be incorporated into a lot, and for each trial, a loose mix sample and a set of three cores shall be obtained and tested by the Owner for acceptance.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

261.4.3.2.2.3 The Engineer shall test for Air Voids and Density only, and the results of any trial mix(es) shall be released with the QA result of the first lot of each mix type; acceptance and payment criteria are identified in Table 261-7.

**Table 261-7
Trial Mix Acceptance Criteria**

Payment @ Unit Price	Acceptance Criteria
100% Payment	Air Voids: 2.00% - 6.00%; and Density >89.5%
50% Payment	Air Voids: 1.50% - 1.99% or 6.01% - 6.50%; and Density >89.5%
0% Payment	Air Voids: 1.00% - 1.49% or 6.51% - 7.00%; and Density >89.5%
Reject	Air Voids: <1.00% or >7.00% or Density <89.5%

261.4.3.2.2.4 Results of the trial mixes are binding, and the Contractor shall not be permitted to appeal.

261.4.3.2.2.5 The Contractor shall stop production at the trial tonnage identified in 261.4.3.2.2.1 and construct a transverse construction joint, per 261.4.3.10.2.

261.4.3.2.2.6 Production shall not commence until a JMF has been received from the Contractor and approved by the Engineer.

261.4.3.3 Mixing and Temperatures

261.4.3.3.1 Mixing temperature for all types of plants shall be such that the temperature of the asphalt concrete mix when discharged from the mixer unit shall be controlled within $\pm 5^{\circ}\text{C}$ of the temperature requirement of the DMF per Table 261-9, unless otherwise authorized by the Engineer.

261.4.3.3.2 The heating of the asphalt mix shall be controlled to prevent the fracture of the aggregate and damage to the asphalt binder.

261.4.3.3.2.1 The system shall be equipped with automatic burner controls and shall provide a printed record of the mix temperature at discharge.

261.4.3.3.2.2 The asphalt binder recovered by extraction from the asphalt mix shall meet the requirements of the Pressure Aging Vessel (PAV) as specified in AASHTO M332, Table 1 - Performance Graded Asphalt Binder Specification.

261.4.3.3.3 Overnight storage in silos shall not be permitted.

261.4.3.3.4 Reclaimed asphalt concrete shall not be exposed to direct flame during and/or after introduction into the plant.

261.4.3.3.5 Moisture Content:

261.4.3.3.5.1 The maximum moisture content allowed in the asphalt concrete mix as it is discharged from the mixing unit shall be 0.10%.

261.4.3.3.5.2 The aggregate shall be dried sufficiently so that visual evidence of moisture, such as but not limited to the presence of foaming, slumping, or Stripping of the mix, does not occur.

261.4.3.3.6 During paving operations, the Contractor shall produce only the asphalt mix(es) identified in the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

- 261.4.3.3.7 When producing recycled asphalt concrete mixes, the Contractor shall submit the daily production summary from the plant operating system detailing the following daily mix proportions:
- The virgin combined aggregate, from the belt scale.
 - The Recycled Asphalt Pavement (RAP), from the belt scale.
 - The amount of virgin asphalt binder incorporated into the mix, from the AC pump.
- 261.4.3.4 Transportation of Asphalt Concrete
- 261.4.3.4.1 Trucks for transporting asphalt concrete shall have tight metal boxes free of foreign materials.
- 261.4.3.4.2 Loads shall be covered with tarpaulins of sufficient size to overhang the fully loaded truck boxes and be tied down on three sides and the front shall be tight to the box of the truck or shielded to prevent air infiltration.
- 261.4.3.4.3 Truck boxes may be lightly lubricated with an environmentally acceptable release agent, as required, but shall be raised and drained after each application and before loading.
- 261.4.3.4.3.1 Hydrocarbon fuels or solvents shall not be used.
- 261.4.3.4.4 Tarpaulins shall be rolled back, and the hot asphalt concrete shall be uncovered immediately prior to dumping the load into the paver.
- 261.4.3.5 Timing of Paving Operations
- 261.4.3.5.1 Paving operations shall not commence in the spring until the DTI weight restrictions are lifted, and shall not continue past the dates specified in Table 261-8, without the written permission of the Engineer.

**Table 261-8
Cut-off Dates for Paving**

County	Surface mixes	Base mixes
Gloucester, Madawaska, Restigouche, Victoria	October 07	October 22
All others	October 22	October 31

- 261.4.3.5.2 Paving operations shall only be conducted during Daylight hours unless approved by the Engineer in writing.
- 261.4.3.5.3 The placement of the new asphalt concrete mix shall commence within 14 Days of the commencement of the cold milling operation / partial depth recycling / full depth recycling, and shall continue on a daily basis until the entire milled surface has received a lift of asphalt concrete.
- 261.4.3.5.4 When RAP is being reused in a recycled asphalt concrete mix, the placement of the asphalt concrete shall commence within 21 Days of the commencement of the cold milling operation and shall continue on a daily basis until the entire milled surface has received a lift of asphalt concrete.
- 261.4.3.5.4.1 If the Contractor chooses not to utilize a recycled asphalt concrete mix, paving shall commence per 261.4.3.5.3.
- 261.4.3.5.5 Paving of driveways and aprons shall commence within 14 Days of the completion of paving of the main lanes, and shall be continuous until the Work is completed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.3.6 Placing Asphalt Concrete
- 261.4.3.6.1 Asphalt concrete shall not be placed under adverse weather conditions of precipitation.
- 261.4.3.6.2 All prepared surfaces shall be dry and cleaned of loose or foreign material prior to placing of the asphalt concrete.
- 261.4.3.6.3 For Work Category 4 – Leveling, immediately prior to the placement of asphalt concrete, the surface to be leveled shall be swept clean.
- 261.4.3.6.4 Aggregate Base shall be free of standing water.
- 261.4.3.6.5 Milled, aged, and new asphalt concrete surfaces shall be treated with bituminous tack coat in accordance with Item 259 prior to the placement of asphalt concrete.
- 261.4.3.6.6 Contact edges of existing mats and contact faces of curbs, gutters, manholes, Sidewalks and Bridge Structures shall receive an application of tack before placing the asphalt concrete.
- 261.4.3.6.7 When placing asphalt concrete surface mix, the surface temperature of the material to be overlaid shall be a minimum of 5°C.
- 261.4.3.6.8 The temperature requirements for asphalt concrete shall be per Table 261-9.

**Table 261-9
Temperature Requirements for Asphalt Concrete**

Mix Type	Maximum Mixing Temperature (°C)	Maximum Temperature Behind the Screed (°C)	Minimum Initial Compaction Temperature (°C)
Hot Mix	165	Per the supplier's recommendations	115
Warm Mix	Per the WMA additive supplier's recommendations or as directed by the Engineer	125	90

Notes:

- 1) The temperature shall be checked with a calibrated stem thermometer or temperature probe.
- 2) The maximum allowable temperature of the WMA behind the screed may be increased for Work after October 1st, if approved by the Engineer.
- 3) When using a binder with traffic designation of 'H' or higher, the maximum temperature behind the screed for WMA shall be increased to 135°C.
- 4) When paving a bridge deck, the maximum temperature of the asphalt concrete behind the screed shall be adjusted to match the waterproofing manufacturer's recommendations, unless otherwise directed by the Engineer.

- 261.4.3.6.9 Existing approaches to railway crossings and Bridge Structures, or areas adjacent to paved surfaces or other Structures, shall be removed to the depths shown on the Contract Documents or as directed by the Engineer.
- 261.4.3.6.9.1 The removed material shall be disposed of and the exposed surfaces shall be prepared as identified in the Contract Documents or as directed by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.3.6.10 When placing asphalt concrete, the alignment of the paver shall be controlled by a standard method, such as following a stringline, placed by the Contractor from an alignment designated by the Engineer.
- 261.4.3.6.11 Irregularities in alignment and grade along the outside edge of the asphalt concrete shall be corrected by the addition or removal of asphalt concrete before the edge is rolled.
- 261.4.3.6.12 The cross slope of the asphalt concrete surface shall be within $\pm 0.5\%$ (± 15 mm when measured over 3 m, perpendicular to the centreline) of the cross slope specified in the Contract Documents or provided by the Engineer.
- 261.4.3.6.13 In narrow base widening, deep or irregular sections, intersections, railway crossings, turn outs, or driveways where it is impractical to spread and finish asphalt concrete by machine methods, the asphalt concrete shall be spread by hand in accordance with standard hand placement practices.
- 261.4.3.6.14 Paving of intersections, extra widths and other variations from standard Lane alignment and as defined in the Contract Documents, whether by hand spreading or machine laying, shall be carried out concurrently with the machine laying operation of the regular mat, unless otherwise approved by the Engineer.
- 261.4.3.6.14.1 Driveway entrances and aprons shall be paved concurrently or after the machine laying operation of the regular mat.
- 261.4.3.6.15 Spreading of asphalt concrete by hand shall be kept to a minimum and shall be carried out concurrently with the machine laying operation of the regular mat, unless otherwise approved by the Engineer.
- 261.4.3.6.16 Adjacent asphalt concrete mats, including those placed on Shoulder(s), shall be completed to within 100 m of the same location at the end of each Day's paving.
- 261.4.3.6.17 No traffic shall be permitted on newly placed asphalt concrete until the finish rolling is complete, and the surface temperature of the finished mat has cooled to 60°C.
- 261.4.3.6.17.1 Water required to lower the mat temperature shall be supplied in accordance with 191.1, 191.2, 191.3, and 191.4, and shall be included in this Item.
- 261.4.3.6.18 Damage to the mat as a result of contaminant spills from the Contractor's Equipment shall be immediately repaired by the Contractor to the satisfaction of the Engineer.
- 261.4.3.6.19 All placement, spreading, compacting, and rolling shall occur only during Daylight hours, and any loads arriving at the Work Site such that these requirements cannot be met shall be rejected by the Engineer.
- 261.4.3.6.20 The speed of the paver shall be matched to the production of the asphalt plant to ensure continuous operation of the paver.
- 261.4.3.6.21 Any locations within the Work Area for cleaning out of asphalt Equipment shall be subject to the approval of the Engineer, and such locations shall be reinstated to the satisfaction of the Engineer upon completion of the Work.
- 261.4.3.7 Leveling
- 261.4.3.7.1 Spot leveling shall be placed with the use of an asphalt spreader over the existing road, to achieve a straight edge of pavement, an acceptable crown, no visible potholes, and smooth turning radii at intersections, as directed by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.3.7.2 Handwork may be required to patch potholes and large cracks, immediately prior to leveling operations.
- 261.4.3.7.3 Handwork shall be required at all starts, stops, and longitudinal edges of paver patches, localized alligator cracking not covered by the paver, and tapers into asphalt driveways.
- 261.4.3.7.4 The paver used for leveling may be required to drag over an asphalt or chip seal surface.
- 261.4.3.7.5 Pavers shall be equipped with hydraulic screed extensions with the capability of varying the cross slope on the outer edge of the driving lane.
- 261.4.3.8 Padding
- 261.4.3.8.1 A separate lot shall be established for padding, in accordance with Table 261-1.
- 261.4.3.8.2 Material for padding shall be the same asphalt concrete mix designation as specified in the Contract Documents.
- 261.4.3.8.3 Asphalt concrete for padding shall be placed by means of a self-powered paver or by other methods approved by the Engineer.
- 261.4.3.8.4 The compaction Equipment shall be in accordance with 261.4.2.4.
- 261.4.3.8.5 The Contractor shall establish a rolling pattern to achieve the maximum compaction of the asphalt concrete used for padding.
- 261.4.3.8.6 Padding shall not be done concurrently with the subsequent lift of asphalt concrete.
- 261.4.3.9 Driveways, Aprons, and Intersections
- 261.4.3.9.1 The Work shall include any handwork required.
- 261.4.3.9.2 Asphalt placed on intersecting public roads or streets shall be included as part of the lot.
- 261.4.3.9.3 Material placed in driveways and aprons shall only be included as part of a Lot when paved concurrently with the main lanes.
- 261.4.3.9.4 Asphalt Concrete D or WMA-D to be used for driveways shall be approved by the Engineer.
- 261.4.3.9.5 A transverse key joint or straight vertical joint shall be constructed at each paved driveway and shall meet the requirements of 261.4.3.10.3.
- 261.4.3.9.6 Asphalt placed in driveways shall match the existing thickness of the driveway or apron, as approved by the Engineer.
- 261.4.3.9.7 If required, preparation of the driveway shall be paid under Item 812, with the exception of the Work identified in 261.4.3.9.5.
- 261.4.3.9.8 For asphalt placed in driveways and aprons, the requirements of 261.4.3.6.7 shall not apply.
- 261.4.3.9.9 Timing of driveway and apron Work shall be per 261.4.3.5.
- 261.4.3.10 Joints
- 261.4.3.10.1 General
- 261.4.3.10.1.1 Joints shall be constructed to ensure thorough and continuous bond, and to provide a smooth riding surface.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.3.10.1.2 Dirt or other foreign and loose material shall be removed from the faces against which joints are to be made.
- 261.4.3.10.1.3 The Contractor shall remove and dispose of waste materials resulting from joint construction or other Work activity, outside the Work Site before the end of each week.
- 261.4.3.10.1.4 Prior to placement of asphalt concrete, all transverse joints (construction and key), and longitudinal joints, shall be cleaned of loose foreign material and a tack coat applied in accordance with 259.2, 259.3, and 259.4.
- 261.4.3.10.2 Transverse Construction Joint
- 261.4.3.10.2.1 A Transverse Construction Joint shall be constructed at the end of each Day's Work and at other times when paving is halted for a period of time, resulting in the asphalt concrete to cool less than the minimum initial compaction temperature specified in Table 261-9.
- 261.4.3.10.2.2 Where the asphalt concrete surface and/or base course has been terminated due to the conditions noted in 261.4.3.10.2.1, a smooth taper shall be constructed per Standard Drawing 261-1.
- 261.4.3.10.2.3 When paving resumes, tapers from surface courses previously laid shall be cut back to full mat thickness to expose fresh, straight vertical surfaces, free from broken or loose material.
- 261.4.3.10.3 Transverse Key Joint
- 261.4.3.10.3.1 When the elevation of the new asphalt concrete pavement is higher than the existing pavement, a transverse key joint shall be constructed per Standard Drawing 261-1 between the existing and new asphalt concrete pavement, at the beginning and at the paving limits and other locations, as determined by the Engineer.
- 261.4.3.10.3.1.1 If a transverse key is cut in advance of paving the joint area, the Contractor shall immediately construct with asphalt concrete, a smooth long taper at the joint area, as shown in Standard Drawing 261-1.
- 261.4.3.10.3.2 When the elevation of the new asphalt concrete Pavement is at the same elevation as the existing pavement, a straight vertical surface equal to the thickness of the new asphalt Pavement shall be constructed between the new lift of Pavement at the beginning and at the end of the project and other locations where the new pavement terminates against an existing pavement.
- 261.4.3.10.3.3 When the entire thickness of asphalt is removed, a transverse key joint shall be constructed in accordance with Standard Drawing 261-2.
- 261.4.3.10.4 Longitudinal Joint
- 261.4.3.10.4.1 Widths of succeeding individual courses shall be offset by 50-100 mm.
- 261.4.3.10.4.2 Longitudinal joints shall not be permitted between the edges of driving Lanes in the final lift of asphalt concrete.
- 261.4.3.10.4.3 Longitudinal joints shall be constructed to ensure that maximum compression under rolling is achieved.
- 261.4.3.10.4.4 On surface courses, the method of making joints shall be such that excess material is not scattered on the surface of the freshly laid mat and all excess material shall be carefully removed.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.3.11 Compaction of Asphalt Concrete
- 261.4.3.11.1 A rolling pattern shall be established by the Contractor for each asphalt concrete mix type using a nuclear gauge or equivalent. Upon completion of the rolling pattern, the Contractor shall immediately submit a copy to the Engineer.
- 261.4.3.11.2 If damage to Highway components and/or adjacent property occurs while using vibratory compaction Equipment, the Contractor shall immediately cease using this Equipment and proceed with the Work using static rolling Equipment.
- 261.4.3.12 Requirements for Bridge Deck Paving
- 261.4.3.12.1 A pre-paving meeting including the Engineer and the Contractor shall be held prior to paving the bridge deck.
- 261.4.3.12.2 The Contractor shall place asphalt concrete on the deck waterproofing system in accordance with the waterproofing manufacturer's recommendation and/or procedures.
- 261.4.3.12.3 The maximum temperature of the asphalt concrete behind the screed shall be per Table 261-9.
- 261.4.3.12.4 The Contractor shall be responsible for all damage to the waterproofing membrane resulting from any aspect of the paving operation.
- 261.4.3.12.4.1 Should the membrane become damaged, paving operations shall be immediately stopped and repairs made, in accordance with the manufacturer's instructions, before paving recommences.
- 261.4.3.12.5 Expansion joints and deck drains shall be protected from damage from Equipment passing over them.
- 261.4.3.12.6 The placing of the asphalt concrete at expansion joints shall be completed per Standard Drawing 261-3.
- 261.4.3.12.7 The Contractor shall submit a compaction plan for approval by the Engineer, utilizing the following minimum requirements:
- 261.4.3.12.7.1 A list of compaction equipment detailing manufacturer's specifications.
- 261.4.3.12.7.2 A breakdown roller, operating in the non-vibratory mode and exerting a contact pressure on compression roll of at least 3.0 kg/mm of drum width.
- 261.4.3.12.7.2.1 The breakdown roller shall complete a minimum of eight passes; additional passes may be required as determined by the compaction plan, or as directed by the Engineer.
- 261.4.3.12.7.2.2 The breakdown roller shall run off the deck to stop and turn, so as to prevent damage to the asphalt mat.
- 261.4.3.12.7.3 The pneumatic tired roller shall complete a minimum of six passes; additional passes may be required as determined by the compaction plan, or as directed by the Engineer.
- 261.4.3.12.7.3.1 During pneumatic tired rolling, care shall be taken to not displace the mat while stopping or turning.
- 261.4.3.12.7.4 The finish roller shall complete a minimum of six passes. Additional passes may be required as determined by the compaction plan, or as directed by the Engineer.
- 261.4.3.12.8 For Bridge decks, 261.4.5.3, 261.4.5.5, and 261.4.5.7 shall not apply.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.3.12.9 A trial mix based on the DMF shall be prepared by the Contractor and the test results submitted to the Engineer prior to placing asphalt concrete on the bridge deck.
- 261.4.3.12.9.1 The Engineer may waive the trial mix requirement if the Contractor can demonstrate with recent mix results that the DMF used will produce acceptable test results.
- 261.4.3.12.10 Polymer modified bitumen strip joint sealer shall be placed at all asphalt to concrete vertical interfaces and asphalt joints on the bridge deck, and shall be installed according to the manufacturers' recommendations.
- 261.4.3.12.10.1 Polymer modified bitumen strip joint sealer shall be Densoband or Royston Rel-Tape.
- 261.4.4 Quality Control Testing
- 261.4.4.1 General
- 261.4.4.1.1 The Contractor shall be totally responsible for quality control testing throughout every stage of the Work from the crushing and production of aggregates to the final accepted product, to ensure materials and workmanship conform with the requirements of the Contract Documents.
- 261.4.4.1.2 The Contractor shall submit QC results, including worksheets, for each lot using the NBDTI 'Item 261 – Test Results QC Contractor Submission form' posted at the following webpage:

https://www2.gnb.ca/content/gnb/en/departments/dti/tenders_contracts.html
- 261.4.4.2 Inspection Testing Plan (ITP)
- 261.4.4.2.1 The Contractor shall submit, upon request, in writing to the Engineer, an ITP covering all phases of the Contract performance and the name of the party retained to conduct the ITP, within 10 Days after the Contract award.
- 261.4.4.2.2 The ITP shall include, but not be limited to identification and description of inspection and required test procedures to be used during the entire life of the Contract.
- 261.4.4.2.3 The ITP shall be sufficiently comprehensive and detailed to assure the Engineer of the Contractor's willingness and ability to control the construction production and processes.
- 261.4.4.2.4 Once accepted by the Engineer, the plan becomes a part of the Contract and shall be enforced accordingly.
- 261.4.4.2.5 The ITP may have to be updated and revised by the Contractor, as conditions warrant.
- 261.4.4.3 Sampling and Test Results
- 261.4.4.3.1 Where specified, random sampling procedures shall be followed, and where no specific random sampling procedure is specified, the sampling procedure shall be as identified by the Contractor.
- 261.4.4.3.2 The Contractor shall be responsible for the interpretation of the test results and the determination of any action to be taken to ensure that all materials and Work conform to the requirements of the Contract.
- 261.4.4.3.3 The Contractor shall maintain records of all inspections and tests.
- 261.4.4.3.3.1 Results of all quality control tests shall be available for examination by the Engineer at all times, and copies shall be provided if requested by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.5 Quality Assurance Testing and Adjustments
- 261.4.5.1 General
- 261.4.5.1.1 The Contractor shall provide an end product conforming in quality and accuracy of detail to the dimensional and tolerance requirements of the Contract Documents.
- 261.4.5.1.2 While the Contractor shall be fully and exclusively responsible for producing the end product, acceptance testing is the responsibility of the Engineer.
- 261.4.5.1.3 Certain requirements, limits, and tolerances are specified regarding the quality of materials and workmanship to be supplied.
- 261.4.5.1.3.1 The Engineer and the Contractor shall test for compliance with these requirements as described in 261.4.5.
- 261.4.5.1.3.2 The test methods indicated in Table 261-10 shall be used to determine material characteristics.

**Table 261-10
Test Methods**

Test Description	Test Method
Sampling Mixes	ASTM D 979
Coring	ASTM D 5361
Ignition Method	DTI Asphalt Concrete Quality Assurance Technician Certification Manual, Procedure # 9
Percent Fracture	DTI Method
Sieve Analysis	ASTM C 136/ASTM C 117
Bulk Relative Density	ASTM D 2726
Theoretical Maximum Relative Density	AASHTO T209
Voids Calculations, Asphalt Concrete Specimens	ASTM D 3203
Forming Superpave Specimens, Field Method	AASHTO T 312
Moisture Content, Oven Method Asphalt Concrete Mix	ASTM D 2172
Smoothness of Pavements, Profiler Method	ASTM E 950
Stratified Random Test Sites for A.C.P. Projects	ASTM D 3665
Appeal Testing	As outlined in the Specifications
Asphalt Binder:	Flash and Fire Points Viscosity Rheological Properties Rolling Thin Film Oven Accelerated Aging (PAV) Flexible Creep Stiffness Multiple Stress Creep Recovery
	AASHTO T 48 or ASTM D 92 AASHTO T316 or ASTM D 4402 AASHTO T315 AASHTO T 240 AASHTO R28 AASHTO T313 AASHTO T350
Tensile Strength Ratio (TSR)	ASTM D 4867
<u>Table 261-10 Continued:</u>	
Note: In all test methods used as reference in this specification, metric sieves as specified in ASTM E11 shall be substituted for any other specified wire cloth sieves.	

- 261.4.5.1.4 The Engineer reserves the right to inspect and/or test any of the Contractor's operations or materials, and those of subcontractors and suppliers, regardless of location.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.5.1.4.1 Such inspections and tests shall not relieve the Contractor of his responsibilities to control quality.
- 261.4.5.1.4.2 The Engineer's approval of any materials or mixture shall in no way relieve the Contractor from his obligation to provide materials, mixtures, and workmanship in accordance with the Contract Documents.
- 261.4.5.1.5 The loose mix and core samples shall be taken by the Contractor in the presence of the Engineer.
- 261.4.5.1.5.1 The random locations shall be determined by the Engineer.
- 261.4.5.1.5.2 The Contractor shall be notified of the random location when the truck containing the target tonnage has arrived on-site.
- 261.4.5.1.5.2.1 The Engineer shall notify the Contractor of the upcoming loose mix sample approximately 30 minutes prior to the target tonnage arriving on site.
- 261.4.5.1.5.2.2 If the Contractor is not available to obtain the sample, the truck shall be parked at the paving site until it can be sampled.
- 261.4.5.1.5.2.3 Once the truck has been identified for sampling, the mixture from the identified truck shall become part of the Lot.
- 261.4.5.1.5.2.4 Failure to provide a loose mix sample at the target tonnage shall result in rejection of the segment.
- 261.4.5.1.5.2.4.1 The samples collected from the remaining segments shall be combined to evaluate the remainder of the Lot.
- 261.4.5.1.5.3 The Engineer shall be responsible for labelling the loose mix and core samples.
- 261.4.5.1.5.4 The Contractor shall be responsible for the storage and transportation of the loose mix and core samples to the designated QA laboratory, within 36 hours of the completion of the Lot.
- 261.4.5.1.5.4.1 The maximum time to deliver samples may be extended to include Saturdays, Sundays, and Statutory Holidays when applicable.
- 261.4.5.1.5.5 The Contractor shall reinstate the Pavement at each core sample location in conjunction with removal of the core by dewatering the core hole and filling it with hot mixed asphalt concrete in 50 mm lifts to the Pavement surface elevation, compacting each lift with 25 blows using a standard compaction device.
- 261.4.5.1.6 The QA results for the loose mix samples shall not be reported to the Contractor until the QC results for that Lot have been reported to the Engineer.
- 261.4.5.1.7 Tests performed by the Engineer shall not be considered to be quality control tests.
- 261.4.5.1.8 Random sampling methods shall not be applied to the following areas:
- 261.4.5.1.8.1 Areas of surface defects repaired per 261.4.5.11.
- 261.4.5.1.8.2 Small areas such as tapers, aprons, Bridge approaches, gores, areas of handwork, and asphalt mix used for isolated levelling and repair of failed areas.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.5.1.9 When an individual test result from a Lot is questionable, the validity of the test result in question shall be determined in accordance with ASTM E 178, Standard Practice for Dealing with Outlying Observations using a “t” test at a 5 percent significance level.
- 261.4.5.1.9.1 An appeal is required before the outlier test applies.
- 261.4.5.1.9.2 If the outlier test procedure shows that the challenged test result is valid, then the test result shall be used in the calculations.
- 261.4.5.1.10 Quality assurance testing shall be done on a delayed basis for every Lot on the Contract.
- 261.4.5.2 Specific Work Category Requirements for Quality Assurance Testing
- 261.4.5.2.1 Work Category 1
- 261.4.5.2.1.1 The Engineer shall perform the quality assurance testing and the Contractor shall perform the quality control testing.
- 261.4.5.2.1.2 Acceptance testing is the responsibility of the Engineer and shall incorporate the quality control test results from the Contractor with the quality assurance test results from the Engineer in accordance with this Item; all loose mix samples shall be tested.
- 261.4.5.2.1.3 Quality control testing shall be performed by a technician who has successfully completed the NBDTI Asphalt Concrete Quality Control / Quality Assurance Technician Certification Program.
- 261.4.5.2.1.4 Quality control testing equipment shall be verified and approved by the Engineer before plant production begins.
- 261.4.5.2.1.5 If the results for a given Lot are within the tolerances stated in Table 261-11, the quality control and quality assurance mean of deviations, established from the test results, shall be combined together to establish the mean of deviation for payment adjustment.
- 261.4.5.2.1.6 The tolerance referred to in Table 261-11 is the sample mean difference for each mix characteristic between the quality control and quality assurance test results. The sample mean is defined in 261.1.2.10.

**Table 261-11
Acceptance Tolerance for Combining QA and QC Lot Test Results**

Mix Characteristics	Acceptance Tolerance Between QA and QC Test Results	
	Base Mix	Surface Mix
Air Voids	± 0.70	± 0.60
Binder Content	± 0.30	± 0.20
4.75 mm	± 5.0	± 3.0
75 µm	± 0.5	± 0.4
Note: The Mix Characteristics are based on the sample mean of the Lot test results.		

- 261.4.5.2.1.7 If any of the mix characteristics are outside the acceptable tolerance in Table 261-11, the acceptance test results for that mix characteristic shall be calculated using only the quality assurance test results.
- 261.4.5.2.1.8 If any of the control characteristics of a Lot is outside the acceptance limits as listed in Table 261-14, then the Lot shall be rejected automatically regardless of the values of the other control characteristics.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.5.2.2 Work Category 2
- 261.4.5.2.2.1 Acceptance testing shall be the responsibility of the Engineer, and all loose mix samples shall be tested for quality assurance.
- 261.4.5.2.3 Work Category 3
- 261.4.5.2.3.1 Acceptance testing shall be the responsibility of the Engineer, and one loose mix sample shall be selected from each Lot using random numbers, which shall be tested for quality assurance.
- 261.4.5.2.3.1.1 If the test results from the selected sample meet the criteria in Table 261-12, no further testing shall be required, and the Lot shall be paid at 100%.

**Table 261-12
Acceptance Criteria**

Test Properties	Criteria
Air Voids	2.50% - 5.00%
Asphalt Binder Content	JMF ± 0.40
Percent Passing 4.75 mm Sieve	JMF ± 6.0
Percent Passing 75 µm Sieve	JMF ± 1.0
Maximum Percent Passing 75 µm	6.5%

- 261.4.5.2.3.1.2 If the test results from the selected sample do not meet the above criteria, the Engineer shall test the remaining samples from the Lot. The Engineer shall test all mix characteristics per Tables 261-17, 261-18 and 261-19.
- 261.4.5.2.3.1.3 A Sample Mean or the Mean of Deviations for the combined test results shall be determined, and this value shall be used for acceptance and Unit Price Adjustments per Tables 261-17, 261-18 and 261-19.
- 261.4.5.2.4 Work Category 4
- 261.4.5.2.4.1 Acceptance testing shall be the responsibility of the Engineer, and one loose mix sample shall be selected from each Lot using random numbers, which shall be tested for quality assurance.
- 261.4.5.2.4.1.1 If more than one loose mix sample is taken for bridge decks, all samples shall be tested, and the average of the test results shall be used for acceptance and adjustments.
- 261.4.5.2.4.2 The QA results for the loose mix samples shall be reported to the Contractor once they are available.
- 261.4.5.2.4.3 The Lot sample shall meet the criteria in Table 261-12.
- 261.4.5.2.4.4 If the test results from the Lot sample do not meet the criteria in Table 261-12, the Unit Price Adjustments per Tables 261-17, 261-18 and 261-19 shall apply.
- 261.4.5.2.4.5 The maximum percent passing the 75 µm from Table 261-12 shall not apply.
- 261.4.5.2.4.6 For Work Category 4 – Leveling, the Lot sample shall be tested for asphalt binder content only.
- 261.4.5.2.5 Padding
- 261.4.5.2.5.1 Padding placed in accordance with 261.4.3.8 shall be tested for binder content only.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

261.4.5.3 Asphalt Density

261.4.5.3.1 Density testing shall be based on a Lot average method.

261.4.5.3.2 Pavement samples shall be taken on the road by coring using stratified random sampling procedures.

261.4.5.3.2.1 For each Work Category, the number of core samples taken per lot shall be per Table 261-1, with one sample taken from segments of approximately equal length.

261.4.5.3.2.2 In each segment a test site shall be located by using random numbers to determine the longitudinal distance from the end of the segment and the lateral distance from the edge of the mat.

261.4.5.3.2.2.1 Core samples shall not be taken from the following locations, and new random numbers shall be selected:

261.4.5.3.2.2.1.1 When the lateral distance is equal to or less than 0.3 m from the edge of a mat.

261.4.5.3.2.2.1.2 Shoulder areas where only a single lift of asphalt concrete surface mix is placed, for which the Contractor shall establish a rolling pattern to achieve the maximum compaction of the asphalt concrete.

261.4.5.3.2.2.1.3 Within 25 m of a loose mix sample location if using the plate sampling method.

261.4.5.3.2.2.1.4 When the distance is equal to or less than 3 m from municipal or road works, including but not limited to: catch basins, manholes, sluice boxes, and water valves.

261.4.5.3.2.3 Cores shall be obtained by the Contractor in accordance with ASTM D5361, within 24 hours after the placement of the Lot.

261.4.5.3.2.3.1 The maximum may be extended to include Saturdays, Sundays, and Statutory Holidays when applicable.

261.4.5.3.2.3.2 The Engineer may allow cores to be obtained within 12 hours after asphalt concrete placement, per procedure 3 (Obtaining Cores from Compacted Asphalt Concrete Surfaces) of the DTI Asphalt Concrete Quality Control / Quality Assurance Technician Manual.

261.4.5.3.2.3.3 The percent density of a Lot shall be determined by comparing the average of the core bulk densities with the average of the theoretical maximum relative density of the loose mix samples.

261.4.5.3.2.3.4 When placing multiple lifts in the same Day, the Engineer may request that cores be taken prior to placing the second lift.

261.4.5.4 Loose Mix Sampling

261.4.5.4.1 Loose mix sampling shall be used for the determination of asphalt content, gradation, and air voids.

261.4.5.4.2 Loose mix samples shall be obtained by the Contractor on the road behind the paver before compaction, or from the MTV discharge using an approved hopper, with samples taken per Table 261-1, or as directed by the Engineer.

261.4.5.4.2.1 For each segment, random numbers shall be used to determine the tonnage at which to obtain the sample.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.5.4.2.2 Loose mix samples should have a minimum mass of 40 – 50 kg per sample, in accordance with the DTI Asphalt Quality Control / Quality Assurance Technician’s Manual Procedure 2.
- 261.4.5.4.2.3 Each sample shall be split in two equal portions; one portion shall be tested, and the other shall be set aside in the event that an appeal is requested by the Contractor.
- 261.4.5.5 Thickness
- 261.4.5.5.1 The Contractor shall place the asphalt concrete in lifts at the thickness indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 261.4.5.5.2 For Work Category 1 and Work Category 2, thickness shall be evaluated on a Lot by Lot basis.
- 261.4.5.5.3 For Work Category 1 and Work Category 2, the Pavement thickness shall be determined from the test results of the cores obtained according to 261.4.5.3.
- 261.4.5.5.3.1 If the thickness does not meet the requirements of Table 261-14, then the deficient area shall be repaired as indicated in 261.4.5.11.
- 261.4.5.5.4 For Work Category 3 and Work Category 4, the asphalt concrete thickness shall be controlled by the Engineer.
- 261.4.5.6 Asphalt Binder
- 261.4.5.6.1 Asphalt binder samples shall be obtained and packaged as follows:
- 261.4.5.6.1.1 Samples shall be a minimum size of one litre and shall be taken from the Contractor’s storage tank in accordance with ASTM D 140; the sample containers shall be supplied by the Engineer.
- 261.4.5.6.1.2 The Contractor shall obtain one sample of asphalt binder for the first 5000 t of asphalt concrete produced, and an additional sample for every 5000 t of asphalt concrete produced thereafter.
- 261.4.5.6.1.3 The Engineer shall label the samples with the Contract number, date, time, grade and type of asphalt binder, supplier, refinery, and the name and the proportions of any additives added to the asphalt binder.
- 261.4.5.6.1.4 If a sample test result falls outside of the material requirements specified in 261.2.1.1, the Engineer may require that the Contractor suspend the asphalt concrete mix production.
- 261.4.5.6.1.4.1 Compliance shall be verified by the Engineer before the asphalt concrete mix production is allowed to continue.
- 261.4.5.7 Smoothness
- 261.4.5.7.1 General
- 261.4.5.7.1.1 The smoothness requirements shall be specified in the Contract Documents.
- 261.4.5.7.2 International Roughness Index (IRI) Smoothness
- 261.4.5.7.2.1 The Engineer shall conduct smoothness testing with a Class 1 Inertial Laser Profiler, with moving average filter (high pass 90 m and low pass 0.3 m).

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.5.7.2.2 The Engineer's smoothness testing results shall be used in determining payment adjustments and areas requiring corrective work, and shall be carried out as soon as possible upon completion of the paving operation.
- 261.4.5.7.2.3 The smoothness category that applies to a particular section of roadway shall be classified as either Category A or Category B, and are determined solely at the Engineer's discretion based on a number of factors, including but not necessarily limited to: roadway classification, geometry, access points (intersections, driveways), rehabilitation strategies and the presence of other physical features that may impact the ability to achieve pavement smoothness.
- 261.4.5.7.2.4 The high-speed profiler shall record the right and left wheel path IRI values simultaneously, and shall be reported in 100 metre segments, determined by averaging the final IRI readings at 10 metre intervals. Payment adjustments shall be calculated per Table 261-20.
- 261.4.5.7.2.5 The reporting interval shall be 100 metres for overall IRI, and 10 metres for localized roughness.
- 261.4.5.7.2.6 Localized Roughness shall be reported in 10 metre intervals where the IRI exceeds an established value as set out in Table 261-21, for a particular smoothness category.
- 261.4.5.7.2.7 The following locations shall be excluded from payment adjustments:
- 261.4.5.7.2.7.1 10 metre segments at both ends of the IRI smoothness category section(s).
- 261.4.5.7.2.7.2 10 meters from the start of a bridge to 10 meters past the end of a bridge.
- 261.4.5.7.2.7.3 Areas requiring hand work, tapers, intersections, gore areas, aprons, etc.
- 261.4.5.7.2.7.4 Individual 10 metre segments exhibiting roughness, which can be directly attributed to physical features of the roadway including iron works or curb/gutter match-ins.
- 261.4.5.7.3 Bump/Dip Profile Requirement
- 261.4.5.7.3.1 Individual bumps/dips exceeding 8.4 mm as detected by the profiler shall be subject to payment adjustment as described in 261.5.3.
- 261.4.5.7.3.2 The Bump/Dip profile requirements shall apply to all ramps.
- 261.4.5.8 Surface Defects
- 261.4.5.8.1 The finished surface of any Pavement course shall have a uniform texture and be free of visible signs of poor workmanship and bumps and/or dips exceeding 3 mm as measured with a 3 m straight edge.
- 261.4.5.8.2 Any defects, as determined by the Engineer, shall be cause for rejection of the Pavement course.
- 261.4.5.8.3 Multiple defects within a 10 m section shall be considered as one defect, and every 10 m section containing defects shall be counted as a separate defect for penalty adjustments.
- 261.4.5.8.4 A continuous defect shall be considered as one defect to a maximum of 50 m, after which, every 50 m section shall be counted as a separate defect for penalty adjustments.
- 261.4.5.8.5 Such defects shall include but are not limited to those set out in Table 261-13.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

**Table 261-13
Types of Surface Defects**

Segregated areas	Sampling locations not properly reinstated
Raveling	Improperly constructed patches
Roller marks	Contaminant spills on the mat
Cracking or tearing	Flushed Areas
Improper matching of longitudinal and transverse joints	Pneumatic-tired roller pickup
Tire marks	Dust balls

261.4.5.8.6 If during paving, continuous, or reoccurring surface defects have been identified by the Engineer in writing, the Contractor shall be permitted to place a maximum of 500 t of asphalt concrete to correct the identified defects.

261.4.5.8.6.1 If the identified surface defects have not been eliminated within the tonnage specified in 261.4.5.8.4, paving operations shall be suspended immediately.

261.4.5.8.6.1.1 Prior to resuming paving operations, the Contractor shall provide, in writing, a detailed description of what measures will be taken to correct the surface defects, for approval by the Engineer.

261.4.5.8.6.1.2 A test strip of 500 t shall be constructed to demonstrate that the causes of the surface defects have been resolved.

261.4.5.8.6.1.3 The test strip shall be evaluated by the Engineer to determine if paving operations may resume.

261.4.5.8.6.1.3.1 If the test strip is not considered acceptable, the Contractor shall resubmit corrective measures per 261.4.5.8.6.1.1.

261.4.5.8.6.1.3.2 The Engineer may approve a maximum number of 2 test strips within the Work Area, after which the Contractor shall demonstrate corrections at a location outside of the Owner's Right-of-Way, before paving operations shall be permitted to resume.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

**Table 261-14
Acceptance/Rejection Requirements by Lot**

Measurement	Types of Mix and Sieve Size	Lot Payment			Repair / Replace Reject
		Increased	Full	Reduced	
Bulk Relative Density as (%) of Theoretical Maximum Relative Density (%)	All	> 92.5	92.5	92.4 – 89.5	< 89.5
Asphalt Content (%) (Mean of Deviations of Lot from JMF)	All	N.A. N.A.	0.00 – 0.40 0.00 – 0.30	0.41 – 0.65 0.31 – 0.50	> 0.65 > 0.50
Gradation (%) (Mean of Deviations of Lot from JMF) (See Note 1)	B, HRB, WMA-RB, WMA-B: 4.75 mm 75 µm	N.A. N.A.	0.0 – 6.0 0.0 – 0.8	6.1 – 10.0 0.9 – 1.5	> 10.0 > 1.5
	C, WMA-C, D, HRD, WMA-RD, WMA-D: 4.75 mm 75 µm	N.A. N.A.	0.0 – 5.0 0.0 – 0.5	5.1 – 9.0 0.6 – 1.2	> 9.0 > 1.2
Cores with Thickness Within Tolerance (#) (See Note 2)	All	N.A.	4 of 5	N.A.	3 of 5
Air Voids (%) Mean of Deviations from Target Value of 4.0%	All	N.A.	1.00	1.01 - 2.00	> 2.00

Notes:

- 1) Additional Requirements for Gradation for Work Category 1, Work Category 2, and Work Category 3:
 - a. If the average of Lot test results for the 4.75 mm sieve size falls outside the gradation limits of Table 261-3, the Lot shall be rejected.
 - b. If the average of Lot test results for the 75 µm sieve size exceeds 6.5%, the following shall apply:
 - i. 6.6% to 7.5% the Lot Payment shall be reduced by \$5.00/t;
 - ii. >7.5%, the Lot shall be rejected.
- 2) Specified Thickness for Work Category 1 and Work Category 2:
 - a. Specified Thickness = specified application rate ÷ bulk relative density obtained from core samples.
 - b. Lift Thickness Tolerance by Type of Mix
 - i. Tolerance = 0.80 x Specified Thickness (HRB/WMA-RB)
 - ii. Tolerance = 0.85 x Specified Thickness (B/WMA-B, C/WMA-C, D/WMA-D, HRD/WMA-RD)
 - c. If the thickness of either lift of base mix is less than the tolerance, the Contractor shall place the next lift of asphalt concrete to achieve a thickness equivalent to the total thickness of the two lifts as specified in the Contract. The total thickness of the two lifts for the deficient Lot shall be verified by coring the two lifts in the area of the deficient Lot.
 - d. If the thickness of the surface lift is less than the tolerance, the total thickness of all lifts for the deficient Lot shall be verified by coring all the lifts in the area of the deficient Lot.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

261.4.5.9 Appeal of Lot Test Results

- 261.4.5.9.1 The Contractor may appeal the results of acceptance testing for the density, asphalt content, gradation, air voids, and thickness for any rejected or penalized Lot only once.
- 261.4.5.9.2 The Contractor may appeal the results of Work Category 1, Work Category 2 and Work Category 3 contracts only.
- 261.4.5.9.3 For Work Category 1, the Contractor may appeal the results of any quality assurance mix characteristic(s) from Table 261-11, if the difference between the quality control and quality assurance test results are outside the tolerance listed in Table 261-11, or if the calculated mean of deviation indicates that the Lot will be rejected.
- 261.4.5.9.4 Appeals shall only be considered for all tests within the Lot.
- 261.4.5.9.5 Appeals on density test results shall only be permitted if the original density of the Lot is less than 91.5%.
- 261.4.5.9.6 Any attempt to improve density on the appealed Lot after the Engineer has tested the Lot for acceptance shall void the appeal and the original test results shall apply.
- 261.4.5.9.7 For thickness appeals, 7 out of 10 test results must meet or exceed the lift thickness tolerance specified in Table 261-14.
- 261.4.5.9.8 The following procedures shall apply for an appeal:
- 261.4.5.9.8.1 The Contractor shall serve notice of appeal to the Engineer in writing, within 48 hours of receipt of the test results.
- 261.4.5.9.8.2 The Contractor and the Engineer shall agree on a time at which the cores for the appeal of the Lot shall be taken, and the cores for the appeal of the Lot shall be taken within 48 hours of the submission of the notice for the appeal.
- 261.4.5.9.8.3 Appeal cores shall be taken at the center of the travelling lane.
- 261.4.5.9.8.4 For Work Category 1 and Work Category 2, if the density or thickness of the Lot is appealed, the Contractor shall take 5 more cores at random locations determined by the Engineer. These cores shall be tested by the Engineer in the QA laboratory.
- 261.4.5.9.8.4.1 For Work Category 1 and Work Category 2, the new percent density of the appealed lot shall be determined by averaging the core densities of the original lot cores and the appeal cores, and comparing the average density of the 10 cores with the average of the Theoretical Maximum Relative Density of the loose mix samples.
- 261.4.5.9.8.5 For Work Category 3, if the density of the Lot is appealed, the Contractor shall take 4 more cores at random locations determined by the Engineer. These cores shall be tested by the Engineer in the QA laboratory.
- 261.4.5.9.8.5.1 For Work Category 3, the new percent density of the appealed lot shall be determined by averaging the core densities of the original lot cores and the appeals cores and comparing the average density of the eight cores with the average of the Theoretical Maximum Relative Density of the loose mix samples.
- 261.4.5.9.8.6 If the asphalt content, gradation, or air voids is appealed, the Contractor shall deliver the remaining portion of the samples obtained in 261.4.5.4 to the Owner's Central Laboratory in Fredericton for the appeal testing by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.5.9.8.7 The Contractor may have a representative present during the period of the testing; the Contractor's representative shall comment on anything concerning the testing which he does not consider to be valid, and the Engineer shall respond to all comments in order to resolve them.
- 261.4.5.9.8.7.1 Prior to leaving the testing Laboratory, any unresolved comments regarding the testing procedures are to be given to the Engineer in writing.
- 261.4.5.9.8.7.2 Any comments with respect to the testing procedures which are made subsequent to the Contractor's representative leaving the Laboratory shall not be considered.
- 261.4.5.9.8.8 For Work Category 1, when the results of the mix characteristics in Table 261-11 are appealed, the following procedures shall apply.
- 261.4.5.9.8.8.1 The sample mean of the mix characteristic being appealed shall be calculated for quality assurance, quality control, and appeal test results.
- 261.4.5.9.8.8.2 If the sample mean appeal test result is closer to the quality assurance sample mean result, they shall be combined together to establish the mean of deviation for payment adjustment and the Contractor shall be charged the Owner's lab testing fees to cover the cost of the appeal testing as set out in Table 810-1.
- 261.4.5.9.8.8.3 If the sample mean appeal test result is closer to the quality control sample mean result, they shall be combined together to establish the mean of deviation for payment adjustment at no cost to the Contractor for the appeal testing.
- 261.4.5.9.8.8.4 If the sample mean appeal test result is spaced equally between the quality assurance and quality control sample mean test results, all sample mean test results shall be combined together to establish the mean of deviation for payment adjustment at no cost to the Contractor for the appeal testing.
- 261.4.5.9.8.9 For Work Category 2 and Work Category 3, only the test results from the Owner's Central Laboratory shall be used to determine a new mean of deviations for acceptance and Unit Price Adjustment.
- 261.4.5.9.8.10 The new Lot test results so obtained shall be binding on both the Contractor and the Owner.
- 261.4.5.10 Analysis of Rejected Lots
- 261.4.5.10.1 Following an appeal of the entire Lot, in accordance with 261.4.5.9, if the new test results continue to indicate rejection, the new test results shall be analyzed by the Engineer to determine whether or not a portion of the Lot is acceptable.
- 261.4.5.10.2 If the analysis indicates partial Lot acceptance, only those areas corresponding to the sample segment(s) in which rejected material placement occurred shall be subject to 261.4.5.11.2 or 261.4.5.11.3, as determined by the Engineer.
- 261.4.5.10.3 Any and all price adjustments corresponding to the recalculated test results shall apply.
- 261.4.5.11 Repairs
- 261.4.5.11.1 General
- 261.4.5.11.1.1 Repairs to correct surface defects shall be carried out by removal and replacement per 261.4.5.11.2 or routing and crack sealing. The method of repair shall be determined by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.4.5.11.1.2 The asphalt concrete used for replacement to correct surface defects shall be the same asphalt concrete mix designation as that which is removed; any asphalt concrete which does not conform to the requirements of this Item shall not be incorporated in the Work.
- 261.4.5.11.1.3 The surface defect penalty, per 261.6.10, shall apply, whether or not a repair is required.
- 261.4.5.11.1.4 The requirement for repair may be waived by the Engineer if it is determined that a repair would be more detrimental to the finished product than the defect.
- 261.4.5.11.2 Removal and Replacement
- 261.4.5.11.2.1 The full thickness of the appropriate lift of Pavement in the rejected Lot shall be removed by cold milling or other means as approved by the Engineer.
- 261.4.5.11.2.2 All joints shall be tack-coated.
- 261.4.5.11.2.3 Repaired areas shall be retested for acceptance; those failing shall be rejected and shall require further repair.
- 261.4.5.11.2.4 Material removed shall become the property of the Contractor, who shall dispose of the material outside the Work Site.
- 261.4.5.11.3 Overlaying
- 261.4.5.11.3.1 The overlay shall extend the full width of the underlying Pavement surface, and shall have a finished compacted thickness of not less than 50 mm for a base course and 34 mm for a surface course.
- 261.4.5.11.3.2 A key shall be constructed at each end of the overlaid section per Standard Drawing 261-1.
- 261.4.5.11.3.3 If an overlay results in the need for repairs or adjustments to the adjacent materials within the Work Area, the Contractor shall carry out the repairs and adjustments at his own expense, to the satisfaction of the Engineer.
- 261.4.5.11.3.4 Repaired areas shall be tested for acceptance.
- 261.4.5.11.3.4.1 Those failing shall be rejected and a second overlay shall not be permitted.
- 261.4.5.11.3.4.2 The Contractor shall then carry out repairs in accordance with 261.4.5.11.2.
- 261.4.5.11.3.4.3 Removal depth shall be sufficient to remove the full thickness of the overlay lift and the original unsatisfactory surface lift.
- 261.5 MEASUREMENT FOR PAYMENT
- 261.5.1 General
- 261.5.1.1 The Quantity to be measured for payment shall be the number of tonnes of asphalt concrete placed, in accordance with this Item, subject to payment adjustments.
- 261.5.1.1.1 For Work Category 1 and Work Category 2, the Quantity of asphalt concrete for a Lot shall not exceed that calculated as follows:

$$[1.10 \times (\text{application rate}) \times (\text{length}) \times (\text{specified width})] \times 1000$$

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

261.5.2 Unit Price Adjustment (UPA) of the Lot

261.5.2.1 The UPAs for asphalt concrete are shown in Tables 261-16, 261-17, 261-18, and 261-19.

261.5.2.2 For each Work Category, the UPA are subject to the pay factors shown in table 261-15.

**Table 261-15
Unit Price Adjustment Pay Factors**

Mix Property	Work Category 1	Work Category 2	Work Category 3	Work Category 4
Density (Table 261-16)	100%	100%	100%	See Note 2
Asphalt Content (Table 261-17)	100%	75%	50%	50%
Gradation (Table 261-18)	100%	75%	50%	50%
Air Voids (Table 261-19)	100%	75%	50%	50%

Notes:

- 1) For Work Category 4 the UPAs for asphalt concrete as shown in Tables 261-16, 261-17, 261-18 and 261-19 shall be limited to the maximum penalty. The rejection criteria shall not apply
- 2) For Work Category 4, the positive values in Table 261-16 shall be subject to 100% of the values listed, and the negative values shall be subject to 50% of the values listed.

261.5.2.3 The UPA as shown in Table 261-16 shall not apply to Shoulder areas with a single lift of asphalt concrete or to Bridge Decks.

261.5.2.4 For asphalt concrete placed as padding, driveways, and aprons, the UPA as shown in Table 261-16, 261-17, 261-18 and 261-19 shall not apply.

261.5.2.5 If repairs are carried out by removal and replacement or overlay of the asphalt concrete, the UPA for the Lot shall be based on quality assurance testing carried out on the repaired Lot.

261.5.2.6 The Unit Price (UP) for asphalt concrete base or surface mixes shall be adjusted for each Lot as follows:

$$UP_{Lot} = UP + \sum(UPA_{Density} + UPA_{Asphalt\ Content} + UPA_{Gradation} + UPA_{Air\ Voids})$$

261.5.3 Payment Adjustment for Smoothness

261.5.3.1 The Engineer shall provide the Contractor with a copy of the smoothness test results, including detailed payment adjustment summaries and mandatory repair requirements.

261.5.3.2 Individual bumps and dips shall be assessed in accordance with the schedule set out in Table 261-22.

261.5.3.3 For asphalt concrete placed on Bridge decks, the payment adjustments as shown in Tables 261-20, 261-21 and 261-22 shall not apply.

261.5.3.4 100 Metre Segments

261.5.3.4.1 Payment adjustment for 100 metre segments shall be calculated based on the overall average IRI in mm/m for each 100 metre segment in each lane in accordance with Table 261-20.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

261.5.3.5 Localized Roughness

261.5.3.5.1 With the exception of areas described in 261.4.5.7.2.7, each 10 metre segment with an IRI value greater than those shown in Table 261-21 shall be defined as localized roughness, resulting in negative payment adjustments. The total localized roughness payment adjustment shall be the numerical summation of all the individual localized roughness payment adjustments for the defined section of roadway.

261.5.3.6 Total Payment Adjustments

261.5.3.6.1 The total payment adjustment shall be the summation of all the individual payment adjustments for each 100 metre segment in each lane, including localized roughness payment adjustments. If the total 100 metre segment payment adjustment is a positive value, the Contractor shall be assessed the total 100 metre segment payment adjustment, and the total localized roughness payment adjustment for the defined section of roadway.

261.5.3.6.2 If the total 100 metre segment payment adjustment is a negative value, the Contractor shall be assessed either the total 100 metre segment payment adjustment or the total localized roughness payment adjustment, whichever is numerically less (i.e. whichever results in a greater penalty to the Contractor). The two penalties shall not be applied in summation.

261.5.3.7 Segments Less Than 100 Metres

261.5.3.7.1 For segments less than 100 metres in length, price adjustments shall be determined from 10 metre segments that are not subject to exclusions as described in 261.4.5.7.2.7. Payment adjustments under 261.5.3.4 and 261.5.3.5 shall apply to these areas based on the actual number of 10 metre segments that are not excluded. Price adjustments shall be prorated based on the number of non-excluded 10 metre segments in the 100 metre segment, as detailed in Table 261-20.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 261-16
Unit Price Adjustment for Density (UPAd)**

% of Theoretical Maximum Relative Density (Lot Average)	Unit Price Adjustment (\$ per Tonne)	% of Theoretical Maximum Relative Density (Lot Average)	Unit Price Adjustment (\$ per Tonne)
93.0	+1.00	91.1	-2.80
92.9	+0.80	91.0	-3.00
92.8	+0.60	90.9	-3.40
92.7	+0.40	90.8	-3.80
92.6	+0.20	90.7	-4.20
92.5	0.00	90.6	-4.60
92.4	-0.20	90.5	-5.00
92.3	-0.40	90.4	-5.40
92.2	-0.60	90.3	-5.80
92.1	-0.80	90.2	-6.20
92.0	-1.00	90.1	-6.60
91.9	-1.20	90.0	-7.00
91.8	-1.40	89.9	-8.00
91.7	-1.60	89.8	-9.00
91.6	-1.80	89.7	-10.00
91.5	-2.00	89.6	-11.00
91.4	-2.20	89.5	-12.00
91.3	-2.40	<89.5	reject
91.2	-2.60		

**Table 261-17
Unit Price Adjustment for Asphalt Content (UPAa)**

Mean of the Deviations of Actual Asphalt Content from the Approved Asphalt Content	Unit Price adjustment for Asphalt Content (\$ per Tonne)	
Type B/HRB/WMA-B	0.00 to 0.40	0.00
	0.41 to 0.45	-1.00
	0.46 to 0.50	-2.00
	0.51 to 0.55	-3.00
	0.56 to 0.60	-4.00
	0.61 to 0.65	-5.00
	> 0.65	reject
Type C/D/HRD/ WMA-C/WMA-D	0.00 to 0.30	0.00
	0.31 to 0.35	-1.00
	0.36 to 0.40	-2.00
	0.41 to 0.45	-3.00
	0.46 to 0.50	-4.00
	> 0.50	reject

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 261-18
Unit Price Adjustment for Gradation (UPAg)**

Sieve Size ASTM Designation	Mean of the Deviations of the Gradation from the JMF		Unit Price Adjustment for Gradation
	Type B/HRB/WMA-B	Type C/D/HRD WMA-C/WMA-D	\$ per Tonne
4.75 mm	0.0 to 6.0	0.0 to 5.0	0.00
	6.1 to 6.2	5.1 to 5.2	-0.50
	6.3 to 6.4	5.3 to 5.4	-1.00
	6.5 to 6.6	5.5 to 5.6	-1.50
	6.7 to 6.8	5.7 to 5.8	-2.00
	6.9 to 7.0	5.9 to 6.0	-2.50
	7.1 to 7.2	6.1 to 6.2	-3.00
	7.3 to 7.4	6.3 to 6.4	-3.50
	7.5 to 7.6	6.5 to 6.6	-4.00
	7.7 to 7.8	6.7 to 6.8	-4.50
	7.9 to 8.0	6.9 to 7.0	-5.00
	8.1 to 9.0	7.1 to 8.0	-10.00
	9.1 to 10.0	8.1 to 9.0	-15.00
	> 10.0	> 9.0	reject
75 µm	0.0 to 0.8	0.0 to 0.5	0.00
	0.9	0.6	-0.50
	1.0	0.7	-1.50
	1.1	0.8	-3.00
	1.2	0.9	-5.00
	1.3	1.0	-7.50
	1.4 to 1.5	1.1 to 1.2	-12.00
	> 1.5	> 1.2	reject
<p>For Work Category 1, Work Category 2, and Work Category 3, in addition to the above acceptance/rejection requirements for gradation, the following shall apply:</p> <ol style="list-style-type: none"> 1) If the average of Lot test results for the 4.75 mm sieve size falls outside the gradation limits of Table 261-3, the Lot shall be rejected. 2) If the average of Lot test results for the 75 µm sieve size exceeds 6.5%, the following shall apply: <ol style="list-style-type: none"> a. 6.6% to 7.5%, the Lot payment shall be reduced by \$5.00/t; b. >7.5%, the Lot shall be rejected. 			

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 261-19
Unit Price Adjustment for Air Voids (UPAAV)**

Mean of Deviations of Air Voids from Target Value Air Voids (4.00%)	Unit Price Adjustment (\$/t)
0.00 to 1.00	0.00
1.01 to 1.10	- 0.50
1.11 to 1.20	- 1.00
1.21 to 1.30	- 2.00
1.31 to 1.40	- 4.00
1.41 to 1.50	- 6.00
1.51 to 1.60	- 8.00
1.61 to 1.70	- 10.00
1.71 to 1.80	- 12.00
1.81 to 1.90	- 14.00
1.91 to 2.00	- 16.00
> 2.00	Reject

**Table 261-20
Payment Adjustment 100 Metre Segments**

IRI (mm/m)	Payment Adjustment for each 100 metre Segment in each Lane	
	Category A	Category B
0.00 – 0.10	+\$750.00	+\$950.00
0.11 – 0.20	+\$670.00	+\$860.00
0.21 – 0.30	+\$580.00	+\$770.00
0.31 – 0.40	+\$490.00	+\$670.00
0.41 – 0.50	+\$400.00	+\$570.00
0.51 – 0.60	+\$305.00	+\$470.00
0.61 – 0.70	+\$205.00	+\$370.00
0.71 – 0.80	+\$100.00	+\$270.00
0.81 – 0.90	-\$20.00	+\$160.00
0.91 – 1.00	-\$250.00	+\$50.00
1.01 – 1.10	-\$490.00	-\$70.00
1.11 – 1.20	-\$760.00	-\$190.00
1.21 – 1.30	-\$1040.00	-\$320.00
1.31 – 1.40	-\$1350.00	-\$450.00
1.41 – 1.50	-\$1700.00	-\$590.00
1.51 – 1.60	-\$2110.00	-\$740.00
1.61 – 1.70	-\$2630.00	-\$900.00
1.71 – 1.80	-\$3800.00	-\$1070.00
1.81 – 1.90	-\$4690.00	-\$1260.00
1.91 – 2.00	-\$4700.00	-\$1480.00
2.01 – 2.10	-\$4700.00	-\$1720.00
2.11 – 2.20	-\$4700.00	-\$2040.00
2.21 – 2.30	-\$4700.00	-\$2750.00
2.31 – 2.40	-\$4700.00	-\$3290.00
2.41 – 2.50	-\$4700.00	-\$3300.00
2.51 – 3.00	-\$4700.00	-\$3300.00

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 261-21
Payment Adjustment 10 Metre Segments**

Smoothness Classification	Localized Roughness IRI (mm/m) for 10 metre Segments	Payment Adjustment (for each occurrence)
Category A	> 1.10	-\$250.00
Category B	> 1.40	-\$250.00

**Table 261-22
Bump and Dip Penalty Schedule**

Bump/Dip	Penalty
8.5 to 9.4 mm	\$ 100.00
9.5 to 10.4 mm	\$ 200.00
10.5 to 11.4 mm	\$ 400.00
11.5 to 12.4 mm	\$ 600.00
12.5 to 13.4 mm	\$ 800.00
13.5 to 14.4 mm	\$1000.00
14.5 to 15.4 mm	\$1200.00
15.5 to 16.4 mm	\$1400.00
16.5 to 17.4 mm	\$1600.00
17.5 to 18.4 mm	\$1800.00
≥ 18.5 mm	\$2000.00

261.6 BASIS OF PAYMENT

- 261.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of asphalt concrete, as identified under the Contract.
- 261.6.2 Compensation to the Contractor or the Owner for differences between the asphalt binder content as determined by QA ignition furnace results, and the assumed asphalt binder content specified in 261.2.2.1 for the total payable tonnage, shall be as follows:
 - 261.6.2.1 Payment to the Contractor shall be made for asphalt content in excess of the assumed asphalt binder content specified in 261.2.2.1 for the total payable tonnage, subject to the following limitations:
 - 261.6.2.1.1 The maximum amount of asphalt content used in the above calculation shall be the assumed asphalt binder content, specified in 261.2.2.1, plus 0.5 % for Type B/HRB/WMA-B/WMA-RB mixes and 0.3 % for Type C/D/HRD/WMA-RD/WMA-D mixes.
 - 261.6.2.1.2 For Work Category 4 - Leveling, the maximum amount of asphalt content used in the above calculation shall be the assumed asphalt binder content specified in 261.2.2.1, plus 0.5% for Type WMA-D mixes.
 - 261.6.2.1.3 If the actual asphalt binder content is less than the assumed asphalt binder content, the Contractor shall reimburse the Owner using the NBDTI's PG Asphalt Binder Price Index for the month preceding the month of the tender opening.
 - 261.6.2.1.4 If the actual asphalt binder content is higher than the assumed asphalt binder content, the Owner shall reimburse the Contractor at the actual invoiced amount supplied by the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)	ITEM: 261
261.6.2.1.5	Payments and credits shall be determined on a Lot by Lot basis.
261.6.2.1.6	This determination is independent from and has no relationship to calculations for determining Unit Price adjustments as specified under 261.6.3.
261.6.2.1.7	The asphalt binder content for each mix type shall be calculated by averaging all the ignition furnace results obtained throughout the contract.
261.6.2.1.7.1	For RAP mixes, the actual asphalt binder content in the RAP shall be subtracted from the ignition furnace results obtained throughout the contract.
261.6.2.1.7.2	For padding, the asphalt binder content shall be calculated by averaging all of the QA ignition furnace results of the same mix type.
261.6.2.1.7.3	There shall be no binder adjustment for material placed in driveways and aprons.
261.6.2.1.7.4	For trial mixes, the actual asphalt binder content shall be calculated by averaging the ignition furnace results obtained throughout the Contract.
261.6.3	Payment adjustment for the change in the PG asphalt binder price shall be calculated in accordance with Item 821.
261.6.4	In the case that the Contractor initiates an appeal under 261.4.5.9, the following shall apply:
261.6.4.1	If the new test results after the appeal process indicates that a penalty no longer applies, then the testing costs incurred by the Owner during the appeal procedures for that Lot shall be borne by the Owner.
261.6.4.1.1	Payment to the Contractor shall be made for the sampling costs.
261.6.4.2	If the new test results after the appeal process verify that a penalty still applies or rejection remains valid for that Lot, the testing costs incurred by the Owner during the appeal procedure shall be charged, in accordance with Item 810, to the Contractor.
261.6.4.3	When the binder content is appealed, an additional \$1,300 shall be charged to cover the cost of calibrating the ignition furnace.
261.6.5	If the Contractor carries out IRI Compulsory Work per 261.6.11 or carries out work to repair Surface Defects per 261.4.5.8, the smoothness shall be retested.
261.6.5.1	The Contractor shall be charged for the smoothness retesting in accordance with Item 810.
261.6.6	For each occurrence that the loose mix and core samples are not delivered per 261.4.5.1.5.4, the Contractor shall pay the Owner a penalty of \$1000 per Day.
261.6.7	For each occurrence that paving is not performed per 261.4.3.5.3 or 261.4.3.5.4, the Contractor shall pay the Owner a penalty of \$1000 for each Day after the 14th Day or 21st Day, respectively, until paving commences; and \$1000 for each Day that paving is not continuous (stopped on any Day for more than 40% of the Contractor's normal Work hours), until paving resumes.
261.6.7.1	For contracts that have multiple sections, each section shall be assessed separately.
261.6.8	For each occurrence that paving is not performed per 261.4.3.5.5, the Contractor shall pay the Owner a penalty of \$1000 for each Day after the 14th Day, until paving commences; and \$1000 for each Day that paving of driveways and aprons is not continuous (stopped on any Day for more than 40% of the Contractor's normal Work hours), until paving resumes.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE – END RESULT SPECIFICATION (ERS)

ITEM: 261

- 261.6.9 For each occurrence that adjacent asphalt concrete mats are not completed to within 100 m per 261.4.3.6.16, the Contractor shall pay the Owner a penalty of \$1000 per occurrence.
- 261.6.9.1 The penalty may be waived, if the Engineer deems the occurrence to be no fault of the Contractor; such occurrences shall include but not necessarily be limited to mechanical breakdowns and weather.
- 261.6.10 For each surface defect per 261.4.5.8, the Contractor shall pay the Owner a penalty of \$500.00 per defect.
- 261.6.11 Mandatory Penalty for IRI Category A
- 261.6.11.1 The Contractor shall be subject to a mandatory penalty of \$2500 for each 10 metre segment with an IRI > 3.00 mm/m, with the exception of areas defined in 261.4.5.7.2.7.
- 261.6.11.2 The Owner reserves the right to require compulsory corrective Work on any of the sections with an IRI > 3.00 mm/m. In sections where compulsory corrective Work is required, the Owner shall waive the \$2500 penalty.
- 261.6.11.2.1 The Owner shall notify the Contractor if compulsory corrective Work is required.
- 261.6.12 Compulsory Corrective Work Procedures
- 261.6.12.1 Corrective work shall consist of removal and replacement of the surface course of asphalt concrete. The minimum length of any repair area shall be 10 metres.
- 261.6.12.2 On each of the 10 metre segments affected, the Contractor shall remove (by cold milling) and replace the full width of the driving lane and the full depth of the surface course.
- 261.6.12.3 The asphalt concrete repair shall conform to 261.4.5.11.
- 261.6.13 Retesting Following Corrective Work
- 261.6.13.1 After corrective work has been completed, each of the 100 metre segments containing corrective work shall be retested, using the same profiler used in the original testing. The new IRI values shall be used and recalculated results shall be binding. Should the new IRI results indicate further mandatory penalty, the Contractor shall be subject to the mandatory penalty as stated in 261.6.11 and per 261.6.14.
- 261.6.14 Cost for Corrective Work
- 261.6.14.1 All costs associated with corrective work, including retesting, shall be the responsibility of the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

<u>Article</u>	<u>CONTENTS</u>	<u>Page</u>
262.1	DESCRIPTION	262-2
262.2	MATERIALS	262-2
262.2.1	General	262-2
262.2.2	Alternative A- Emulsified Asphalt	262-2
262.2.3	Alternative B- Asphalt Binder	262-2
262.2.4	Water	262-2
262.2.5	Mix Design	262-2
262.2.5.1	Preliminary Sampling	262-2
262.2.5.2	Design Mix Formula (DMF)	262-3
262.2.5.3	Mix Design Report	262-5
262.3	SUBMITTALS	262-5
262.4	CONSTRUCTION	262-6
262.4.1	Details of Work	262-6
262.4.2	Equipment	262-6
262.4.3	Test Strip	262-8
262.4.4	Operational Constraints	262-8
262.4.5	Placement of Cold Bituminous Mixture	262-9
262.4.6	Quality Control (QC)	262-9
262.4.7	Quality Assurance (QA)	262-11
262.4.8	Acceptance Criteria	262-11
262.4.9	Guarantee	262-11
262.5	MEASUREMENT FOR PAYMENT	262-12
262.6	BASIS OF PAYMENT	262-12

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

262.1 DESCRIPTION

262.1.1 This Item consists of in-place partial depth reclamation of the existing asphalt Pavement, recycling the reclaimed asphalt Pavement (RAP) using Mobile Recycling Equipment, and placement of a recycled cold bituminous mixture.

262.1.1.1 Alternative A – Using Emulsified Asphalt.

262.1.1.2 Alternative B – Using Expanded Asphalt.

262.2 MATERIALS

262.2.1 General

262.2.1.1 All materials shall be supplied by the Contractor.

262.2.1.2 The Contractor shall process the RAP to contain 100% passing the 31.5 mm sieve.

262.2.2 Alternative A- Emulsified Asphalt

262.2.2.1 The emulsified asphalt shall be a CSS-1 or CSS-1H or an Engineer approved equivalent.

262.2.2.2 The emulsified asphalt may be cationic or anionic, based on the performance in the coating tests conducted in the initial phase of the Design Mix Formula (DMF).

262.2.2.3 The emulsified asphalt shall meet the requirements of ASTM D2397 for cationic, and ASTM D977 for anionic.

262.2.3 Alternative B- Asphalt Binder

262.2.3.1 The asphalt binder grade shall be PG 58S-28.

262.2.3.2 Performance Grade (PG) asphalt binder shall meet the requirements of AASHTO M332, Table 1 – Performance Graded Asphalt Binder, and shall contain no anti-foaming agents.

262.2.4 Water

262.2.4.1 Water shall be obtained from a source approved by the appropriate regulatory agencies, and shall be free of any deleterious materials.

262.2.5 Mix Design

262.2.5.1 Preliminary Sampling

262.2.5.1.1 Prior to commencing the Work, the Contractor shall obtain representative samples of the material to be produced during the reclaiming operation, and shall carry out the laboratory testing necessary to establish the DMF.

262.2.5.1.2 The samples shall be taken from the Roadbed, at a minimum rate of one per 500 metres of lane kilometer, which shall be restored with either asphalt concrete or cold mix the same Day as sampling, to the satisfaction of the Engineer.

262.2.5.1.2.1 The Contractor shall be responsible to maintain and repair all sample locations.

262.2.5.1.2.2 The Contractor shall notify the Engineer of sampling at least 3 Days prior to sampling from the Roadbed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

262.2.5.2 Design Mix Formula (DMF)

262.2.5.2.1 The Contractor shall use Professional Engineering services and a qualified testing Laboratory to assess the aggregate materials proposed for use in, and to carry out the design of, the expanded asphalt mix.

262.2.5.2.2 Alternative A

262.2.5.2.2.1 The emulsified asphalt DMF shall be in accordance with the procedures outlined in A Basic Asphalt Emulsion Manual – Manual Series No. 19, 4th Ed. from the Asphalt Institute and the Asphalt Emulsion Manufacturer’s Association (AEMA).

262.2.5.2.2.2 The emulsified asphalt by mass of RAP shall have a minimum residual asphalt content of 0.8%.

262.2.5.2.2.3 The DMF shall identify the maximum allowable field adjustment to the design rate without adverse effects on mix properties. A new DMF shall be submitted when the emulsified asphalt design rate is adjusted by 0.5% or greater.

262.2.5.2.2.4 If the composition of the existing Pavement changes significantly, the Contractor shall submit a separate DMF.

262.2.5.2.2.5 The DMF report shall contain all information on the type, manufacturer and supplier of the asphalt emulsion, and its technical specifications.

262.2.5.2.2.6 A minimum of 0.5% by mass of Portland cement shall be incorporated into all DMF.

262.2.5.2.2.6.1 For the purpose of establishing the Unit Price for Alternative A, the amount of Portland cement required shall be calculated using a mix design of 2100 kg/m³.

262.2.5.2.2.6.2 The maximum amount of Portland cement allowable for incorporation into the mix shall be 1.0% if the minimum requirements of Table 262-2 cannot be met.

262.2.5.2.2.7 Corrective aggregate by mass shall be supplied for incorporation into the mix if the DMF fails to conform to the grading limits of Table 262-1 and/or if the minimum requirements of Table 262-2 cannot be met using Portland cement.

262.2.5.2.2.7.1 Corrective aggregate shall meet the physical requirements of Table 201-1 for aggregate base.

262.2.5.2.3 Alternative B

262.2.5.2.3.1 An expanded asphalt mix design shall be conducted in accordance with the procedures outlined in the Wirtgen Cold Recycling Manual. Preparation of the DMF shall be the Contractor’s responsibility.

262.2.5.2.3.2 The DMF shall identify total asphalt binder content, aggregate gradation, compacted bulk density, target dry density of the mixture, dry tensile strength, wet tensile strength, and tensile strength ratio.

262.2.5.2.3.2.1 For the purpose of establishing the Unit Price for Alternative B expanded asphalt, an asphalt binder content of 1.2% and a mix density of 2100 kg/m³ shall be assumed for the expanded asphalt mix.

262.2.5.2.3.3 The DMF shall identify the maximum allowable field adjustment to the design rate without adverse effects on mix properties. A new DMF shall be submitted when the asphalt binder design rate is adjusted by 0.5% or greater.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

- 262.2.5.2.3.4 If the composition of the existing Pavement changes significantly, the Contractor shall submit a separate DMF.
- 262.2.5.2.3.5 The total asphalt binder content of the DMF includes the existing aged binder and virgin asphalt binder.
- 262.2.5.2.3.5.1 The design rate of expanded asphalt by mass of RAP shall have a minimum asphalt content of 0.8%, unless otherwise approved by the Engineer.
- 262.2.5.2.3.6 The water content of the expanded asphalt shall be established so as to provide the maximum expansion ratio and maximum half-life.
- 262.2.5.2.3.6.1 The expansion ratio and half-life shall be determined at a minimum of five different water contents, with a minimum of two trials for each water content. The average values obtained shall be used in the final analysis.
- 262.2.5.2.3.6.2 The rate of water injection into the expanded asphalt shall be selected to provide a minimum half-life of 6 seconds.
- 262.2.5.2.3.7 The combined aggregate shall comprise a mix conforming to the grading limits of Table 262-1.

**Table 262-1
Final Grading Limits for Combined Aggregate**

Sieve Size (mm)	% Passing
31.5	100
4.75	45-70
0.075	5-20

- 262.2.5.2.3.8 The mix shall conform to the strength requirements of Table 262-2.

**Table 262-2
Strength Requirements**

Test	Minimum Requirement (kPa)
ITS (Soaked) / MTO LS-297	100
ITS (Dry) / MTO LS-297	225
TSR	50

- 262.2.5.2.3.9 A minimum of 0.5% by mass of Portland cement shall be incorporated into all DMF.
- 262.2.5.2.3.9.1 For the purpose of establishing the Unit Price for Alternative B expanded asphalt, a mix density of 2100 kg/m³ shall be assumed.
- 262.2.5.2.3.9.2 The maximum amount of Portland cement allowable for incorporation into the mix shall be 1.0% if the minimum requirements of Table 262-2 cannot be met.
- 262.2.5.2.3.10 Corrective aggregate by mass shall be supplied for incorporation into the mix if the DMF fails to conform to the grading limits of Table 262-1 and/or if the minimum requirements of Table 262-2 cannot be met using Portland cement.
- 262.2.5.2.3.10.1 Corrective aggregate shall meet the physical properties of Table 201-1 for aggregate base.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

- 262.2.5.3 Mix Design Report
- 262.2.5.3.1 A mix design report shall include:
- 262.2.5.3.1.1 NBDTI contract number and description;
- 262.2.5.3.1.2 A cover letter summarizing the DMF and identifying the recommended mix proportions;
- 262.2.5.3.1.3 A copy of all calculations performed to determine the design percentage by mass of new binder or emulsion to be added to the unstabilized material;
- 262.2.5.3.1.4 The name of the proposed emulsified asphalt or asphalt binder supplier;
- 262.2.5.3.1.4.1 For Alternative B, the recommended PGAC temperature for foaming;
- 262.2.5.3.1.5 The dry and wet tensile strength and tensile strength ratio;
- 262.2.5.3.1.6 The mix design bulk relative density and the theoretical maximum density;
- 262.2.5.3.1.7 The optimum moisture content;
- 262.2.5.3.1.8 The gradation of the RAP;
- 262.2.5.3.1.9 The type, source and quantity of Portland cement and/or corrective aggregate;
- 262.2.5.3.1.10 The maximum allowable field adjustment to the design rate without adverse effects on the mix properties.
- 262.3 SUBMITTALS
- 262.3.1 The Contractor shall submit, at least 10 Days prior to commencing the Work, a list of all pieces of Equipment intended for use in the Work.
- 262.3.2 The Contractor shall submit, at least 10 Days prior to commencing the Work, a detailed report outlining the DMF as established on the basis of the preliminary sampling of the material to be recycled.
- 262.3.2.1 The Engineer shall approve the DMF submission before work is permitted to commence under this Item.
- 262.3.3 The Contractor shall submit, at least 7 Days prior to commencing the Work, recent calibration certificates of all metering, weighing and other controlling devices to be used in controlling and monitoring the mix production.
- 262.3.3.1 Certificates shall be dated within the same calendar year or prior to the start of construction season.
- 262.3.4 The Contractor shall submit in writing, prior to the Work, the application rate for Portland cement in kg/m² and/or the application rate for corrective aggregate in kg/m², if required.
- 262.3.5 Prior to the Work, the source and location of the proposed water supply shall be submitted in writing.
- 262.3.5.1 Upon request, the method proposed for withdrawal and application of water, and certification of approval of the water source.
- 262.3.6 Prior to the Work, the Contractor shall identify cross-slope on tangents and super elevation on curves of the existing Pavement and shall submit the values to the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

- 262.3.6.1 The Contractor shall also submit the expected cross-slope and super elevation on curves of the completed PDR surface demonstrating the requirements of 262.4.5.5.
- 262.3.6.2 If pre-milling is required under Item 208, the Contractor shall submit the expected cross-slope and super elevation on curves for each phase of the Work.
- 262.3.7 Upon completion of the Work, the daily reports indicating the amount of emulsified asphalt or asphalt binder used shall be submitted.
- 262.3.8 Delivery slips for each tanker load of emulsified asphalt or asphalt binder shall be submitted.
- 262.3.8.1 Partial tanker loads shall be weighed at an approved location and have the weigh slip accompany the delivery slip.
- 262.3.8.2 If temporary onsite asphalt binder storage is used, the temporary storage shall be weighed prior to commencement of the Contract and after PDR is complete.
- 262.3.8.2.1 Any remaining binder shall be subtracted from the total binder delivered to site.
- 262.3.9 No later than 6 months after completion of the Work, a final written report containing mix design reports and results of all field and laboratory tests shall be submitted to the Paving Engineer.
- 262.3.10 Delivery slips or weigh tickets indicating the amount of Portland cement incorporated into the Work.
- 262.3.11 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

262.4 CONSTRUCTION

262.4.1 Details of Work

- 262.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 262.4.1.2 In-place partial depth reclaiming of existing asphalt concrete Pavement, sizing, and mixing with binder and water (if required) shall be completed to a depth sufficient to achieve 262.4.1.3 and to the average width specified in the Contract Documents.
- 262.4.1.3 The recycled cold bituminous mixture shall be spread and compacted to an average depth of 100 mm + 10 mm and width specified in the Contract Documents.
- 262.4.1.4 The Work shall be carried out in-place on the Roadbed in a manner that does not disturb the underlying Aggregate Base and that ensures the in-place partial depth recycled material contains a negligible amount of granular material.
- 262.4.1.5 Portland cement and/or corrective aggregate shall be added to the existing road surface prior to stabilization.
- 262.4.1.6 The addition of a secondary milling machine, ahead of the recycling train, shall be utilized along the centerline of the road.

262.4.2 Equipment

- 262.4.2.1 The cold milling machine shall be self-propelled with a cutting drum capable of reclaiming the asphalt Pavement to the required depth and automatically controlled for grade and slope.
- 262.4.2.2 The screening and sizing equipment shall be capable of reducing the RAP to the maximum size specified and consistently producing the gradation required for the approved mix design.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING		ITEM: 262
262.4.2.2.1	Single-Unit Recycling Equipment shall be capable of sizing the RAP material to the required gradation.	
262.4.2.3	The stabilizing unit shall produce a uniform, thoroughly mixed cold-mix product, which shall be deposited directly into the placing Equipment and not windrowed.	
262.4.2.4	The stabilizing unit shall have an emulsion/expanded asphalt injection system capable of injecting and blending emulsion or expanded asphalt uniformly throughout the unstabilized material, and the following additional features:	
262.4.2.4.1	A system to control and monitor the percentage of emulsion or asphalt binder added and the percentage of water for optimum compaction;	
262.4.2.4.2	A system of nozzles that uniformly applies emulsion or expanded asphalt across the full width of treatment and is adjustable for varying widths of treatment;	
262.4.2.4.3	A system to control and regulate the application of emulsion or expanded asphalt in relation to travel speed and mass of material;	
262.4.2.4.4	A heating system to maintain operating temperature.	
262.4.2.5	Placing Equipment shall evenly distribute the stabilized mix in front of a tamper bar / vibratory screed, and shall be capable of spreading the mix, without segregation, and with a smooth and uniform textured surface, to the required thickness in one continuous pass.	
262.4.2.5.1	Placing Equipment shall be equipped with automatic grade and slope control.	
262.4.2.5.2	The Contractor shall provide a 3 m straight edge with each paver.	
262.4.2.6	Compaction Equipment shall consist of a vibratory drum roller of at least 15 t mass, a pneumatic-tired roller of at least 10 t mass, and for areas inaccessible to full size rollers, smaller compactors as required.	
262.4.2.7	Asphalt Binder tankers shall have all-round heat retention cladding and shall be equipped with a working thermometer to show binder temperature in the bottom third of the tank and a rear feed valve that is capable of draining the contents of the tank.	
262.4.2.7.1	The Contractor shall determine the number and size of tankers delivering to the Work Area so as to provide a continuous mixing operation and minimal disruption to traffic.	
262.4.2.8	Water tankers shall be equipped with pumps of a minimum capacity of 500 L/min, and flexible, non-collapsing supply hoses and quick-release couplings.	
262.4.2.8.1	The Contractor shall determine the number and size of tankers delivering to the Work Area so as to provide a continuous supply of water to the mixing operation and minimal disruption to traffic.	
262.4.2.9	Portland cement spreader/distributor shall have the means to control the rate of application of cement and distribute the Portland cement evenly and uniformly across the entire mat to be recycled.	
262.4.2.10	The corrective aggregate delivery system shall have the means to control the rate of application of corrective aggregate and distribute the corrective aggregate evenly and uniformly across the entire mat to be recycled.	

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

262.4.3 Test Strip

262.4.3.1 The Contractor shall initially stabilize a test strip 0.5 km in length and one lane in width, to demonstrate the ability to produce a stabilized Roadbed in conformance with this Item.

262.4.3.1.1 The Contractor shall demonstrate that the required application rates for Portland cement and/or corrective aggregate can be achieved, including uniform distribution across the entire mat to be stabilized.

262.4.3.2 The test strip shall be free of surface defects after placement and compaction, such as segregation, raveling, rutting, checking, etc.

262.4.3.3 If the test strip is not acceptable, as determined by the Engineer, the Contractor shall rework the test strip.

262.4.3.3.1 A second test strip might be required if the first is deemed not acceptable as determined by the Engineer.

262.4.4 Operational Constraints

262.4.4.1 The Contractor shall not conduct and/or continue the emulsified asphalt or expanded asphalt process during rain; when there is free-standing water on the surface to be stabilized; or when the ambient temperature is below 10°C.

262.4.4.2 Prior to termination of operations each Day, the length of Roadbed on which Work under this Item has begun shall have all mixing, placing and compacting completed, for the specified widths.

262.4.4.3 Traffic including construction vehicles shall be kept off the freshly placed and compacted recycled cold bituminous mixture until the Contractor has determined that the mat is able to carry traffic without damage.

262.4.4.3.1 The Contractor shall supply any pilot vehicles with operator and all other labour, Equipment and material required to convoy traffic through or around the Work Area, at a maximum convoy speed of 30 km/h.

262.4.4.3.2 The Contractor shall be responsible for ensuring that the recycled cold bituminous mixture is not damaged by traffic while curing.

262.4.4.4 If cold milling is required, partial depth recycling shall commence within 14 Days of the commencement of the cold milling operation, and shall continue on a daily basis until the entire milled surface has received a lift of recycled cold bituminous mixture.

262.4.4.5 Alternative A

262.4.4.5.1 The recycled cold bituminous mixture shall cure for a minimum of 7 Days of good curing weather (sunny, warm, low humidity) prior to the placement of new asphalt concrete.

262.4.4.5.2 The in-situ mean moisture content of the recycled cold bituminous mixture is 3% or less with no single test greater than 3.5%.

262.4.4.6 Alternative B

262.4.4.6.1 The recycled cold bituminous mixture shall cure for a minimum of 7 Days prior to the placement of new asphalt concrete.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

- 262.4.4.6.2 The placement of new asphalt concrete shall commence within 14 Days of the completion of partial depth recycling and shall continue on a daily basis until the entire partial depth recycling surface has received a lift of asphalt.
- 262.4.5 Placement of Cold Bituminous Mixture
- 262.4.5.1 Emulsified asphalt, or asphalt binder shall be added to the RAP at the design rate.
- 262.4.5.2 The emulsified asphalt or asphalt binder rate shall be adjusted by the Contractor as required, to produce a uniform, thoroughly coated, recycled cold bituminous mixture of the specified density.
- 262.4.5.3 For Alternative B, the minimum binder temperature shall be 145°C.
- 262.4.5.4 Water may be required to be added to the RAP prior to or concurrently with addition of the emulsified asphalt to facilitate uniform mixing.
- 262.4.5.5 The stabilized mat shall be shaped and compacted to the pre-existing rates of cross-slope and super elevation or, where existing cross-slope was less than 0.01 m/m or more than 0.035 m/m, it shall be shaped and compacted to a value not less than 0.01 m/m or more than 0.035 m/m, respectively.
- 262.4.5.5.1 All alignment and grade transitions shall be smooth, including tangent to curve, curve to tangent, and where cross-slope varies per 262.4.5.5.
- 262.4.5.5.2 If the Engineer determines that the Contractor has not met the requirements specified under 262.4.5.5, the Contractor shall be required to reprocess or pad the entire section.
- 262.4.5.6 The finished surface shall be uniform in texture and free of surface defects, including but not limited to raveling, segregation, flushing, pot-holing, cracking, deflections, rutting and contamination.
- 262.4.5.6.1 Soft spots or areas exhibiting surface defects prior to paving shall be cold milled and paved with asphalt concrete as directed by the Engineer.
- 262.4.5.7 Overlapped joints and repaired areas in the recycled cold bituminous mixture, and processed areas outside the specified areas of stabilization, shall be considered as part of the Work.
- 262.4.5.8 If the Engineer determines that 40% or more of the area in a section of the Work is defective the Contractor shall be required to reprocess the entire section of the Work under this Item.
- 262.4.5.9 If the asphalt content being added to the field mix varies by $\pm 0.5\%$ from the DMF target value, the Contractor shall suspend Work and submit a revised DMF for approval.
- 262.4.5.10 The recycled cold bituminous mixture shall be compacted smooth, to a minimum of 83% of the mix design Theoretical Maximum Relative Density as determined by AASHTO T209.
- 262.4.5.10.1 Secondary rolling, if necessary to achieve the required density, shall be permitted within 10 Days after placing.
- 262.4.6 Quality Control (QC)
- 262.4.6.1 The Contractor shall implement a comprehensive quality control (QC) program to ensure the quality of Work.
- 262.4.6.2 The Contractor shall submit, upon request, in writing to the Engineer an Inspection Testing Plan (ITP) covering all phases of the contract performance and the name of the party retained to conduct the ITP.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

- 262.4.6.2.1 The ITP shall include, but not limited to, identification and description of inspection and required test procedures to be used during the entire life of the contract.
- 262.4.6.2.2 The ITP shall be sufficiently comprehensive and detailed to assure the Engineer of the Contractor's willingness and ability to control the construction production and processes.
- 262.4.6.2.3 Once accepted by the Engineer the plan becomes a part of the Contract and shall be enforced accordingly.
- 262.4.6.2.4 The ITP may have to be updated and revised by the Contractor as conditions warrant.
- 262.4.6.3 The Contractor shall be responsible for calibration of measuring equipment and regular verification of their accuracy during the course of the Work.
- 262.4.6.3.1 The accuracy of the metering devices controlling the emulsified asphalt or asphalt binder rate shall be verified by the Contractor by checking the quantities on the delivery slip that accompanies each tanker delivered at the Work Site.
- 262.4.6.4 For Alternative A, the RAP shall be sampled by the Contractor from behind the paver at a rate of 1 sample per lane-km.
- 262.4.6.4.1 Samples shall be tested by the Contractor if requested by the Engineer for Gradation (ASTM C136) and moisture content. A composite sample of each Day's samples shall be tested for residual asphalt content (ASTM D2172).
- 262.4.6.5 For Alternative B, QC sampling and testing shall ensure that the recycled cold bituminous mixture meets the requirements of Table 262-2. Samples shall be taken at a minimum frequency of 1 per lane-km. QC test results shall be submitted to the Engineer within 10 Days of sampling.
- 262.4.6.5.1 Indirect Tensile Strength testing shall be completed in accordance with the Wirtgen Cold Recycling Manual.
- 262.4.6.5.2 Samples shall be tested by the Contractor for Gradation (ASTM C136) and moisture content.
- 262.4.6.5.3 The Contractor shall, in the presence of the Engineer, obtain and provide the Engineer with a duplicate set of briquettes (six in total) for the Owner to perform quality assurance testing.
- 262.4.6.5.3.1 One location per Contract shall be randomly chosen by the Engineer.
- 262.4.6.5.3.2 Briquettes shall be compacted within four hours of sampling.
- 262.4.6.6 QC testing shall ensure that the depth of recycled cold bituminous mixture meets the thickness requirements specified under 262.4.1.3.
- 262.4.6.7 QC testing shall ensure that density of the compacted recycled cold bituminous mixture meets the requirements of 262.4.5.10.
- 262.4.6.8 QC tests for 262.4.6.6 and 262.4.6.7 shall be performed at a minimum frequency of 10 per lane-km. QC test results shall be submitted to the Engineer prior to placing asphalt concrete.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

262.4.7 Quality Assurance (QA)

262.4.7.1 Thickness measurements shall be taken by the Engineer by means of excavating along the edge of the stabilized mat with a shovel, at a minimum frequency of 5 per lane-km.

262.4.7.1.1 Thickness requirements are met when at least 90% of all measurements are equal to or greater than the specified thickness, and no individual measurement is 30 mm less than the specified thickness.

262.4.7.2 For Alternative A, prior to the planned overlay of the recycled cold bituminous mixture, the Contractor shall obtain two 150mm x 150mm slab samples per kilometre at random locations as directed by the Engineer.

262.4.7.2.1 The slab samples shall be tested for moisture content.

262.4.7.2.2 Each slab sample shall be dry cut, removed from the recycled cold bituminous mixture, packaged in non-absorptive materials to protect the sample integrity, sealed in appropriately labelled waterproof containers and delivered by the Contractor in good condition to the Engineer within four hours of sampling.

262.4.7.3 Emulsified asphalt or asphalt binder samples shall be taken at the Work Site at a rate of 1 per 10 lane-km or a minimum of 1 per contract, to be tested by the Owner, with containers supplied by the Owner. Each sample shall be a minimum of 1 L and identified with a completed label.

262.4.7.3.1 Samples shall be taken from a sampling spigot on the transfer line or from the end of the transfer line, after at least 4000 kg has been drawn from the tanker.

262.4.8 Acceptance Criteria

262.4.8.1 Asphalt concrete may be placed once all of the following requirements have been met upon approval of the Engineer.

262.4.8.1.1 The Owner shall perform a visual assessment of the surface to be overlaid and all soft spots and areas exhibiting surface defects have been repaired.

262.4.8.1.2 The recycled cold bituminous mixture shall be compacted smooth and showing minimal deflection, cracking or shoving under the weight of a loaded tandem truck.

262.4.8.1.2.1 Compaction shall meet the requirements of 262.4.5.10.

262.4.8.1.3 The finished surface shall have a uniform texture, free of visible signs of poor workmanship and bumps and/or dips exceeding 8 mm as measured with a 3 m straight edge.

262.4.8.1.4 Thickness requirements are met when at least 90% of all measurements are equal to or greater than the specified thickness, and no individual measurement is 30 mm less than the specified thickness.

262.4.9 Guarantee

262.4.9.1 The Contractor shall, for a period of two years after completion of the Work, guarantee the Work against failure and defects, including surface defects per 262.4.5.6, and shall hold the Owner blameless in all claims arising from the Work, whether resulting from poor workmanship, poor or incompatible materials, improper design of application rates, inadequate traffic control, failure to practice proven partial depth recycling procedures, or other factors.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

262.4.9.2 Structural failure of the mat, and areas of rutting or other depressions, shall generally be construed as failure; however, the Engineer shall decide as to what areas must be reprocessed in accordance with Work under this Item.

262.4.9.3 Reprocessing, consisting of full-lane reprocessing at specified depth, shall be carried out promptly and efficiently as directed by the Engineer. The Contractor shall, for a period of two years after its completion, guarantee the reprocessing against defects and failure per 262.4.9.1 and 262.4.9.2.

262.4.9.4 For the purposes of this Item and at the discretion of the Engineer, failure of intermittent areas that comprise 40% or more of the area processed or reprocesses on this Contract shall be considered a complete failure, and the Contractor shall be required to redo the entire Work under this Item.

262.5 MEASUREMENT FOR PAYMENT

262.5.1 The Quantity to be measured for payment shall be the number of square metres of recycled cold bituminous mixture reclaimed, recycled and stabilized in accordance with this Item.

262.5.1.1 If the stabilized mat is wider than the existing asphalt concrete to be reclaimed, the quantity for payment shall be the number of square metres of stabilized recycled cold bituminous mixture.

262.5.2 Overlapped joints and repaired areas in the stabilized surface, and pulverized areas outside the areas of stabilization shall not be measured separately for payment.

262.6 BASIS OF PAYMENT

262.6.1 Payment for Work under this Item shall include a separate Unit Price for each alternative, as identified under the Contract.

262.6.2 The Owner shall reimburse the Contractor at a fixed rate under Item 810 for corrective aggregate supplied and incorporated into the mix per 262.2.5.2.2.7 & 262.2.5.2.3.10.

262.6.2.1 Haulage for corrective aggregate shall be paid under Item 801.

262.6.3 Payment adjustment for a change in the PG asphalt binder price shall be calculated in accordance with Item 821.

262.6.3.1 Adjustments for a change in the PG asphalt binder price payment quantity shall be made at the end of each month based on the weigh slips received during that month. When emulsified asphalt is used, the percent residue and specific gravity of the emulsion shall be averaged for the volume received during that month to calculate the monthly adjustment.

262.6.4 For each occurrence that partial depth recycling is not performed per 262.4.4.4, the Contractor shall pay the Owner a penalty of \$1000 for each Day until partial depth recycling commences; and \$1000 for each Day that partial depth recycling is not continuous (stopped on any Day for more than 40% of the Contractor's normal work hours), until partial depth recycling resumes.

262.6.5 For each occurrence that paving is not performed per 262.4.4.6.2, the Contractor shall pay the Owner a penalty of \$1000 for each Day until paving commences; and \$1000 for each Day that paving is not continuous (stopped on any Day for more than 40% of the Contractor's normal work hours), until paving resumes.

262.6.6 Compensation to the Contractor or the Owner for the difference in the actual amount of Portland cement supplied and incorporated into the mix, as verified by the Contractors daily delivery slips or weigh tickets, and required 0.5% minimum Portland cement content, shall be paid in accordance with Item 810.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PARTIAL DEPTH RECYCLING

ITEM: 262

- 262.6.7 For Alternative B, compensation to the Contractor or the Owner for difference between actual binder content, as verified by the Contractor's daily weigh slips plus appropriate documentation from the supplier to verify the amount in the last tanker and assumed asphalt binder content per 262.2.5.2.3.2.1, for the total payable tonnage, shall be as follows:
- 262.6.7.1 If the actual binder content is less than the assumed asphalt binder content, the Contractor shall reimburse the Owner using the MTO's PG asphalt binder price index for the month preceding the month of the tender opening.
- 262.6.7.2 If the actual asphalt binder content exceeds the assumed asphalt binder content, the Owner shall reimburse the Contractor at the actual invoiced amount supplied by the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

<u>Article</u>	<u>CONTENTS</u>	<u>Page</u>
263.1	DESCRIPTION	263-2
263.2	MATERIALS	263-2
263.2.1	General	263-2
263.2.2	Asphalt Binder	263-2
263.2.3	Water	263-2
263.2.4	Mix Design	263-2
263.2.4.1	Preliminary Sampling	263-2
263.2.4.2	Design Mix Formula (DMF)	263-2
263.2.4.3	Mix Design Report	263-4
263.3	SUBMITTALS	263-4
263.4	CONSTRUCTION	263-5
263.4.1	Details of Work	263-5
263.4.2	Equipment	263-6
263.4.3	Test Strip	263-7
263.4.4	Operational Constraints	263-7
263.4.5	Placement of Expanded Asphalt Mixture	263-8
263.4.6	Quality Control (QC)	263-8
263.4.7	Quality Assurance (QA)	263-9
263.4.8	Acceptance Criteria	263-10
263.4.9	Guarantee	263-10
263.5	MEASUREMENT FOR PAYMENT	263-10
263.6	BASIS OF PAYMENT	263-11

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

263.1 DESCRIPTION

263.1.1 This Item consists of in-place full depth reclamation of the existing Pavement incorporating the underlying granular material, and placement of an expanded asphalt mix.

263.2 MATERIALS

263.2.1 General

263.2.1.1 All materials shall be supplied by the Contractor.

263.2.2 Asphalt Binder

263.2.2.1 The asphalt binder grade shall be PG 58S-28.

263.2.2.2 Performance Grade (PG) asphalt binder shall meet the requirements of AASHTO M332, Table 1 – Performance Graded Asphalt Binder, and shall contain no anti-foaming agents.

263.2.3 Water

263.2.3.1 Water shall be obtained from a source approved by the appropriate regulatory agency/agencies, and shall be free of any deleterious materials.

263.2.4 Mix Design

263.2.4.1 Preliminary Sampling

263.2.4.1.1 Prior to commencing the Work, the Contractor shall obtain representative samples of the material to be produced during the reclaiming operation, and shall carry out the laboratory testing necessary to establish the DMF.

263.2.4.1.2 The samples shall be taken from the Roadbed, at a minimum rate of one per 500 metres of lane kilometer, which shall be restored with either asphalt concrete or cold mix the same Day as sampling, to the satisfaction of the Engineer.

263.2.4.1.2.1 The Contractor shall be responsible to maintain and repair all sample locations.

263.2.4.1.2.2 The Contractor shall notify the Engineer of sampling at least 3 Days prior to sampling from the Roadbed.

263.2.4.2 Design Mix Formula (DMF)

263.2.4.2.1 The Contractor shall use Professional Engineering services and a qualified testing Laboratory to assess the aggregate materials proposed for use in, and to carry out the design of, the expanded asphalt mix.

263.2.4.2.2 An expanded asphalt mix design shall be conducted in accordance with the procedures outlined in the Wirtgen Cold Recycling Manual. Preparation of the Design Mix Formula (DMF) shall be the Contractor's responsibility.

263.2.4.2.3 The DMF shall identify total asphalt binder content, aggregate gradation, compacted bulk density, target dry density of the mixture, dry tensile strength, wet tensile strength, and the tensile strength ratio.

263.2.4.2.3.1 For the purpose of establishing the Unit Price for expanded asphalt, an asphalt binder content of 2.5% and a mix density of 2200 kg/m³ for expanded asphalt mix, shall be assumed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

- 263.2.4.2.4 The DMF shall identify the maximum allowable field adjustment to the design rate without adverse effects on mix properties. A new DMF shall be submitted when the emulsified asphalt design rate is adjusted by 0.5% or greater.
- 263.2.4.2.5 If the composition of the existing Pavement changes significantly, the Contractor shall submit a separate DMF.
- 263.2.4.2.6 The total asphalt binder content of the DMF includes the existing aged binder and virgin asphalt binder.
- 263.2.4.2.7 The water content of the expanded asphalt shall be established so as to provide the maximum expansion ratio and maximum half-life.
- 263.2.4.2.7.1 The expansion ratio and half-life shall be determined at a minimum of five different water contents, with a minimum of two trials for each water content. The average values obtained shall be used in the final analysis.
- 263.2.4.2.7.2 The rate of water injection into the expanded asphalt shall be selected to provide a minimum half-life of 6 seconds.
- 263.2.4.2.8 The combined aggregates shall comprise a mix conforming to the grading limits of Table 263-1.

**Table 263-1
Final Grading Limits for Combined Aggregate**

Sieve Size (mm)	% Passing
50	100
4.75	45-70
0.075	5-20

- 263.2.4.2.9 The mix shall conform to the strength requirements of Table 263-2.

**Table 263-2
Strength Requirements**

Test	Minimum Requirement (kPa)
ITS (Soaked) / MTO LS-297	100
ITS (Dry) / MTO LS-297	225
TSR	50

- 263.2.4.2.10 A minimum of 0.5% by mass of Portland cement shall be incorporated into all DMF.
- 263.2.4.2.10.1 For the purpose of establishing the Unit Price, a mix density of 2200 kg/m³ shall be assumed.
- 263.2.4.2.10.2 The maximum amount of Portland cement allowable for incorporation into the mix shall be 1.0% if the minimum requirements of Table 263-2 cannot be met.
- 263.2.4.2.11 Corrective aggregate by mass shall be supplied for incorporation into the mix if the DMF fails to conform to the grading limits of Table 263-1, and/or if the minimum requirements of Table 263-2 cannot be met using Portland cement.
- 263.2.4.2.11.1 Corrective aggregate shall meet the physical properties of Table 201-1 for aggregate base.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

263.2.4.3 Mix Design Report

263.2.4.3.1 A mix design report shall include:

263.2.4.3.1.1 NBDTI contract number and description;

263.2.4.3.1.2 A cover letter summarizing the DMF and identifying the recommended mix proportions;

263.2.4.3.1.3 A copy of all calculations performed to determine the design percentage by mass of new binder to be added to the unstabilized material;

263.2.4.3.1.4 The name of the proposed asphalt binder supplier;

263.2.4.3.1.4.1 The recommended PGAC temperature for foaming;

263.2.4.3.1.5 The dry and wet tensile strength and tensile strength ratio;

263.2.4.3.1.6 The mix design bulk relative density and the theoretical maximum density;

263.2.4.3.1.7 The optimum moisture content;

263.2.4.3.1.8 The gradation of the RAP;

263.2.4.3.1.9 The type, source and quantity of Portland cement and/or corrective aggregate;

263.2.4.3.1.10 The maximum allowable field adjustment to the design rate without adverse effects on the mix properties.

263.3 SUBMITTALS

263.3.1 The Contractor shall submit, at least 10 Days prior to commencing the Work, a list of all pieces of Equipment intended for use in the Work.

263.3.2 The Contractor shall submit, at least 10 Days prior to commencing the Work, a detailed report outlining the DMF as established on the basis of the preliminary sampling of the material to be recycled.

263.3.2.1 The Engineer shall approve the DMF submission before work is permitted to commence under this Item.

263.3.3 The Contractor shall submit, at least 7 Days prior to commencing the Work, recent calibration certificates of all metering, weighing and other controlling devices to be used in controlling and monitoring the mix production.

263.3.3.1 Certificates shall be dated within the same calendar year or prior to the start of construction season.

263.3.4 The Contractor shall submit in writing, prior to the Work, the application rate for Portland cement in kg/m² and/or the application rate for corrective aggregate in kg/m², if required.

263.3.5 Prior to the Work, the source and location of the proposed water supply shall be submitted in writing.

263.3.5.1 Upon request, the method proposed for withdrawal and application of water, and certification of approval of the water source.

263.3.6 Prior to the Work, the Contractor shall identify cross-slope on tangents and super elevation on curves of the existing Pavement and shall submit the values to the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

- 263.3.6.1 The Contractor shall also submit the expected cross-slope and super elevation on curves of the completed FDR surface demonstrating the requirements of 263.4.5.4.
- 263.3.6.2 If pre-milling is required under Item 208, the Contractor shall submit the expected cross-slope and super elevation on curves for each phase of the Work.
- 263.3.7 Upon completion of the Work, the daily reports indicating the amount of asphalt binder used shall be submitted.
- 263.3.8 Delivery slips for each tanker load of asphalt binder shall be submitted.
- 263.3.8.1 Partial tanker loads shall be weighed at an approved location and have the weigh slip accompany the delivery slip.
- 263.3.8.2 If temporary onsite asphalt binder storage is used, the temporary storage shall be weighed prior to commencement of the Contract and after FDR is complete.
- 263.3.8.2.1 Any remaining binder shall be subtracted from the total binder delivered to site.
- 263.3.9 No later than 6 months after completion of the Work, a final written report containing mix design reports and results of all field and laboratory tests shall be submitted to the Paving Engineer.
- 263.3.10 Delivery slips or weigh tickets indicating the amount of Portland cement incorporated into the Work.
- 263.3.11 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

263.4 CONSTRUCTION

263.4.1 Details of Work

- 263.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 263.4.1.2 The existing asphalt concrete and underlying Aggregate Base shall be pulverized to the width and depth as indicated in the Contract Documents.
- 263.4.1.3 The Contractor shall be responsible for, in areas where the existing Pavement is thicker than anticipated, all Work including milling to reduce Pavement thickness prior to pulverizing, adjustment of the DMF, provision of additional Equipment, provision of additional material to maintain grade and all related Work.
- 263.4.1.4 Pulverized but unstabilized material particles exceeding 50 mm in any dimension shall be removed from the surface of the Work.
- 263.4.1.5 Portland cement and/or corrective aggregate, if required to satisfy the DMF, shall be added to the pulverized surface prior to stabilization.
- 263.4.1.6 If successive passes of the stabilizer are required, the restabilized mat shall be a minimum depth of 100 mm.
- 263.4.1.7 The addition of a secondary milling machine, ahead of the recycling train, shall be utilized along the centerline joint.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

FULL DEPTH RECYCLING

ITEM: 263

263.4.2 Equipment

- 263.4.2.1 The pulverizer shall be capable of pulverizing and reclaiming the existing Pavement and underlying aggregate to the depth specified in 263.4.1; incorporating corrective aggregate or Portland cement into the mix, if required.
- 263.4.2.1.1 The pulverizer-stabilizer shall have a cutting drum at least 2 m wide and an automatic sensor to accurately maintain a preset depth of cut.
- 263.4.2.2 The grader used to shape the pulverized material shall be equipped with automatic slope control.
- 263.4.2.3 The stabilizing unit shall have an expanded asphalt injection system capable of injecting and blending expanded asphalt uniformly throughout the unstabilized material, and the following additional features:
- 263.4.2.3.1 A system to control and monitor the percentage of asphalt binder added and the percentage of water for optimum compaction;
- 263.4.2.3.2 A system of nozzles that uniformly applies expanded asphalt across the full width of treatment and is adjustable for varying widths of treatment;
- 263.4.2.3.3 A system to control and regulate the application of expanded asphalt in relation to travel speed and mass of material; and
- 263.4.2.3.4 A heating system to maintain operating temperature.
- 263.4.2.4 Placing Equipment shall evenly distribute the stabilized mix in front of a tamper bar / vibratory screed, and shall be capable of spreading the mix, without segregation, and with a smooth and uniform textured surface, to the required thickness in one continuous pass.
- 263.4.2.4.1 Placing Equipment shall be equipped with automatic grade and slope control.
- 263.4.2.4.2 The Contractor shall provide a 3 m straight edge with each paver.
- 263.4.2.5 The expanded asphalt surface shall be compacted by a vibratory drum roller of at least 15 t mass and a pneumatic-tired roller of at least 10 t mass, and for areas inaccessible to full size rollers, smaller compactors as required.
- 263.4.2.6 The pulverized material shall be compacted by a vibratory padfoot roller of at least 15 t mass.
- 263.4.2.7 Asphalt Binder tankers shall have all-round heat retention cladding and shall be equipped with a working thermometer to show binder temperature in the bottom third of the tank and a rear feed valve that is capable of draining the contents of the tank.
- 263.4.2.7.1 The Contractor shall determine the number and size of tankers delivering to the Work Area so as to provide a continuous mixing operation and minimal disruption to traffic.
- 263.4.2.8 Water tankers shall be equipped with pumps of a minimum capacity of 500 L/min, and flexible, non-collapsing supply hoses and quick-release couplings.
- 263.4.2.8.1 The Contractor shall determine the number and size of tankers delivering to the Work Area so as to provide a continuous supply of water to the mixing operation and minimal disruption to traffic.
- 263.4.2.9 Portland cement spreader/distributor shall have the means to control the rate of application of cement and distribute the Portland cement evenly and uniformly across the entire mat to be recycled.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

- 263.4.2.10 The corrective aggregate delivery system shall have the means to control the rate of application of corrective aggregate and distribute the corrective aggregate evenly and uniformly across the entire mat to be recycled.
- 263.4.3 Test Strip
- 263.4.3.1 The Contractor shall initially stabilize a test strip 0.5 km in length and one lane in width, to demonstrate the ability to produce a stabilized Roadbed in conformance with this Item.
- 263.4.3.1.1 The Contractor shall demonstrate that the required application rates for Portland cement and/or corrective aggregate can be achieved, including uniform distribution across the entire mat to be stabilized.
- 263.4.3.2 The test strip shall be free of surface defects after placement and compaction, such as segregation, raveling, rutting, checking, etc.
- 263.4.3.3 If the test strip is not acceptable, as determined by the Engineer, the Contractor shall rework the test strip.
- 263.4.3.3.1 A second test strip might be required if the first is deemed not acceptable as determined by the Engineer.
- 263.4.4 Operational Constraints
- 263.4.4.1 The Contractor shall not conduct and/or continue the expanded asphalt process during rain; when there is free-standing water on the surface to be stabilized; or when the ambient temperature is below 10 °C.
- 263.4.4.2 Prior to termination of operations each Day, the length of Roadbed on which Work under this Item has begun shall have all pulverizing, shaping and compacting, and/or mixing, placing and compacting completed, for the specified widths.
- 263.4.4.3 If cold milling is required, pulverizing shall commence within 14 Days of the commencement of the cold milling operation and shall continue on a daily basis until the entire milled surface has received a lift of recycled expanded asphalt mixture.
- 263.4.4.4 Expanded asphalt stabilization shall commence within 14 Days of the commencement of the pulverizing and shall continue on a daily basis until the entire pulverized surface has received the expanded asphalt stabilization.
- 263.4.4.5 The recycled expanded asphalt mixture shall cure for a minimum of 7 Days prior to the placement of new asphalt concrete.
- 263.4.4.5.1 The placement of new asphalt concrete shall commence within 14 Days of the completion of full depth recycling and shall continue on a daily basis until the entire full depth recycling surface has received a lift of asphalt.
- 263.4.4.6 Traffic including construction vehicles shall be kept off the freshly placed and compacted expanded asphalt surface until the Contractor has determined that the mat is able to carry traffic without damage.
- 263.4.4.6.1 The Contractor shall supply any pilot vehicles with operator and all other labour, Equipment and material required to convoy traffic through or around the Work Area, at a maximum convoy speed of 30 km/h.
- 263.4.4.6.2 The Contractor shall be responsible for ensuring that the recycled cold bituminous mixture is not damaged by traffic while curing.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

263.4.5 Placement of Expanded Asphalt Mixture

- 263.4.5.1 The asphalt binder shall be added to the RAP at the design rate.
- 263.4.5.2 The asphalt binder rate shall be adjusted by the Contractor as required, to produce a uniform, thoroughly coated, recycled expanded asphalt mixture of the specified density.
- 263.4.5.3 The minimum binder temperature shall be 145°C.
- 263.4.5.4 The stabilized mat shall be shaped and compacted to the pre-existing rates of cross-slope and super elevation or, where existing cross-slope was less than 0.01 m/m or more than 0.035 m/m, it shall be shaped and compacted to a value not less than 0.01 m/m or more than 0.035 m/m, respectively.
 - 263.4.5.4.1 All alignment and grade transitions shall be smooth, including tangent to curve, curve to tangent, and where cross-slope varies per 263.4.5.4.
 - 263.4.5.4.2 If the Engineer determines that the Contractor has not met the requirements specified under 263.4.5.4, the Contractor shall be required to reprocess or pad the entire section.
- 263.4.5.5 The finished surface shall be uniform in texture and free of surface defects, including but not limited to raveling, segregation, flushing, pot-holing, cracking, deflections, rutting and contamination.
 - 263.4.5.5.1 Soft spots or areas exhibiting surface defects prior to paving shall be cold milled and paved with asphalt concrete as directed by the Engineer.
- 263.4.5.6 Overlapped joints and repaired areas in the recycled expanded asphalt mixture, and processed areas outside the specified areas of stabilization, shall be considered as part of the Work.
- 263.4.5.7 If the Engineer determines that 40% or more of the area in a section of the Work is defective the Contractor shall be required to reprocess the entire section of the Work under this Item.
- 263.4.5.8 If the asphalt content being added to the field mix varies by $\pm 0.5\%$ from the DMF target value, the Contractor shall suspend Work and submit a revised DMF for approval.
- 263.4.5.9 The recycled expanded asphalt mixture shall be compacted smooth, to a minimum of 83% of the mix design Theoretical Maximum Relative Density as determined by AASHTO T209.
 - 263.4.5.9.1 Secondary rolling, if necessary to achieve the required density, shall be permitted within 10 Days after placing.

263.4.6 Quality Control (QC)

- 263.4.6.1 The Contractor shall be responsible for all QC sampling and testing to ensure conformance to the requirements of this Item. Sampling and testing shall be carried out by Lot.
- 263.4.6.2 The Contractor shall submit, upon request, in writing to the Engineer an Inspection Testing Plan (ITP) covering all phases of the contract performance and the name of the party retained to conduct the ITP.
 - 263.4.6.2.1 The ITP shall include, but not limited to, identification and description of inspection and required test procedures to be used during the entire life of the contract.
 - 263.4.6.2.2 The ITP shall be sufficiently comprehensive and detailed to assure the Engineer of the Contractor's willingness and ability to control the construction production and processes.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

- 263.4.6.2.3 Once accepted by the Engineer the plan becomes a part of the Contract and shall be enforced accordingly.
- 263.4.6.2.4 The ITP may have to be updated and revised by the Contractor as conditions warrant.
- 263.4.6.3 The Contractor shall be responsible for calibration of measuring equipment and regular verification of their accuracy during the course of the Work.
- 263.4.6.3.1 The accuracy of the metering devices controlling the asphalt binder rate shall be verified by the Contractor by checking the quantities on the delivery slip that accompanies each tanker delivered at the Work Site.
- 263.4.6.4 QC sampling and testing shall ensure that the recycled expanded asphalt mixture meets the requirements of Table 263-2. Samples shall be taken at a minimum frequency of 1 per lane-km. QC test results shall be submitted to the Engineer within 10 Days of sampling.
- 263.4.6.4.1 Indirect Tensile Strength testing shall be completed in accordance with the Wirtgen Cold Recycling Manual.
- 263.4.6.4.2 Samples shall be tested by the Contractor for Gradation (ASTM C136) and moisture content.
- 263.4.6.4.3 The Contractor shall, in the presence of the Engineer, obtain and provide the Engineer with a duplicate set of briquettes (six in total) for the Owner to perform quality assurance testing.
- 263.4.6.4.3.1 One location per Contract shall be randomly chosen by the Engineer.
- 263.4.6.4.3.2 Briquettes shall be compacted within four hours of sampling.
- 263.4.6.5 QC testing shall ensure that the depth of expanded asphalt mixture meets the thickness requirements specified under 263.4.1.2.
- 263.4.6.6 QC testing shall ensure that density of the compacted recycled expanded asphalt mixture meets the requirements of 263.4.5.9.
- 263.4.6.7 QC tests for 263.4.6.5 and 263.4.6.6 shall be performed at a minimum frequency of 10 per lane-km. QC test results shall be submitted to the Engineer prior to placing asphalt concrete.
- 263.4.7 Quality Assurance (QA)
- 263.4.7.1 Thickness measurements shall be taken by the Engineer by means of excavating along the edge of the stabilized mat with a shovel, at a minimum frequency of 5 per lane-km.
- 263.4.7.1.1 Thickness requirements are met when at least 90% of all measurements are equal to or greater than the specified thickness, and no individual measurement is 30 mm less than the specified thickness.
- 263.4.7.2 Asphalt binder samples shall be taken at the Work Site at a rate of 1 per 10 lane-km or a minimum of 1 per contract, to be tested by the Owner, with containers supplied by the Owner. Each sample shall be a minimum of 1 L and identified with a completed label.
- 263.4.7.2.1 Samples shall be taken from a sampling spigot on the transfer line or from the end of the transfer line, after at least 4000 kg has been drawn from the tanker.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

263.4.8 Acceptance Criteria

263.4.8.1 Asphalt concrete may be placed once all of the following requirements have been met upon approval of the Engineer.

263.4.8.1.1 The Owner shall perform a visual assessment of the surface to be overlaid and all soft spots and areas exhibiting surface defects have been repaired.

263.4.8.1.2 The recycled expanded asphalt mixture shall be compacted smooth and showing minimal deflection, cracking or shoving under the weight of a loaded tandem truck.

263.4.8.1.2.1 Compaction shall meet the requirements of 263.4.5.9.

263.4.8.1.3 The finished surface shall have a uniform texture, free of visible signs of poor workmanship and bumps and/or dips exceeding 8 mm as measured with a 3 m straight edge.

263.4.8.1.4 Thickness requirements are met when at least 90% of all measurements are equal to or greater than the specified thickness, and no individual measurement is 30 mm less than the specified thickness.

263.4.9 Guarantee

263.4.9.1 The Contractor shall, for a period of two years after completion of the Work, guarantee the Work against failure and defects, including surface defects as described in 263.4.5.5, and shall hold the Owner blameless in all claims arising from Work, whether resulting from poor workmanship; poor or incompatible materials; improper design or application rates; inadequate traffic control; failure to practice proven expanded asphalt stabilization procedures; and/or other factors.

263.4.9.2 Structural failure of the mat, and areas of rutting or other depressions, shall generally be construed as failure; however, the Engineer shall decide as to what areas must be reprocessed in accordance with Work under this Item.

263.4.9.3 Reprocessing, consisting of full-lane pulverizing and stabilization, shall be carried out promptly and efficiently as directed by the Engineer. The Contractor shall, for a period of two years after its completion, guarantee the reprocessing against defects and failure per 263.4.9.1 and 263.4.9.2.

263.4.9.4 For the purposes of this Item and at the discretion of the Engineer, failure of intermittent areas that comprise 40% or more of the area processed or reprocesses on this Contract shall be considered a complete failure, and the Contractor shall be required to redo the entire Work under this Item.

263.5 MEASUREMENT FOR PAYMENT

263.5.1 The Quantity to be measured for payment shall be the number of square metres of expanded asphalt mix placed in accordance with this Item.

263.5.2 Overlapped joints and repaired areas in the stabilized surface, and pulverized areas outside the areas of stabilization, shall not be measured separately for payment.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FULL DEPTH RECYCLING

ITEM: 263

- 263.6 BASIS OF PAYMENT
- 263.6.1 Payment for Work under this Item shall be at the Unit Price.
- 263.6.2 The Owner shall reimburse the Contractor at a fixed rate under Item 810 for corrective aggregate supplied and incorporated into the mix per 263.2.4.2.11.
- 263.6.2.1 Haulage for corrective aggregate shall be paid under Item 801.
- 263.6.3 Payment adjustment for a change in the PG asphalt binder price shall be calculated in accordance with Item 821.
- 263.6.3.1 Adjustments for a change in the PG asphalt binder price payment quantity shall be made at the end of each month based on the weigh slips received during that month.
- 263.6.4 For each occurrence that pulverizing is not performed per 263.4.4.3, the Contractor shall pay the Owner a penalty of \$1000 for each Day until pulverizing commences, and \$1000 for each Day that pulverizing is not continuous (stopped on any Day for more than 40% of the Contractor's normal work hours), until pulverizing resumes.
- 263.6.5 For each occurrence that full depth recycling is not performed per 263.4.4.4, the Contractor shall pay the Owner a penalty of \$1000 for each Day until full depth recycling commences, and \$1000 for each Day that full depth recycling is not continuous (stopped on any Day for more than 40% of the Contractor's normal work hours), until full depth recycling resumes.
- 263.6.6 For each occurrence that paving is not performed per 263.4.4.5.1, the Contractor shall pay the Owner a penalty of \$1000 for each Day until paving commences, and \$1000 for each Day that paving is not continuous (stopped on any Day for more than 40% of the Contractor's normal work hours), until paving resumes.
- 263.6.7 Compensation to the Contractor or the Owner for the difference in the actual amount of Portland cement supplied and incorporated into the mix, as verified by the Contractors daily delivery slips or weigh tickets, and required 0.5% minimum Portland cement content, shall be paid in accordance with Item 810.
- 263.6.8 Compensation to the Contractor or the Owner for difference between actual binder content, as verified by the Contractor's daily weigh slips plus appropriate documentation from the supplier to verify the amount in the last tanker and assumed asphalt binder content per 263.2.4.2.3.1, for the total payable tonnage, shall be as follows:
- 263.6.8.1 If the actual binder content is less than the assumed asphalt binder content, the Contractor shall reimburse the Owner using the MTO's PG asphalt binder price index for the month preceding the month of the tender opening.
- 263.6.8.2 If the actual asphalt binder content exceeds the assumed asphalt binder content, the Owner shall reimburse the Contractor at the actual invoiced amount supplied by the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MICROSURFACING

ITEM: 264

264.1 DESCRIPTION

264.1.1 This Item consists of supply, production and placement of polymer-modified microsurfacing to seal the existing Pavement surface, improve skid resistance, and correct rutting.

264.2 MATERIALS

264.2.1 All materials shall be supplied by the Contractor.

264.2.2 Polymer Modified Emulsified Asphalt (Binder)

264.2.2.1 The binder shall be a quick-set polymer modified cationic type CSS-1H emulsion or approved equivalent conforming to the requirements of ASTM D2397 with amendments noted in Table 264-1.

264.2.2.2 Emulsified asphalt and polymer modified asphalt shall be homogeneous after mixing and show no signs of separation within 14 Days after delivery.

264.2.2.3 The addition of polymers or other additives after the manufacture of the emulsified asphalt shall not be permitted.

264.2.2.4 The Contractor shall submit, at the time of delivery to the work site, the manufacturer's certificate of analysis and the delivery slip for each tanker load of asphalt emulsion.

**Table 264-1
Binder Requirements**

Test	Property	Requirement
ASTM D244	Residue by Distillation % by Mass (Test Temperature should be < 138 °C)	62% min.
Tests on Residue		
ASTM D36	Softening Point	57° C min
ASTM D5	Penetration at (25 ° C, 100 g, 5 s) 0.1 mm	40 – 90
ASTM D2170	Kinematic Viscosity at 135 ° C	650 mm ² /s min.

264.2.3 Aggregate

264.2.3.1 Aggregate shall consist of 100% crushed rock having a Micro-Deval loss not greater than 17% when tested in accordance with MTO LS-619.

264.2.3.2 The gradation of the aggregate shall be within the grading limits indicated in Table 264-2.

264.2.3.3 The gradation of the aggregate stockpiles shall not vary from the mix design gradation by more than the tolerance limits indicated in Table 264-2, while also remaining with the specified gradation band for each sieve size.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MICROSURFACING

ITEM: 264

**Table 264-2
Aggregate Grading Limits and Gradation Tolerances**

ASTM Sieve Size	Percent Passing	Tolerance Limits
9.5 mm	100	± 5 %
4.75 mm	70 - 90	± 5 %
2.36 mm	45 - 70	± 5 %
1.18 mm	28 - 50	± 5 %
600 µm	19 - 34	± 5 %
300 µm	12 - 25	± 4 %
150 µm	7 - 18	± 3 %
75 µm	5 - 15	± 2 %

264.2.4 Other Materials

264.2.4.1 Mineral filler shall be Portland cement, hydrated lime or approved equivalent, and shall be free of lumps.

264.2.4.2 Water shall be clean and free of harmful salts, oil, acid and other deleterious materials.

264.2.4.3 Polymer modifiers shall consist of a minimum of 3% polymer solids by mass of the asphalt residue. The polymer solids, along with special quick-setting emulsifier agents, shall be incorporated into the emulsified asphalt at the colloid mill.

264.2.4.4 Additives may be added to the emulsion mix during construction to provide control of the quick-set properties and to increase adhesion, only if they have been included as part of the mix design and are compatible with the other components of the microsurfacing mix.

264.2.5 Mix Design

264.2.5.1 The Contractor shall designate mix proportions and prepare the job mix formula. The final mix design shall conform to the requirements listed in Table 264-3.

264.2.5.2 The Contractor shall use Professional Engineering services and a qualified testing laboratory with experience designing microsurfacing mix designs to evaluate the material proposed for use and to carry out the mix design.

264.2.5.3 All component materials used in the mix design shall be representative of the materials proposed by the Contractor for use in the Work.

**Table 264-3
Microsurfacing Mix Properties**

Test	Property	Requirements
ISSA TB-139	Wet Cohesion: At 30 minutes min. (set) At 60 minutes min. (traffic)	12 kg-cm min. 20 kg-cm min.
ISSA TB-109	Excess Asphalt by LWT Sand Adhesion	538 g/m ² max.
ISSA TB-114	Wet Stripping	Pass (90% min.)
ISSA TB-100	Wet Track Abrasion Loss: - One-Hour Soak - Six-Day Soak	538 g/m ² 807 g/m ²
ISSA TB-147A	Lateral Displacement	5% max.
	Specific Gravity after 1000 cycles of 57 kg	2.1 max.
ISSA TB-144	Classification Compatibility (AAA, BAA)	11 grade points min.
ISSA TB-113	Mix Time at 25 °C	Controllable to 120 s min.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MICROSURFACING

ITEM: 264

264.3 SUBMITTALS

264.3.1 The Contractor shall submit, at least 7 Days prior to placing any material in the Work, the aggregate gradation, final mix design, and results of the Micro-Deval test and the tests listed in Table 264-3.

264.3.2 The Contractor shall submit, at the beginning of each Day of Work, a written summary of the total quantity and distribution rate of microsurfacing placed the previous Day, including a list of the quantities used for each component: aggregate, emulsion, mineral filler and additive(s).

264.4 CONSTRUCTION

264.4.1 General

264.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

264.4.1.2 Microsurfacing shall be placed to a width as specified in the Contract Documents.

264.4.1.3 The application shall consist of a minimum of a scratch coat and a final coat with a combined minimum rate of application of 14 kg/m².

264.4.1.4 Microsurfacing shall not be applied before June 1st or after August 31st.

264.4.1.5 The Contractor shall, upon no less than 24 hours notice to the Engineer, calibrate the proportioning devices to the satisfaction of the Engineer, and shall submit a copy of the calibration results prior to beginning any microsurfacing operation.

264.4.1.6 The proportioning devices shall be recalibrated to the satisfaction of the Engineer after every 2000 t of microsurfacing placement, and also when either of the following occurs over the duration of the Work:

264.4.1.6.1 A change in aggregate source since the previous calibration; or

264.4.1.6.2 A mechanical failure to the application system and/or proportioning devices for which repair is required.

264.4.1.7 The Contractor shall be responsible to ensure that traffic, including construction traffic, is kept off the freshly placed mixture for the time required to prevent damage to the surface.

264.4.1.8 On two-lane, two-way highways the Contractor shall supply any pilot vehicles, with operator, and other labour, equipment and/or materials required to convoy traffic through or around the construction.

264.4.2 Equipment

264.4.2.1 Equipment for the Work shall be designed, operated, and maintained to produce an end product complying with the requirements of this Item.

264.4.2.2 Rotary power brooms shall be capable of cleaning gravel, sand, dirt and other debris from bituminous surfaces.

264.4.2.3 Mixing Equipment shall be an automatic-sequenced, self-propelled microsurfacing mixing machine specifically designed and manufactured to lay microsurfacing.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MICROSURFACING

ITEM: 264

- 264.4.2.3.1 The machine shall be a continuous-flow mixing unit capable of accurately proportioning and delivering aggregate, emulsified asphalt, mineral filler, control-setting additive and water to a revolving multi-blade double-shaft mixer, and discharging the mixed product on a continuous flow basis.
- 264.4.2.3.2 The machine shall have sufficient storage capacity to maintain an adequate supply of materials to the proportioning controls.
- 264.4.2.3.3 Individual volume or weight controls for proportioning each material to be added to the mix shall be provided and properly marked. Proportioning devices are usually revolution counters or similar devices used in material calibration and to determine material output at any time.
- 264.4.2.4 A 3 m metal or wood straight edge shall be provided for checking surface deviations.
- 264.4.2.5 The spreading machine shall be equipped with paddles to agitate and spread the material evenly throughout the box, with an attached conventional augered surfacing spreader box attached to the mixing machine, and shall be used to spread the mixture uniformly.
- 264.4.2.5.1 There shall be a front seal to ensure no loss of mixture at the Pavement contact point, and an adjustable rear seal for final strike-off.
- 264.4.2.5.2 The spreader box and rear strike-off shall be so designed and operated to achieve a uniform consistency and a free flow of material to the rear strike-off.
- 264.4.2.5.3 The spreader box shall have suitable means provided to maneuver the box to compensate for variations in the Pavement surface.
- 264.4.2.6 The rut-filling spreader box shall be specifically designed for rut-filling applications. The use of a rut box is at the discretion of the Contractor.
- 264.4.2.7 A stringline or other device shall be provided to ensure the longitudinal edges are straight and meet the existing pavement edge.
- 264.4.2.8 Prior to beginning placement of microsurfacing, all proportioning devices shall be calibrated in the presence of the Engineer using the materials specified in the mix design
- 264.4.2.8.1 Previous calibration documentation may be acceptable, provided that they are no more than 60 Days old, have used the exact materials to be used on this contract and were done in the presence of an NBDTI representative.
- 264.4.2.8.2 Proportioning devices shall be re-calibrated when the following has occurred:
- After every 2000 t of aggregate has been placed throughout the duration of the contract.
 - A change in source of aggregate from that used in the previous calibration.
 - Mechanical failure to the application system and/or proportioning devices in which repair is required.
- 264.4.3 Stockpiling
- 264.4.3.1 The Contractor shall be fully responsible for stockpile sites.
- 264.4.3.2 Stockpiles shall be placed on a level well-drained base, in such a manner so as to prevent contamination of the stockpiled material.
- 264.4.3.3 Throughout the duration of the contract, there shall be sufficient aggregate in stockpile to cover three Days of production of microsurfacing Work.
- 264.4.3.4 Aggregates from different sources shall be stockpiled separately.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MICROSURFACING

ITEM: 264

- 264.4.4 Quality Control and Quality Assurance Testing
- 264.4.4.1 Quality control testing shall be the responsibility of the Contractor throughout every stage of the Work, from and including the production of the aggregates and polymer modified asphalt emulsion to the design and placement of the final product.
- 264.4.4.2 The Contractor shall provide the Engineer with a copy of all quality control test results within 24 hours of testing.
- 264.4.4.3 Quality assurance testing may be conducted by the Owner during the Work. The results of these tests shall be made available to the Contractor, upon request, but shall not relieve the Contractor of, or replace the specified quality control testing.
- 264.4.5 Guarantee
- 264.4.5.1 The warranty period for rutting shall be 60 Days after initial placement, and for repaired areas, 60 Days after the repairs.
- 264.4.5.2 The Contractor shall guarantee for two years after the completion of the Work performed against factors that may include but may not be limited to the following:
- 264.4.5.2.1 Poor workmanship and failing to practice proven microsurfacing procedures;
- 264.4.5.2.2 Poor or incompatible materials, including incompatibility of the bituminous binder with the cover aggregate supplied by the Owner;
- 264.4.5.2.3 Improper design of application rates; and
- 264.4.5.2.4 Inadequate traffic control.
- 264.4.5.3 Generally, areas of delamination and flushing or bleeding surfaces shall be construed as failure; however, the Engineer shall be the sole judge as to areas that must be re-treated.
- 264.4.5.4 Retreatment is defined as a full lane application and shall be carried out promptly and efficiently as directed by the Engineer. The Contractor shall, for a period of two years after its completion, guarantee the retreatment against failure and defects as noted in 264.4.6.6.1 and 264.4.6.6.2.
- 264.4.5.5 For the purposes of this Item and at the discretion of the Engineer, failure of intermittent areas that constitute 40% or more of the area treated or retreated on the Contract shall be deemed a complete failure, and the Contractor shall be required to redo the entire Work Area under this Item.
- 264.4.6 Placement of Microsurfacing
- 264.4.6.1 General
- 264.4.6.1.1 The Contractor shall demonstrate the ability to produce and place microsurfacing by successfully placing a trial mix over an area 100 m long and one wide prior to full production of the Work.
- 264.4.6.1.2 The microsurfacing shall not be applied if either the Pavement or air temperature is below 10°C and falling, but may be applied when both Pavement and air temperatures are above 7°C and rising.
- 264.4.6.1.3 The microsurfacing shall not be applied when there is danger that the finished product will freeze within 24 hours after placement, or when weather conditions would prolong opening the Work to traffic.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

MICROSURFACING

ITEM: 264

- 264.4.6.1.4 The Work Area shall be thoroughly cleaned of all vegetation, loose material, sand, dirt and other debris. Dried mud or other foreign matter not removed with the rotary power broom shall be removed by hand blade or other approved method.
- 264.4.6.1.5 Water shall be applied to pre-wet the surface, if required, immediately ahead of the spreader at a rate to dampen the surface without allowing any free-standing or free-flowing water.
- 264.4.6.1.6 Manholes, valve boxes, drop inlets and other service entrances shall be protected from the microsurfacing.
- 264.4.6.1.7 Tack Coat shall be allowed to cure sufficiently before the application of microsurfacing shall commence.
- 264.4.6.2 Application Using a Mechanical Spreader
- 264.4.6.2.1 The mixture shall be spread to fill ruts, minor cracks and shallow potholes and leave a uniform surface.
- 264.4.6.2.2 Any oversized aggregate or foreign materials shall be screened from the aggregate prior to delivery to the mixing machine.
- 264.4.6.2.3 A sufficient amount of mixture shall be carried in all parts of the spreader box at all times, so that complete coverage is obtained.
- 264.4.6.2.4 Water for spraying the spreader box to facilitate spreading shall not harm the mix.
- 264.4.6.2.5 Ruts shall be filled to have no depression after the final coat of microsurfacing, but shall not be overfilled more than 3 mm per 25 mm of rut depth as measured with a 3 m straight edge.
- 264.4.6.2.6 Edges of the microsurfacing scratch coat shall have a uniform neat appearance along the Roadway centerline, lane lines and edges (white edge line, pavement edge, curb line or shoulder), with a maximum horizontal variance of ± 50 mm in any 30 m section.
- 264.4.6.3 Handwork
- 264.4.6.3.1 In restricted areas where hand spreading is necessary, slight adjustments to the mix formula may be used to retard the setting time.
- 264.4.6.3.2 The mixture shall be deposited in a small windrow along one edge of the surface to be covered, and spread uniformly over the surface with squeegees or other suitable hand tools.
- 264.4.6.4 Joints
- 264.4.6.4.1 Longitudinal and transverse joints shall be neat in appearance and uniform.
- 264.4.6.4.2 No excessive build-up, uncovered areas, non-homogeneous mixture or unsightly appearance shall be permitted at joints.
- 264.4.6.4.3 Longitudinal joints in the scratch coat shall be constructed as butt joints.
- 264.4.6.4.4 Longitudinal joints in the surface coat shall be placed on lane lines. Adjacent passes shall not overlap more than 100 mm, except where Pavement width varies (as in ramps and tapers), and shall not have more than 6 mm difference in elevation as measured with a 3 m straight edge.
- 264.4.6.4.5 Transverse joints shall be constructed so as to have no more than 6 mm difference in elevation across the joint, as measured with a 3 m straight edge.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MICROSURFACING

ITEM: 264

264.4.6.5 Rolling

264.4.6.5.1 The microsurfacing shall be rolled at the discretion of the Contractor.

264.4.6.6 Requirements for Finished Surface

264.4.6.6.1 The finished microsurfacing shall have a uniform texture and be free from visible signs of surface defects. No lumping, balling or unmixed aggregate shall be permitted in the finished surface.

264.4.6.6.2 Any surface defects, as determined by the Engineer, shall be cause for rejection of the microsurfacing. Such defects shall include but are not necessarily limited to those noted in Table 264-4.

264.4.6.6.2.1 The bleeding defects as defined in 6) and 7) in Table 264-4 shall also apply to the rut/fill operation.

**Table 264-4
Unacceptable Defects in Finished Surface**

1) Tear marks: in any 12 m ² per lane, four or more marks \geq 12 mm wide x100 mm long, or any marks \geq 25 mm x 25 mm.
2) Total ruts > 6 mm deep, as measured with a 3 m straight edge, exceeding 2% based on 10 random samples per lane-km.
3) Longitudinal ripples (raking) or wash-boarding (chatter) \geq 5 mm deep, as measured with a 3 m straight edge.
4) Total areas exhibiting raking and chatter exceeding 2% in any 100 m ² area.
5) Total areas exhibiting loss of surface (debonding, delamination, potholing) exceeding 2% in any 100 m ² area.
6) Bleeding and flushing exceeding 2% in any 100 m ² area.
7) Bleeding and/or flushing at joints.

264.4.6.6.3 Any 400 m lane segment with repairs or defects exceeding 5% of the area shall require re-application of microsurfacing over the entire segment.

264.4.6.6.3.1 All Work required for reconstruction of unacceptable areas shall be at the Contractor's expense.

264.4.6.6.4 Any part of completed microsurfacing rejected for surface defects shall be repaired within 20 Days from the time the Contractor receives notification of rejection, but in no case later than August 31st of the current year.

264.4.6.6.4.1 If the 20-Day period extends past August 31st of the current year, the Contractor shall complete the repairs between June 1st and June 15th of the following year.

264.4.6.7 Clean-Up

264.4.6.7.1 Any microsurfacing mix on areas outside the specified limits of microsurfacing, such as Shoulders and gutters, shall be removed as specified by the Engineer.

264.4.6.7.2 The Contractor shall, on a daily basis, remove from the Work Site any debris associated with the performance of the Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MICROSURFACING

ITEM: 264

264.5 MEASUREMENT FOR PAYMENT

264.5.1 The Quantity to be measured for payment shall be the number of square metres of microsurfacing supplied, produced and placed in accordance with this Item.

264.5.2 In areas where rutting has been corrected, the Engineer may withhold payment for the rutting warranty period.

264.6 BASIS OF PAYMENT

264.6.1 Payment for Work under this Item shall be at the Unit Price.

264.6.2 Payment adjustment for a change in the PG asphalt binder price shall be calculated in accordance with Item 821.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHIP SEAL

ITEM: 265

265.1 DESCRIPTION

265.1.1 This Item consists of the supply and placement of single chip seal and double chip seal.

265.1.2 Chip seal shall be identified by the following mix designations:

265.1.2.1 Single chip seal – S.

265.1.2.2 Double chip seal – D.

265.1.3 Single chip seal shall consist of a single application of bituminous binder followed by a single application of 9.5 or 12.5 mm cover aggregate.

265.1.4 Double chip seal shall consist of an application of bituminous binder followed by a single application of 16.0 mm or 19.0 mm cover aggregate, a second application of bituminous binder, and an application of 12.5 or 16.0 mm cover aggregate, as indicated in the Contract Documents.

265.1.4.1 Under certain conditions and at the discretion of the Engineer, the application of an approved penetration primer plus a single chip seal may be an acceptable substitute for a double chip seal.

265.2 MATERIALS

265.2.1 All materials shall be supplied by the Contractor.

265.2.2 Aggregates shall meet the requirements of 201.2 and 201.3.

265.2.2.1 Each project shall exhibit consistency of cover aggregate colour; switching from one aggregate source to another on the final coat of a project shall not be accepted.

265.2.3 The bituminous binder shall be selected from the following and shall meet the requirements as set out in the tables as follows:

265.2.3.1 Emulsified Asphalt - HF-100S, HF-100S(P), HF-150S, HF-150S(P), HF-250S, HF-250S(P), HP200, HP200(P), HFMS2 or MS-2 per Tables 265-1, 265-2, 265-3 and Figure 265-1.

265.2.4 Aggregate Source Approval

265.2.4.1 All submissions shall include the Contract number.

265.2.4.2 The material samples shall be tagged and indicate the Contract number, the location of the source, pit/quarry ID number as indicated by the Engineer, the sample location, and the type/size of the material.

265.2.4.3 Sampling of the aggregate stockpiles shall be done by the Contractor in the presence of the Engineer, in accordance with ASTM D75, section 5.3.3.1 and delivered to the Owner's Central Laboratory in Fredericton. The Contractor shall notify the Lab Manager during normal working hours of the anticipated delivery date and time; the Lab Manager's contact information shall be specified in the Contract Documents.

265.2.4.4 The Engineer shall require up to 21 Days from the date the aggregate samples are received at the Owner's Central Laboratory in Fredericton to the date of notification of the evaluation of the material.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHIP SEAL

ITEM: 265

**Table 265-1
Requirements for Emulsified Asphalt Binder**

Grade		HF-100S		HF-150S		HF-250S		HP200		HFMS-2		MS-2	
Requirements	ASTM Test Method	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.
Test on Emulsion Asphalt Residue by Distillation, %	D244	62		62		62		65		62		65	
Oil Distillate % by Volume;	D244	0.5	4	0.5	4	1	6	N/A		0.5	3	-	10
Saybolt Viscosity Furol Seconds at 50°C	D244	50	150	50	150	50	150	100	250	50	300	100	400
Sieve Test % Retained 1000 µm Sieve	D244		0.10		0.10		0.10		0.10		0.10		0.10
Coating Test % Coated	D244	80		80		80		80		80		80	
Settlement in 1 day, % Settlement in 5 day, %	D244		1.5 -		1.5 -		1.5 -		- 3		- 1		- 3
Demulsibility-50 ml of 0.1 N CaCl ₂ , %	D244	75		75		N/A		N/A		N/A		N/A	
Test on Residue Penetration at 25°C, 100g 5 s	D5	100-175		150-250		250-500		100-250		100-250		100-250	
Viscosity at 60°C, Pa·s		See Note		See Note		See Note		N/A		N/A		N/A	
Float Test at 60°C, s	D139	1200		1200		1200		N/A		N/A		N/A	
Solubility Trichloroethylene, %	D2042	97.5		97.5		97.5		97.5		97.5		97.5	
NOTE: Viscosity @ 60°C and Penetration @ 25°C shall fall within the area described in Table 265-1													

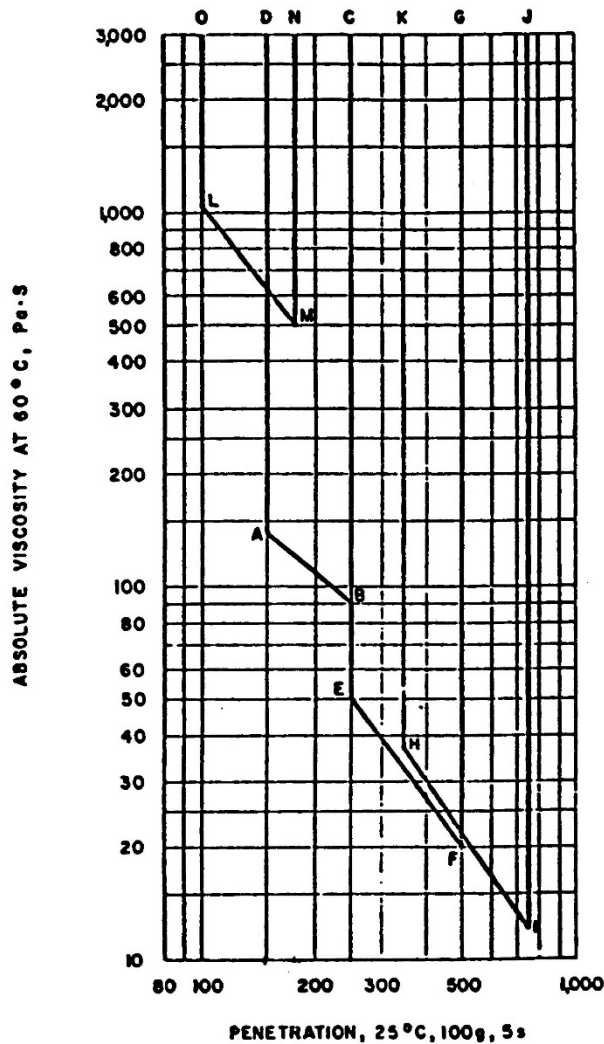
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHIP SEAL

ITEM: 265

**Table 265-2
Viscosity and Penetration Requirements
For High Float Emulsified Asphalt Binder**

High Float Emulsified Asphalt Binder					
GRADE OF HIGH FLOAT EMULSIFIED ASPHALT	HF-250 S	HF-150 S	HF-100 S	HF-150 P	HF-100 P
Viscosity and Penetration shall be within graphic regions described by the lettered co-ordinates	E, F, G, C	A, B, C, D	L, M, N, O	A, B, C, D	L, M, N, O
NOTE: Viscosity and Penetration shall be within graphic regions described by the lettered co-ordinates in Figure 265-1.					



**Figure 265-1
Viscosity and Penetration**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHIP SEAL

ITEM: 265

265.3 SUBMITTALS

265.3.1 The Contractor shall submit, for approval by the Engineer, a copy of the design application rates prior to commencing the Work.

265.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

265.3.3 The Contractor shall submit to the Engineer a copy of the delivery slip for each load of Emulsion delivered on the contract. The total litres of Emulsion used shall be summed and the payment adjustment for change in PG asphalt binder price shall be calculated, if necessary, per 265.6.2.

265.4 CONSTRUCTION

265.4.1 General

265.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

265.4.1.2 The Contractor shall be responsible for loading and hauling cover aggregate from the designated stockpile(s) when material is supplied by the Owner.

265.4.1.3 The placement of single and double chip seals shall be carried out in such a manner as to avoid damage to the adjacent and surrounding Roadbed.

265.4.1.3.1 The Contractor shall, at his/her own expense, repair any damage to the adjacent and/or abutting finished surfaces as a result of the Work.

265.4.1.3.2 The Contractor shall be responsible, at her/his own expense, for any damage suffered to the environment through the performance of the Work, and shall hold the Owner blameless in all claims arising from such damage.

265.4.1.3.3 All other damage claims related to this Work shall be the responsibility of the Contractor, and the Owner shall be held blameless.

265.4.1.4 The Contractor shall design the bituminous binder and cover aggregate application rates. For emulsified asphalt binder the minimum application rate shall be 2.20 L/m², unless otherwise directed by the Engineer.

265.4.1.5 Unless otherwise directed by the Engineer, single chip seals and double chip seals shall be constructed 7.3 m wide.

265.4.1.6 For a double chip seal, all excess aggregate shall be swept off the first binder and aggregate application before commencing the second application.

265.4.1.7 Intersections shall be deemed to be a normal part of the Work and shall be chip sealed at the discretion of the Engineer.

265.4.1.8 The Contractor shall be responsible for the protection of newly constructed chip seals against damage from inclement weather, high ambient temperatures and high humidity, for a period of two weeks after the Work.

265.4.1.9 The Contractor shall be responsible for the removal of all excess cover aggregate from the Work Site, for a period of 3 weeks, after completion of the Work.

265.4.2 Equipment

265.4.2.1 Equipment for placing chip seals shall be specifically designed for that purpose and shall be in proper working order.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHIP SEAL	ITEM: 265
265.4.2.1.1	Grader shall be equipped with automatic slope control.
265.4.2.2	<u>Distributors</u>
265.4.2.2.1	Bituminous pressure distributors shall be self-propelled, and shall have a capacity of not less than 5000 L.
265.4.2.2.2	Distributors shall provide application rates that are within $\pm 5\%$ of the established application rates, and shall be capable of applying material at a continuous and uniform rate both longitudinally and transversely.
265.4.2.2.3	Distributors shall be equipped with at least the following devices and appliances:
265.4.2.2.3.1	A positive displacement asphalt pump developing uniform pressure within the spray bars;
265.4.2.2.3.2	An electronic device to measure ground and pump speed or a tachometer to measure pump speed, and a fifth wheel-driven speedometer and odometer, each of which shall be visible to the driver;
265.4.2.2.3.3	A thermometer well and accurate thermometer;
265.4.2.2.3.4	Heating coils and burners capable of applying even heat to the bitumen so as to maintain spraying temperature;
265.4.2.2.3.5	An adjustable length and height spray bar, and hand spray attachment;
265.4.2.2.3.6	A strainer in the circulating system and in the filling line;
265.4.2.2.3.7	A tank gauge and a measuring stick graduated in litres; and
265.4.2.2.3.8	A sampling cock.
265.4.2.2.4	The rear chassis shall be modified to prevent increasing bar height as the tank empties.
265.4.2.2.5	All nozzles shall be of the same manufacture type and size; meeting the manufacturer's recommendation for volume being sprayed; arranged in the spray bar so that the nozzle slots are at a 30° angle with the longitudinal axis of the spray bar; and free of any obstructions.
265.4.2.2.6	The spray bar shall be equipped with a positive shut-off mechanism to prevent leaking or dripping and the spray bar height shall be adjusted for double or triple coverage so as to prevent streaking.
265.4.2.3	<u>Brooms</u>
265.4.2.3.1	Rotary power brooms shall be capable of removing gravel, sand, dirt and other debris from bituminous surfaces to the satisfaction of the Engineer.
265.4.2.4	<u>Spreaders</u>
265.4.2.4.1	Aggregate spreaders shall be self-propelled and shall be capable of continuously and uniformly placing aggregate over the full width of the applied binder (1.0 m to 3.7 m per pass).
265.4.2.4.2	Spreaders shall be equipped with a rear hopper capable of accepting aggregate from towed trucks, and a front hopper fitted with adjustable discharge gates and a screen for rejecting oversize aggregate.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHIP SEAL	ITEM: 265
265.4.2.4.3	Both front and rear hoppers shall be designed and equipped so that metering, opening and closing can be controlled by the operator.
265.4.2.5	<u>Rollers</u>
265.4.2.5.1	All rollers shall be self-propelled and capable of reversing without backlash.
265.4.2.5.2	Tandem steel rollers shall have a minimum mass of 7 t and a minimum drum width of 1300 mm. Three-wheel steel rollers shall not be used.
265.4.2.5.3	Vibratory rollers shall have a minimum mass of 7 t and a minimum drum width of 1500 mm. Three-wheeled vibratory rollers shall not be used unless the rear drive wheels are smooth-tread rubber tires.
265.4.2.5.4	Pneumatic-tired rollers shall have a minimum of seven smooth-tread rubber tires uniformly inflated to a minimum pressure of 350 kPa.
265.4.2.5.5	Pneumatic-tired rollers shall have a minimum of seven smooth-tread rubber tires uniformly inflated to a minimum pressure of 350 kPa.
265.4.3	<u>Preparation</u>
265.4.3.1	Leveling with hot mix asphalt concrete and crack filling ahead of single chip seals shall be the responsibility of the Owner.
265.4.3.2	All other surface preparations shall be the responsibility of the Contractor, and shall include but not be limited to the following:
265.4.3.2.1	The road shall be shaped with a grader to meet an acceptable crown and super elevation, and shall be compacted in accordance with 936, and shall commence 1 Day prior to chip sealing and continue on a daily basis until the entire granular surface has received the first application of a double chip seal.
265.4.3.2.1.1	Any ruts or potholes which appear in advance of the chip seal placement shall be eliminated by scarifying, shaping and compacting.
265.4.3.2.2	Sweeping excess sand, aggregate and other debris from the first mat of a double chip seal before the second application is placed;
265.4.3.2.3	Repairing irregularities in the first mat of a double chip seal before the second application is placed; and
265.4.3.2.4	Sweeping existing Pavement clean of sand, aggregate and other debris prior to applying a single chip seal.
265.4.4	<u>Placement</u>
265.4.4.1	Chip seals shall not be placed when the ambient temperature is below 10 °C, when humidity is high, when rain is threatening, or on damp surfaces.
265.4.4.2	Binder application shall be at a uniform rate determined by the Contractor.
265.4.4.2.1	There shall be a minimum of overlap and no missed areas at longitudinal and transverse joints. The Contractor shall repair unacceptable joints as directed by the Engineer.
265.4.4.2.2	No more than 30 m of road surface shall be sprayed ahead of the cover aggregate spreading operation.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

265.4.4.3 The temperature of the binder when sprayed shall be within the ranges specified in Table 265-3.

**Table 265-3
Binder Spraying Temperature Ranges**

Type of Bituminous Binder	Temperature Range (°C)	
	Minimum	Maximum
HFMS-2	65	80
HP200 / HP200(P)	65	80
HF-100S / HF-100S(P)	65	80
HF-150S / HF-150S(P)	65	80
HF-250S / HF-250S(P)	65	80
MS-2	65	80

265.4.4.4 Cover aggregates shall be applied uniformly over the full width of the sprayed surface immediately following the application of bitumen.

265.4.4.5 Rolling shall commence immediately behind the aggregate placing operation and shall be continuous until all cover aggregate placed has received a minimum of two passes with a pneumatic-tired roller and one pass with a steel-wheeled roller, or three passes with compaction devices described in 265.4.2.5.3 and 265.4.2.5.5.

265.4.4.5.1 Roller speed shall not exceed 10 km/h.

265.4.4.6 The Contractor shall ensure that no bituminous binder, fuel or solvents are spilled, sprayed or tacked onto completed sections of chip seals.

265.4.5 Guarantee

265.4.5.1 The Contractor shall guarantee the Work performed in accordance with GC 34 against factors that may include but may not be limited to the following:

265.4.5.1.1 Poor workmanship and failing to practice proven chip seal procedures;

265.4.5.1.2 Poor or incompatible materials, including incompatibility of the bituminous binder with the cover aggregate;

265.4.5.1.3 Improper design of application rates; and

265.4.5.2 Generally, loss of cover aggregate, flushing and bleeding surfaces shall be construed as failure; however, the Owner shall be the sole judge as to areas that shall be re-treated.

265.4.5.2.1 A re-treatment shall consist of an application of emulsion binder placed with a distributor truck, a layer of 12.5 mm cover aggregate placed with a chip spreader and compacted with rollers. All equipment shall meet the minimum requirements under section 265.4.2.

265.4.5.3 Re-treatment shall be carried out promptly and efficiently as directed by the Engineer. The Contractor shall guarantee the re-treatment against failure and defects in accordance with GC 34.

265.4.5.4 For the purpose of the Contract and at the discretion of the Owner, failure of intermittent or individual areas that comprise 40% or more of the entire area treated or re-treated shall be

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CHIP SEAL

ITEM: 265

deemed a complete failure, and the Contractor shall be required to re-surface the entire area of the Work.

265.4.6 Emulsified Asphalt Binder

265.4.6.1 The Contractor shall take a minimum of one sample per contract and an additional sample for every 100 000 L of emulsified asphalt binder.

265.4.6.2 Samples shall be a minimum of one litre in size, and shall be taken from the tanker truck.

265.4.6.3 The sample containers shall be supplied by the Engineer.

265.4.6.4 The Contractor shall ensure that their emulsified asphalt binder tanker trucks are equipped with a sampling valve.

265.4.6.5 The Engineer shall label the samples with the Contract number, date, time, grade and type of emulsified asphalt binder, supplier, emulsion manufacturing facility, and the bill of lading number.

265.4.6.6 If a sample test result falls outside of the material requirements specified in 265.2.3, the Engineer may require that the Contractor suspend chip seal production.

265.4.6.7 Compliance shall be verified by the Engineer before chip seal production is allowed to continue.

265.5 MEASUREMENT FOR PAYMENT

265.5.1 The Quantity to be measured for payment shall be the number of square metres of chip seal and double chip seal designed, supplied, and placed in accordance with this Item.

265.6 BASIS OF PAYMENT

265.6.1 Payment for Work under this Item shall be at the Unit Price.

265.6.2 Payment adjustment for a change in the PG asphalt binder price shall be calculated in accordance with Item 821.

265.6.3 For each occurrence that Work is not performed per 265.4.1.9, the Contractor shall pay the Owner a penalty of \$500 for each Day until the Work is completed, and \$500 for each Day that Work is not continuous (stopped on any Day for more than 40% of the Contractor's normal work hours), until the Work resumes.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PULVERIZING

ITEM: 267

267.1 DESCRIPTION

267.1.1 This Item consists of the pulverizing, shaping and compaction of a Roadbed surface.

267.2 MATERIALS

267.2.1 None identified.

267.3 SUBMITTALS

267.3.1 None identified.

267.4 CONSTRUCTION

267.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

267.4.2 Work under this Item shall also include excavating and moving of pulverized material in the transitions to match into the existing conditions, as directed by the Engineer.

267.4.3 All Work shall be carried out to the full Roadbed width to intercept the existing Foreslopes.

267.4.4 The Contractor shall carry out the Work such that the pulverizing extends to a minimum depth of 100 mm into the Aggregate Base/Subbase layer.

267.4.5 The Contractor shall ensure that this pulverized region is in a completely mixed and loosened condition, with all material sized such that 100% of the material passes the 75 mm sieve, when measured in accordance with ASTM C136.

267.4.6 Oversize pieces remaining after pulverizing shall become the property of the Contractor and shall be disposed of outside the Work Site.

267.4.7 The re-graded surface material shall be compacted in accordance with Item 936 to a minimum of 95% of the maximum dry density as established by a test strip.

267.4.8 The Contractor shall shape the road with a grader to meet an acceptable crown and super elevation.

267.4.9 Grader shall be equipped with automatic slope control.

267.4.10 The Contractor shall provide adequate drainage of water from the pulverized area, to the satisfaction of the Engineer.

267.4.11 The Contractor shall supply any pilot vehicles with operator, and all other labour, Equipment and material required to convoy traffic through or around the Work Area.

267.5 MEASUREMENT FOR PAYMENT

267.5.1 The Quantity to be measured for payment shall be the number of square metres of pulverizing completed in accordance with this Item.

267.6 BASIS OF PAYMENT

267.6.1 Payment for this Work shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHOULDER PROCESSING

ITEM: 284

284.1 DESCRIPTION

284.1.1 This Item consists of the processing, shaping and compaction of material on the Shoulder.

284.2 MATERIALS

284.2.1 None identified.

284.3 SUBMITTALS

284.3.1 None identified.

284.4 CONSTRUCTION

284.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

284.4.2 This Work shall be carried out before paving.

284.4.3 A longitudinal cut between the edge of the existing asphalt concrete mat and the Shoulder Work shall be formed having a straight vertical face.

284.4.4 The in-situ material shall be processed, to a minimum depth of 150 mm and/or to the full depth of the abutting asphalt concrete, so that the material is in a completely mixed and loosened condition with all material sized so that 100% of the material passes the 75 mm sieve.

284.4.5 Oversize pieces remaining after processing shall become the property of the Contractor and shall be disposed of outside the Work Site.

284.4.6 The Contractor shall not permit more than 4 km to be open to traffic where the Shoulder processing operation is in progress.

284.4.6.1 Regardless of the length of the Work Area, the Shoulder processing shall be completed within 7 Days for any portion of the Work open to traffic.

284.4.6.2 Where the difference in elevation between the asphalt concrete and the Shoulder exceeds 70 mm in any portion of the Work, the Shoulder processing operation shall be completed within 48 hours of the commencement.

284.4.7 The material shall be compacted to the maximum density as determined by a rolling pattern.

284.4.8 Final shaping of the processed Shoulder material shall be consistent and continuous to the grade of the abutting asphalt concrete surface and shall extend at the specified Slope to the line of the Foreslope and shall be blended and shaped to match the Foreslope intersection.

284.4.9 The Contractor shall keep clean the adjacent Pavement surface and in all cases the Pavement surface shall be free of Shoulder material prior to opening the Work Area to traffic.

284.5 MEASUREMENT FOR PAYMENT

284.5.1 The Quantity to be measured for payment shall be the number of square metres of Shoulder processing completed in accordance with this Item.

284.6 BASIS OF PAYMENT

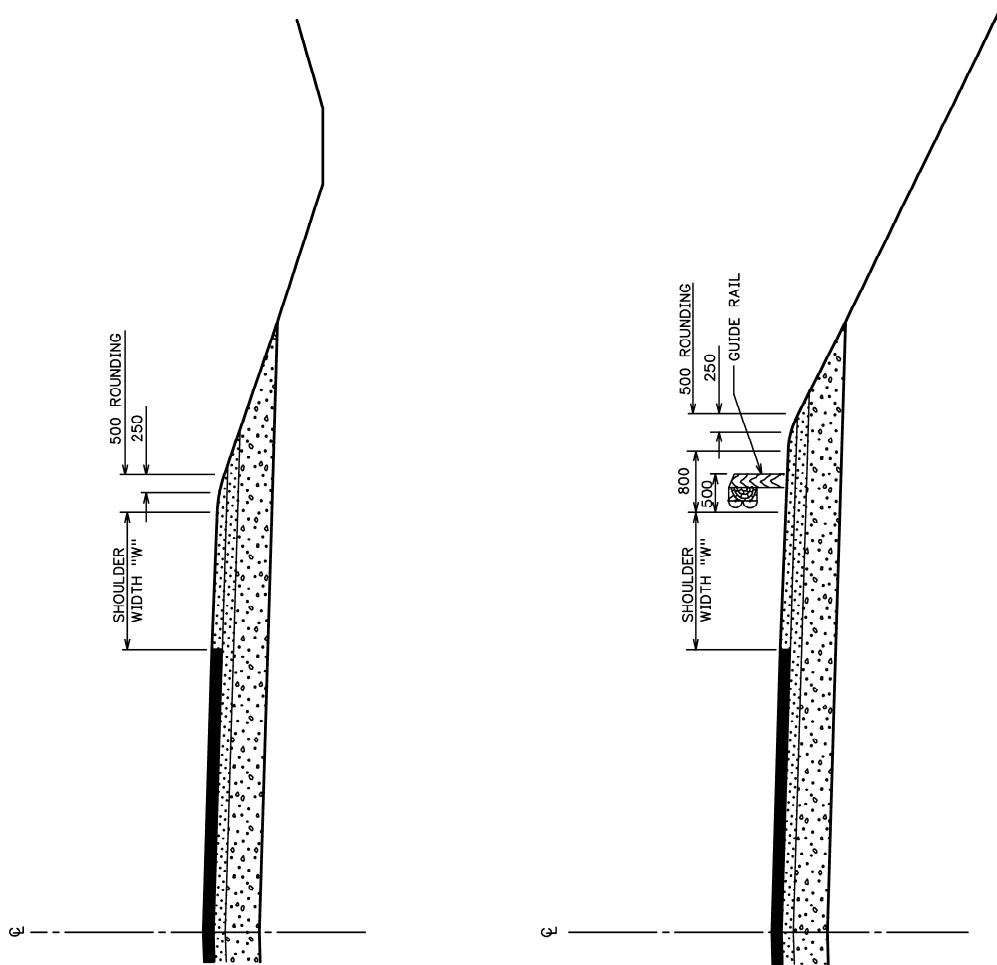
284.6.1 Payment for this Work shall be at the Unit Price.

284.6.2 The Contractor shall be subject to a penalty of \$500.00 per Day, for each occurrence, if the Shoulder processing operation is not carried out in the prescribed period as defined in 284.4.5.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 299



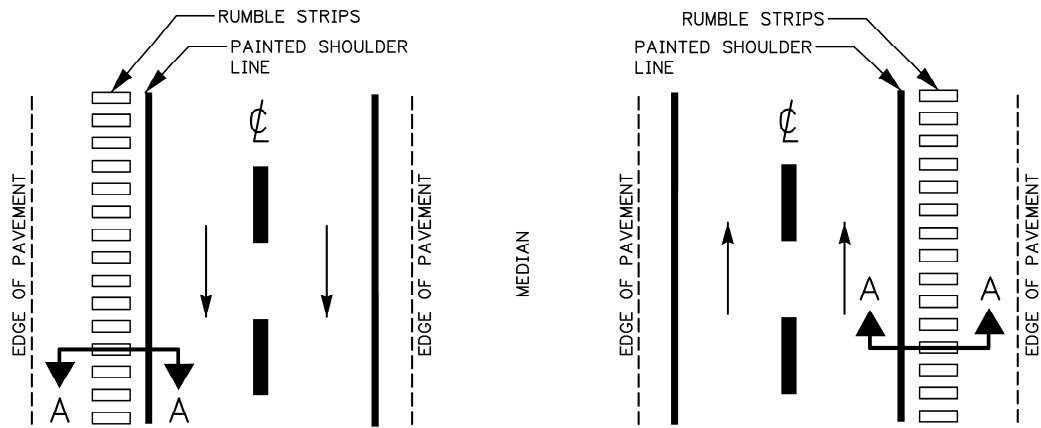
NOTE: THE SHOULDER WIDTH "W" SHALL BE SPECIFIED
IN THE CONTRACT DOCUMENTS.

Shoulder Dimensions

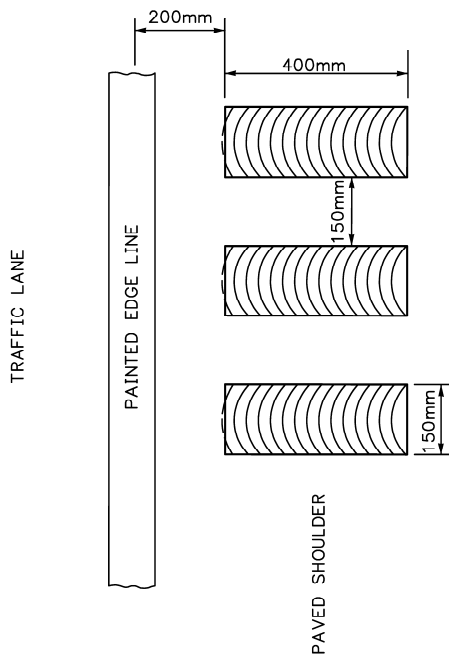
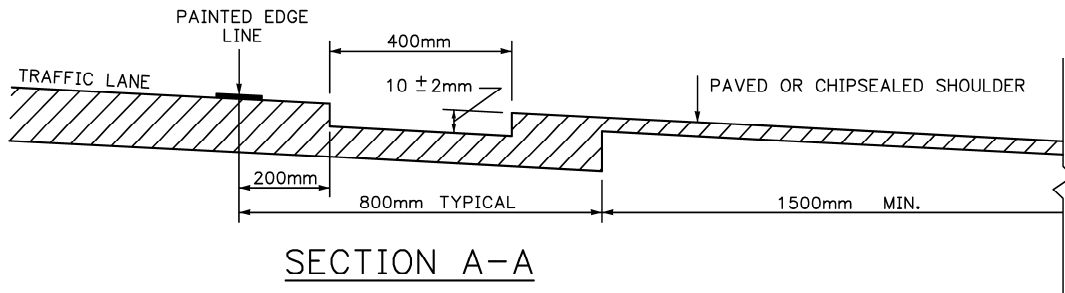
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 299



FOUR LANE DIVIDED HIGHWAY – TYPICAL

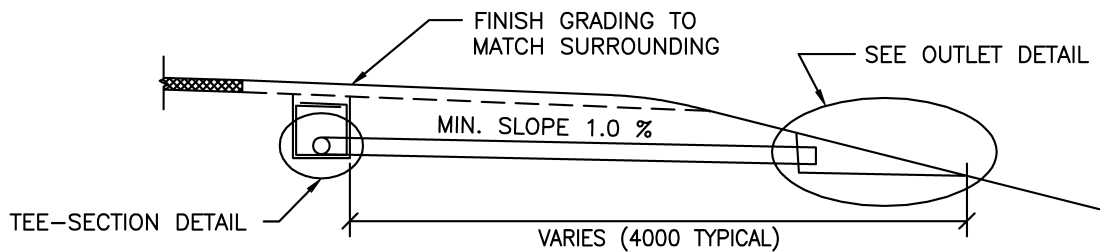
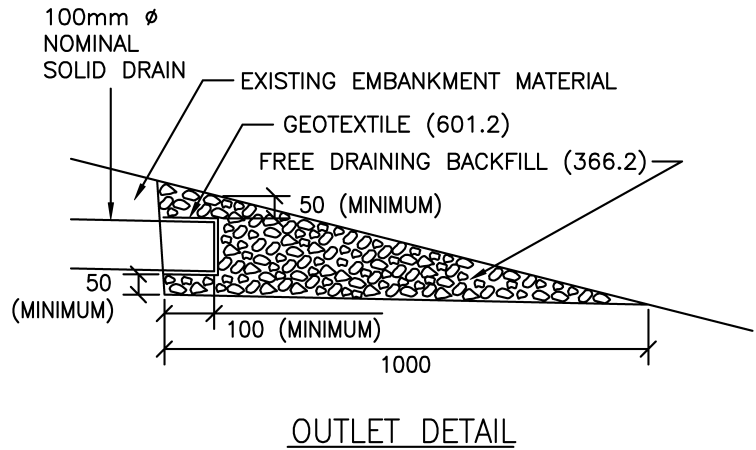
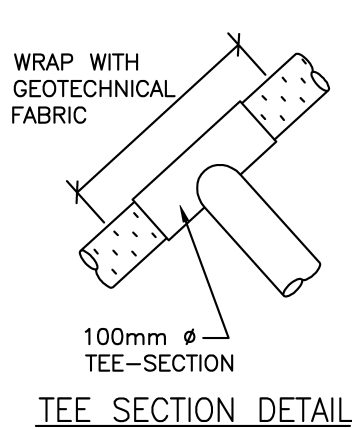
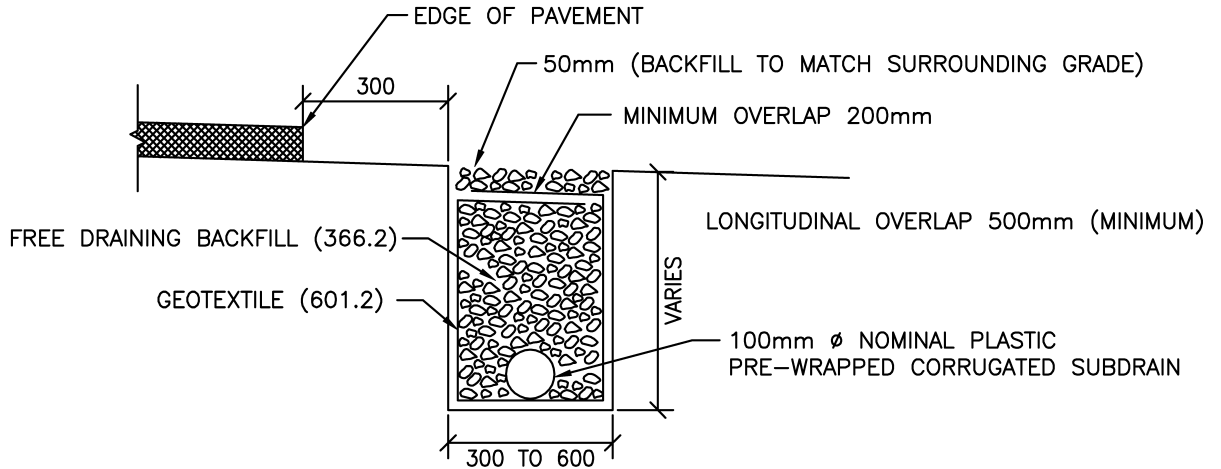


Shoulder Rumble Strip Installation

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 299



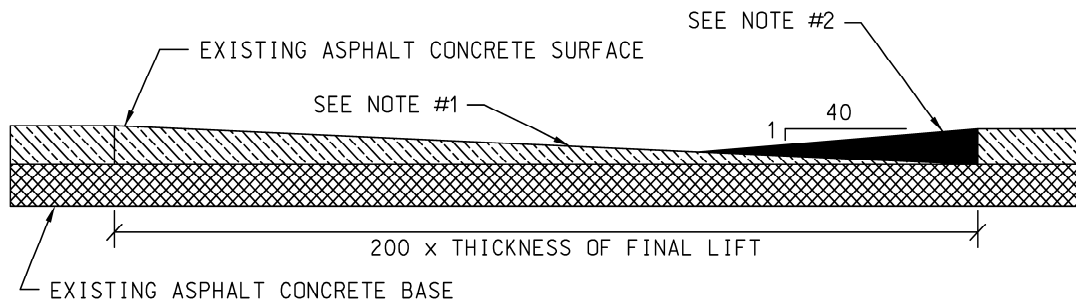
Shoulder Subdrain and Outlet Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

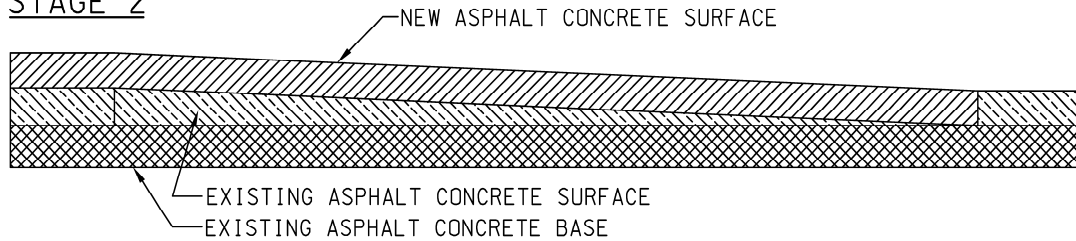
STANDARD DRAWINGS

ITEM: 299

STAGE 1



STAGE 2



NOTE #1: THE EXISTING ASPHALT CONCRETE SHALL BE COLD MILLED TO THE SHAPE INDICATED.

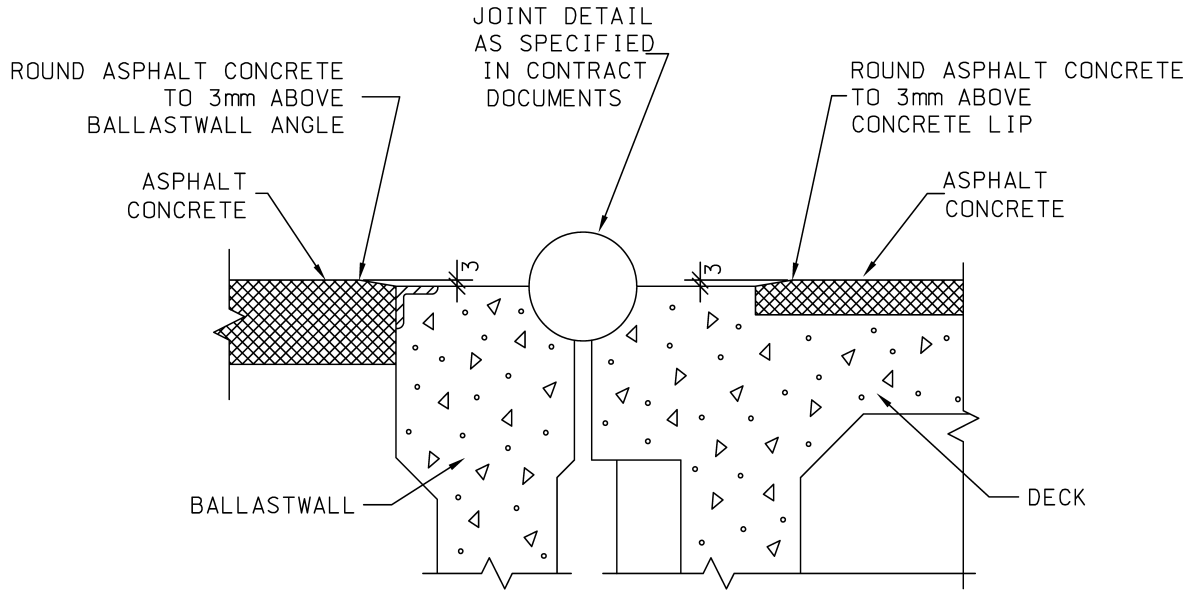
NOTE #2: WHEN THE EXISTING PAVEMENT HAS BEEN REMOVED IN ADVANCE OF PAVING THE JOINT AREA, THE CONTRACTOR SHALL CONSTRUCT A SMOOTH LONG TAPER. THE TAPER MAY BE PLACED ON TAR PAPER AND SHALL BE REMOVED WHEN PAVING IS RESUMED. THE TRANSVERSE JOINT SHALL BE STRAIGHT AND HAVE A VERTICAL FACE WHEN THE TAR PAPER IS REMOVED.

Construction Detail of a Transverse Key Joint

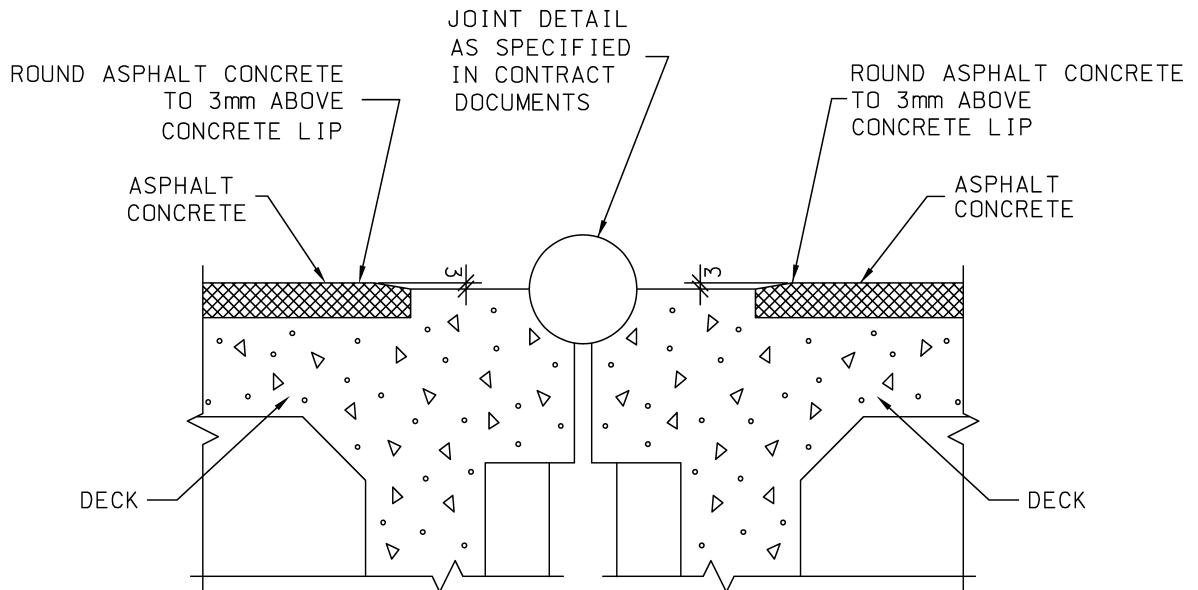
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 299



ABUTMENT



EXPANSION PIER

Construction Details at a Structure

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 300

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
301	Portland Cement Concrete	3
302	Concrete in Structures	31
303	Controlled Low Strength Material	2
304	Reinforcing Steel	6
305	Tension Splices	1
311	Steel H Piles	10
312	Steel Pipe Piles	12
313	Caissons	4
321	Steel Sheet Pile Cofferdams	3
322	Excavation Within Cofferdams	1
331	Precast Prestressed Concrete Beams	13
332	Post-Tensioning System	6
335	Steel Superstructure	20
336	Coatings for Steel Structures	7
341	Steel Laminated Bearings	4
342	Bridge Pot Bearings	14
343	Sealed Expansion Joint Assemblies	3
344	Finger Joint Assemblies	3
345	Steel Ballastwall Angle	2
346	Guide Rail System - Structures	1
348	Service Duct - Structures	3
351	Waterproofing	2
361	Shoring	2
365	Engineered Fill	2
366	Free-Draining Backfill	2
371	Removal of Asphalt Concrete - Structures	1
372	Removal of Concrete	4
381	Removal of Structures	2
399	Standard Drawings	
	302 - 1 Roadway Drain for Structures	
	302 - 2 Roadway Drain Details	
	302 - 3 Concrete Limits for Foundation Overexcavation	
	302 - 4 Date Location for Structures	
	311 - 1 Steel H Piles - Pile Cap Details	
	311 - 2 Steel H Piles - Pile Point Details	

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 300

311 - 3	Steel H Piles - Splice Details
311 - 4	Steel H Piles - Sequences for Welds for Horizontal Position
311 - 5	Steel H Piles - Sequences for Welds for Flat Position
312 - 1	Steel Pipe Piles - Pile Point Details
312 - 2	Steel Pipe Piles - Splice Details
331 - 1	Prestressed Beam Lifting Device Details - Vertical Only
342 - 1	Bridge Pot Bearings - Nomenclature
345 - 1	Ballastwall Protection Details
351 - 1	Ballast Wall Waterproofing System Details
351 - 2	Waterproofing Requirements on Box Culvert or Rigid Frame
351 - 3	Deck at Barrier Wall/Curb Waterproofing Detail
366 - 1	Free Draining Backfill Placement Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PORTLAND CEMENT CONCRETE

ITEM: 301

301.1 DESCRIPTION

301.1.1 This Item consists of the proportioning, supply and placement of Portland cement concrete.

301.2 MATERIALS

301.2.1 General

301.2.1.1 All materials shall be supplied by the Contractor.

301.2.1.2 Material properties shall conform to CSA A23.1, if not otherwise specified herein.

301.2.2 Cements and Supplementary Cementing Materials

301.2.2.1 The following words and phrases, wherever used in this Item, shall have the meaning ascribed to them in CSA A3001:

301.2.2.1.1 Blended Hydraulic Cement;

301.2.2.1.2 Supplementary Cementing Materials;

301.2.2.1.3 Blast- furnace slag;

301.2.2.1.4 Blended Supplementary Cementing Materials;

301.2.2.1.5 Fly Ash.

301.2.3 Aggregates

301.2.3.1 Aggregates used in concrete shall meet the material properties specified in accordance with 302.2.

301.2.4 Other Admixtures Not Covered By ASTM

301.2.4.1 A written statement shall be provided to the Engineer from the manufacturer stating that the admixture contains no purposely added calcium chloride.

301.2.5 Curing Materials

301.2.5.1 Burlap, absorptive mat, or non-woven geotextile shall be used for curing horizontal surfaces.

301.2.5.2 For vertical surfaces, curing shall be carried out by using burlap.

301.2.5.3 Curing materials shall, at any time of use, be in good condition free from holes, dirt, clay or other substance which would have a deleterious effect upon concrete.

301.2.5.4 Burlap shall be of a quality which will absorb water readily when dipped or sprayed and shall have a mass of not less than 237 g/m² when clean and dry.

301.2.5.5 Curing water shall be free of chlorides, oils, dirt and other deleterious materials.

301.3 SUBMITTALS

301.3.1 The Contractor shall have the source of supply of Portland cement concrete approved by the Engineer in advance of the supply of the concrete to the Work, and this approval shall consist of but not be limited to :

301.3.1.1 The Contractor shall provide the Engineer with the name of the proposed cement supplier.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PORTLAND CEMENT CONCRETE

ITEM: 301

- 301.3.1.2 The Contractor shall submit certification that the concrete supplier is certified in accordance with Atlantic Provinces Ready Mix Concrete Association, Plant Certification Program or equivalent.
- 301.3.1.2.1 The concrete supplier shall submit proof of certification in the appropriate categories in accordance with CSA A23.1.
- 301.3.1.2.2 Only concrete supplied from such certified plants shall be acceptable to the Owner and plant certification shall be maintained for the duration of the fabrication and erection until the warranty period expires.
- 301.3.2 The proposed mix proportions (design), certified by the Contractor or his/her agent, shall be submitted at least 5 Days before concrete production is due to start.
- 301.4 CONSTRUCTION
- 301.4.1 General
- 301.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 301.4.1.2 Concrete shall meet the requirements of CSA A23.1, if not otherwise specified herein.
- 301.4.1.3 No loads shall be applied to new concrete including vibration until the concrete has attained a minimum compressive strength of 10 MPa.
- 301.4.2 Care and Storage of Materials
- 301.4.2.1 All concrete materials shall be handled and protected in such a way as to prevent segregation, damage and contamination.
- 301.4.2.2 All cement, aggregate and other concrete construction materials shall be stored in accordance with the requirements of CSA A3001, and CSA A23.1.
- 301.4.3 Proportioning and Composition of Concrete
- 301.4.3.1 The Contractor shall be responsible for providing concrete mix designs for each Exposure Class of concrete specified and proposed for use.
- 301.4.3.1.1 Concrete shall meet the requirements of CSA A23.1 Exposure Class C-1.
- 301.4.3.2 If during the progress of the Work, it is determined that the concrete has inadequate workability or does not meet the requirements of the Specifications, the Contractor shall submit a new mix design to the Engineer, in accordance with the 301.3.2.
- 301.4.3.3 All concrete shall be proportioned in accordance with the submitted mix designs.
- 301.4.4 Concrete Production
- 301.4.4.1 Portland cement concrete shall be produced in accordance with the requirements of CSA A23.1.
- 301.4.5 Delivery
- 301.4.5.1 Delivery of concrete shall be in accordance with CSA A23.1 and shall be regulated so as to enable continuous deposition until the placement of each concrete section is completed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PORTLAND CEMENT CONCRETE

ITEM: 301

- 301.4.5.2 The batch delivery ticket meeting the requirements of CSA A23.1 shall accompany each batch of concrete delivered to site.
- 301.4.5.2.1 The batch ticket shall include quantities of materials batched.
- 301.4.5.3 Addition of Water
- 301.4.5.4 Water shall not be added after batching for any purpose without the approval of the Engineer.
- 301.4.5.4.1 Slump adjustment of superplasticized concrete shall be with admixture only.
- 301.4.6 Placement
- 301.4.6.1 The Contractor shall be responsible for all formwork design and construction in accordance with CSA A23.1.
- 301.4.6.2 All concrete placement shall be in accordance with CSA A23.1, unless otherwise noted.
- 301.4.6.3 Floats shall be wood or magnesium. Steel floats shall not be permitted.
- 301.4.6.4 All concrete shall be placed in a space free of standing water, clean of all dirt and debris, unless otherwise specified in the Contract Documents. Water infiltration shall be controlled for a minimum of 24 hours prior to ordering and placing concrete.
- 301.4.6.5 Form ties shall be of such type that they can be entirely removed or cut back 25 mm or more below the finished surface of the concrete leaving no metal within 25 mm of the surface.
- 301.4.6.6 Concrete shall receive an Ordinary Surface Finish in accordance with 302.4.
- 301.4.7 Curing and Protection
- 301.4.7.1 Curing shall be carried out in accordance with CSA A23.1 and this Item.
- 301.4.7.1.1 Curing compound may be used where specifically referenced by another Item.
- 301.4.7.2 For vertical surfaces, curing shall be carried out by securing wet burlap against the vertical surface, supplying a continuous source of moisture to the burlap, and sealing with plastic, or by keeping formwork in place for the specified curing period.
- 301.4.8 Testing
- 301.4.8.1 The Contractor is responsible for supplying concrete which shall have, at the point of final discharge, the characteristics specified in the Contract Documents.
- 301.4.8.2 The Owner shall carry out Quality Assurance Testing.
- 301.5 MEASUREMENT FOR PAYMENT
- 301.5.1 The Quantity to be measured for payment shall be the number of cubic metres of Portland cement concrete proportioned, supplied and placed in accordance with this Item.
- 301.6 BASIS FOR PAYMENT
- 301.6.1 Payment for Work under this Item shall include a separate Unit Price for each class of concrete, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

<u>CONTENTS</u>		
<u>Article</u>		<u>Page</u>
302.1	DESCRIPTION	302-4
302.2	MATERIALS	302-5
302.2.1	General	302-5
302.2.2	Material Properties	302-5
302.2.2.1	Aggregates	302-5
302.2.2.2	Fine Aggregate	302-6
302.2.2.3	Coarse Aggregate	302-6
302.2.2.4	Water	302-7
302.2.2.5	Admixtures	302-7
302.2.2.6	Curing Materials	302-7
302.2.2.7	Cement and Supplementary Cementing Materials	302-8
302.2.3	Composition of Concrete Mix	302-8
302.2.3.1	General	302-8
302.2.3.2	Maximum Concrete Temperature	302-8
302.2.4	Associated Materials	302-8
302.3	SUBMITTALS	302-9
302.4	CONSTRUCTION	302-10
302.4.1	General	302-10
302.4.2	Equipment and Production	302-10
302.4.2.1	Batching	302-10
302.4.2.2	Mixing	302-10
302.4.2.3	Delivery	302-10
302.4.3	Falsework and Formwork	302-10
302.4.4	Placement	302-11
302.4.4.1	General	302-11
302.4.4.2	Footings and Working Slabs	302-11
302.4.4.3	Columns	302-12
302.4.4.4	T Beam Spans	302-12

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES		ITEM: 302
302.4.4.5	Box Girders	302-12
302.4.4.6	Decks and Diaphragms	302-12
302.4.4.7	Superstructure Reactions on Bents, Piers, or Abutments	302-13
302.4.4.8	Profile of Bridge Superstructure Components	302-13
302.4.4.9	Bridge Decks	302-13
302.4.4.10	Multi-Span Steel Girder Bridges	302-14
302.4.5	Tremie Concrete	302-14
302.4.6	Construction Joints	302-15
302.4.6.1	Limitation in Use of Construction Joints	302-15
302.4.6.2	Use of Keys	302-15
302.4.7	Placing and Finishing Plastic Concrete	302-16
302.4.7.1	Tolerances	302-16
302.4.7.2	Upper Horizontal Surfaces	302-16
302.4.7.3	Bearing Surfaces	302-16
302.4.7.4	Bridge Curbs and Sidewalks	302-16
302.4.7.5	Bridge Decks	302-17
302.4.7.6	Deck Surface Repairs to Meet Tolerances	302-18
302.4.7.7	Screed Machines	302-18
302.4.8	Curing and Protection	302-19
302.4.9	Cold Weather Requirements	302-20
302.4.9.1	General	302-20
302.4.9.2	Materials	302-21
302.4.9.3	Placing	302-21
302.4.9.4	Enclosed Protective Housing	302-21
302.4.9.5	Heating within a Housing	302-21
302.4.9.6	Insulation	302-22
302.4.9.7	Withdrawal of Protection	302-22
302.4.10	Hot Weather Requirements	302-22
302.4.11	Finishing Hardened Concrete	302-23
302.4.11.1	General	302-23

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES		ITEM: 302
302.4.11.2	Defects Formed Surfaces	302-24
302.4.11.3	Defects Bridge Deck	302-24
302.4.11.4	Ordinary Surface Finish	302-25
302.4.11.5	High Quality Surface Finish	302-25
302.4.11.6	Bridge Deck Surface Preparation	302-25
302.4.12	Quality Testing	302-26
302.4.12.1	General	302-26
302.4.12.2	Quality Control Testing	302-26
302.4.12.3	Quality Assurance Testing	302-26
302.4.12.4	Age of Compressive Strength Testing	302-27
302.4.12.5	Frequency of Compressive Strength Testing	302-27
302.4.12.6	Hardened Air Void Testing Frequency	302-27
302.4.12.7	Permeability Testing Frequency	302-28
302.4.12.8	Compressive Strength Testing	302-28
302.5	MEASUREMENT FOR PAYMENT	302-29
302.6	BASIS OF PAYMENT	302-31

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.1 DESCRIPTION

302.1.1 This Item consists of the supply, placement and finishing of concrete in Structures.

302.1.2 This Item is subdivided into, but not limited to, the following types:

302.1.2.1 Concrete in Structures "A":

302.1.2.1.1 Concrete for use in Bridge abutments including but not limited to, abutment barrierwalls, safety-curbs, sidewalks and independent curb and gutter at the end of wingwalls.

302.1.2.1.1.1 Concrete for use in integral bridge abutment, as indicated in the Contract Documents.

302.1.2.2 Concrete in Structures "B":

302.1.2.2.1 Concrete for use in buried Bridge abutment approach slabs.

302.1.2.3 Concrete in Structures "C":

302.1.2.3.1 Concrete for use in Bridge piers.

302.1.2.4 Concrete in Structures "D":

302.1.2.4.1 Concrete for use in Bridge deck slabs including but not limited to, diaphragms, barrierwalls, safety-curbs, sidewalks, at grade approach slabs, and other integral deck components.

302.1.2.4.1.1 Concrete for use in decks in integral abutment bridges, as indicated in the Contract Documents.

302.1.2.5 Concrete in Structures "E":

302.1.2.5.1 Concrete for use as tremie concrete in footings.

302.1.2.6 Concrete in Structures "M".

302.1.2.6.1 Concrete for use in Mass Concrete.

302.1.3 A continuous structure is defined as the complete deck slab between the expansion joints.

302.1.4 Definitions

302.1.4.1 The following words and phrases, wherever used in this Item, shall have the meaning ascribed to them in CSA A3001:

302.1.4.2 Blended Hydraulic Cement;

302.1.4.3 Supplementary Cementing Materials;

302.1.4.4 Blast-furnace slag;

302.1.4.5 Blended Supplementary Cementing Materials; and

302.1.4.6 Fly Ash.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.2 MATERIALS

302.2.1 General

302.2.1.1 All materials shall be supplied by the Contractor.

302.2.1.2 Material properties shall conform to CSA A23.1, if not otherwise specified herein.

302.2.2 Material Properties

302.2.2.1 Aggregates

302.2.2.1.1 The coarse aggregate and fine aggregate shall each be stockpiled separately.

302.2.2.1.2 Stockpiles shall be placed on a level well drained base and constructed in such a manner that segregation and contamination does not occur.

302.2.2.1.2.1 Stockpiles shall be checked during the normal course of the Work, for conformance to the grading limits specified.

302.2.2.1.2.2 Segregated or contaminated stockpiles shall not be incorporated into the Work.

302.2.2.1.2.3 Stockpiles shall be maintained so that there is a sufficient supply of aggregates for the production of concrete to be placed in the following 14 Days.

302.2.2.1.3 Fine and coarse aggregates shall only be combined in the specified proportions at the time of batching.

302.2.2.1.4 Petrographic examination of the aggregates shall be made on an annual basis in accordance with CSA A23.2-15A and as described below.

302.2.2.1.4.1 A Petrographic examination of the aggregates shall be initiated where there is an observed change in the material at the pit or quarry.

302.2.2.1.4.2 When the size of the crushing operation or the usage of material from that operation is such that more than two years supply is stockpiled, the Contractor may submit a request for an extension to the time requirement for the petrographic test. The request for extension shall include details of inventory management and time period requested as a minimum.

302.2.2.1.4.3 The petrographic examination shall detect the presence of deleterious shale, mica, coated grains, soft flaky particles, chert, and all deleterious substances which are known to cause harmful reactions in Portland cement concrete mixtures. The maximum PN for coarse aggregate shall be reported.

302.2.2.1.4.4 The aggregate petrographer shall be responsible to describe each rock type present in an aggregate sample and to comment on the unfavourable effects of any material which is known to be deleterious.

302.2.2.1.4.5 When the sample has been found to possess properties or constituents that are known to have specific unfavourable effects on concrete, those properties or constituents shall be described qualitatively and, to the extent practicable, quantitatively.

302.2.2.1.4.5.1 Additional testing shall be necessary to prove the aggregate shall have no deleterious effect on concrete.

302.2.2.1.5 Blending of aggregates shall only be permitted to meet the grading requirements.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.2.2.1.5.1 The blending materials shall individually meet the requirements of this Item with the exception of the grading requirements.
- 302.2.2.2 Fine Aggregate
- 302.2.2.2.1 Fine aggregate shall consist of uncoated natural sand, manufactured sand, or an approved combination.
- 302.2.2.2.2 The amounts of deleterious substances in fine aggregate, each determined on independent samples complying with the grading requirements indicated in CSA A23.1, shall not exceed the limits specified in Table 302-1.

**Table 302-1
Limits for Deleterious Substances and Physical Properties of Fine Aggregate**

Deleterious Substances and Physical Properties	Test Procedures	Test Limits (%)
Coal and Lignite	Note ¹	0.25
Micro Deval	CSA A23.2-23A	16.0
Alkali Aggregate Reaction ²	CSA A23.2-14A Modified ³	0.035 @ 2 years
<p>Notes:</p> <ol style="list-style-type: none"> 1) The sample shall first be tested for low density material in accordance with CSA A23.2-4A. The material retained on the liquid with a specific gravity of 2.0 shall be dried and the portion which is coal or lignite shall be determined by petrographic examination. 2) Test runs for a period of two years. There shall be no testing on the third year. Following the year of no testing the cycle shall begin again. New results required within 3 years of previous results. 3) Testing period shall be 2 years. Job mix aggregate combination shall contain 430 kg/m³ cement content. 		

- 302.2.2.3 Coarse Aggregate
- 302.2.2.3.1 The amount of deleterious substances in coarse aggregate, determined on independent samples complying with the grading requirements in CSA A23.1, shall not exceed the limits prescribed in Table 302-2.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

**Table 302-2
Limits for Deleterious Substances and Physical Properties of Coarse Aggregates**

Deleterious Substances	Test Procedures	Test Limits (%)
Coal and Lignite	Note ¹	0.5
Micro Deval	CSA A23.2-29A	14.0
Particle Shape	CSA A23.2-13A	15
Unconfined Freeze Thaw	CSA A23.2-24A	6
Alkali Aggregate Reaction ²	CSA A23.2-14A Modified ³	0.035 @ 2 years
Notes:		
<p>1) The sample shall first be tested for low density material in accordance with CSA A23.2-4A. The material retained on the liquid with a specific gravity of 2.0 shall be dried and the portion which is coal or lignite shall be determined by petrographic examination.</p> <p>2) Test runs for a period of two years. There shall be no testing on the third year. Following the year of no testing the cycle shall begin again. New results required within 3 years of previous results.</p> <p>3) Testing period shall be 2 years. Job mix aggregate combination shall contain 430 kg/m³ cement content.</p>		

302.2.2.4 Water

302.2.2.4.1 The source of supply shall be the responsibility of the Contractor.

302.2.2.4.2 Water-to-cementing materials ratio shall be computed using the weight of cementing materials that is equal to the total weight of cement plus fly ash, silica fume, and slag.

302.2.2.5 Admixtures

302.2.2.5.1 A written statement from the manufacturer stating that the admixture contains no purposefully added calcium chloride shall be provided to the Engineer.

302.2.2.5.2 Any admixtures which increase the water-to-cementing materials ratio by 0.01 or greater shall be accounted for in the mix design to meet the specified water-to-cementing ratios.

302.2.2.6 Curing Materials

302.2.2.6.1 Burlap, absorptive mat, or non-woven geotextile shall be used for curing horizontal surfaces.

302.2.2.6.2 Curing materials shall, at any time of use, be in good condition free from holes, dirt, clay or other substance which would have a deleterious effect upon concrete.

302.2.2.6.3 Burlap shall be of a quality which will absorb water readily when dipped or sprayed and shall have a mass of not less than 237 g/m² when clean and dry.

302.2.2.6.4 Curing water shall be free of chlorides, oils, dirt and other deleterious materials.

302.2.2.6.4.1 Curing water shall have a minimum temperature of 10°C.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.2.2.7 Cement and Supplementary Cementing Materials

302.2.2.7.1 Fly ash, slag, and silica fume may be used:

302.2.2.7.1.1 On flatwork concrete exposed to chlorides and freezing and thawing, the proportions shall be limited to 20%, 35%, and 8% respectively. Total replacement shall not exceed 35%.

302.2.2.7.1.2 On formwork concrete exposed to chlorides and freezing and thawing, the proportions shall be limited to 30%, 50%, and 8% respectively. Total replacement shall not exceed 50%.

302.2.2.7.1.3 Higher replacement proportions may be permitted at the discretion of the Engineer.

302.2.3 Composition of Concrete Mix

302.2.3.1 General

302.2.3.1.1 It shall be the responsibility of the Contractor to ensure that the mixture proportions submitted to the Engineer are properly batched, mixed, placed and cured such that the concrete conforms to the Specification.

302.2.3.1.2 Concrete types A, B, C, and D shall be exposure Class C-XL and type E shall be F-1.

302.2.3.1.2.1 Concrete for footings shall be exposure class C-1.

302.2.3.1.2.2 Concrete in Structures "M" shall be exposure class C-1, as defined by CSA A23.1.

302.2.3.1.3 A calcium nitrite corrosion inhibitor shall be added to all concrete in the abutments above the elevation of the Bridge seat, bearing blocks (excluding bearing blocks in integral abutments), approach slabs overlaid directly with asphalt concrete (excluding approach slabs buried below grade), and to concrete in the Superstructure.

302.2.3.1.3.1 The dosage rate shall be 15 L/m³.

302.2.3.1.3.2 The corrosion inhibiting calcium nitrite admixture shall contain between 30% to 36% calcium nitrite by weight of solution.

302.2.3.1.3.3 The calcium nitrite shall be added at the concrete ready mix plant and verification shall be provided to the Engineer for the quantity of the calcium nitrite added to each batch of concrete.

302.2.3.1.3.3.1 Acceptable verification shall include, but is not necessarily limited to, printouts from computerized batch plants or printouts from computerized admixture dispensing units.

302.2.3.1.3.3.2 Verification shall be provided on the delivery slip.

302.2.3.1.3.4 For C-XL and C-1 concrete, the range of air content shall be 6% to 9% regardless of the nominal size of the coarse aggregate used in the concrete mix.

302.2.3.2 Maximum Concrete Temperature

302.2.3.2.1 The maximum internal concrete temperature shall meet the requirements of CSA A23.1, 7.6.3.2.4, regardless of the size of placement.

302.2.4 Associated Materials

302.2.4.1 The Contractor shall supply any associated materials necessary for construction, as shown on the Contract Documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.2.4.2 Safety anchor assemblies shall be available from the Owner.
- 302.2.4.3 Materials shall be stored at least 100 mm off the ground.
- 302.2.4.4 Bridge deck drains shall be in accordance with those detailed in the plans.
- 302.3 SUBMITTALS
- 302.3.1 The Contractor shall submit the source of supply of Portland cement concrete to the Engineer 14 Days in advance of the supply of the concrete to the Work, and this submittal shall consist of but not be limited to:
- 302.3.1.1 Certification that the concrete supplier is certified in accordance with Atlantic Concrete Association (ACA), Plant Certification Program or the equivalent as follows:
- 302.3.1.1.1 The concrete supplier shall submit proof of conformance to the requirements for the production of the concrete in accordance with CSA A23.1.
- 302.3.1.1.2 Only concrete supplied from such certified plants shall be acceptable to the Owner and plant certification shall be maintained for the duration of the Work.
- 302.3.1.2 Proposed sources of aggregates and test results shall be submitted to the Engineer, in writing, a minimum of 14 Days prior to the proposed use of such materials. This notification period shall be increased to a minimum of 35 Days if the aggregates proposed for use have not been previously approved for use in the Owner's projects.
- 302.3.1.3 The proposed design mix proportions, certified by the Contractor or his/her agent, and stamped and signed by the Professional Engineer, who reviewed the concrete mix, and shall include:
- 302.3.1.3.1 Specified hardened properties and age of testing for strength, air, and permeability.
- 302.3.1.3.2 Verification that the concrete mix design yields 1 m³.
- 302.3.1.3.3 Coarse aggregate and fine aggregate sources shall be included in the concrete mix design submittal.
- 302.3.1.3.4 For Concrete in Structures "M", the calculation of adiabatic temperature rise potential of the concrete mix, based on the Simplified Equation in Annex T of CSA A23.1 or another method approved by the Engineer.
- 302.3.2 The Contractor shall submit, at least 14 Days prior to commencement of the Work, the proposed method and sequencing of the placing of the concrete for approval by the Engineer.
- 302.3.3 Other submittals are required for this Item and are contained within the sections applicable to the specific phase of the Work being undertaken.
- 302.3.4 Submittals are required in accordance with any cross-referenced Item forming part of this Item.
- 302.3.5 For Concrete in Structures "M", a Thermal Control Plan meeting the requirements of CSA A23.1, Clause 7.6.3.4.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.4 CONSTRUCTION

302.4.1 General

302.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

302.4.1.2 Concrete materials and methods of concrete construction and methods of test for concrete shall conform to CSA A23.1 and CSA A23.2, if not otherwise specified herein.

302.4.1.3 The Contractor shall notify the Engineer at least two Days in advance of the commencement of each concrete placement.

302.4.1.4 When detailed in the Contract Documents the Contractor shall install the associated materials described in 302.2.4 in accordance with the Contract Documents.

302.4.1.5 Submittals shall be returned prior to the supply of concrete to the Work, per 302.3.

302.4.2 Equipment and Production

302.4.2.1 Batching

302.4.2.1.1 The Contractor has the responsibility to ensure that the concrete mix proportions are being accurately and consistently batched to produce the specified mix and concrete properties.

302.4.2.1.1.1 The moisture content for aggregates shall be determined and adjustments made prior to the batching of concrete.

302.4.2.1.2 A batch includes all materials added to the mix prior to the truck leaving the ready mix facility, including water.

302.4.2.2 Mixing

302.4.2.2.1 Mixers and agitators used for transporting concrete shall deliver their load to the Work Site and discharge shall be completed within 2 hours of initial mixing unless a longer time is specifically authorized in writing by the Engineer.

302.4.2.2.1.1 Under conditions contributing to rapid stiffening of concrete the Engineer may specify a time of less than 2 hours.

302.4.2.3 Delivery

302.4.2.3.1 The batch delivery ticket meeting the requirements of CSA A23.1 shall accompany each batch of concrete delivered to site.

302.4.2.3.1.1 The batch ticket shall include quantities of materials batched.

302.4.2.3.2 Addition of Water

302.4.2.3.2.1 Water shall not be added after batching for any purpose without the approval of the Engineer.

302.4.2.3.2.1.1 Slump adjustment of superplasticized concrete shall be with admixture only.

302.4.3 Falsework and Formwork

302.4.3.1 The Contractor shall be responsible for all falsework design and construction in accordance with Item 957.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.3.2 The Contractor shall be responsible for all formwork design and construction in accordance with Item 958.
- 302.4.3.3 All submissions with respect to falsework and formwork shall be in accordance with Item 956.
- 302.4.4 Placement
- 302.4.4.1 General
- 302.4.4.1.1 All concrete shall be placed in a space free of standing water, unless otherwise specified in the Contract Documents.
- 302.4.4.1.2 New concrete shall be defined as concrete that has not attained its minimum specified compressive strength.
- 302.4.4.1.2.1 All loads to be applied on new concrete shall be subject to the approval of the Engineer, including vibration.
- 302.4.4.1.3 Bonding of new concrete on hardened concrete shall be carried out as follows:
- 302.4.4.1.3.1 Before depositing new concrete on concrete that has set, the forms shall be re-tightened, and the surface of the hardened concrete shall have all foreign matter and laitance removed.
- 302.4.4.1.3.2 Hardened concrete surfaces shall be thoroughly saturated with water, for 24 hours in advance of placing concrete.
- 302.4.4.1.3.3 Methods of obtaining an adequate bond between the hardened and fresh concrete shall be subject to the approval of the Engineer.
- 302.4.4.1.4 The Contractor shall determine required delivery temperature of concrete to satisfy the selected construction method and temperature control, but concrete temperatures from the time of batching until final placing shall be maintained between 10°C and 25°C, unless otherwise authorized in writing by the Engineer.
- 302.4.4.1.5 Concrete shall be placed while still plastic and workable.
- 302.4.4.1.5.1 Concrete at the advancing face of the concrete placement shall be plastic; cold joints within a concrete placing operation shall not be permitted.
- 302.4.4.1.5.2 Re-tempering any partially hardened concrete with additional water shall not be permitted.
- 302.4.4.1.6 Concrete placement advancement shall be up-grade unless otherwise noted in the Contract Documents and/or authorized by the Engineer.
- 302.4.4.1.7 If the concrete details are such that a feather edge or thin section might be created by the sequence of placing, a bulkhead shall be introduced to maintain an edge thickness of at least 100 mm.
- 302.4.4.2 Footings and Working Slabs
- 302.4.4.2.1 Where Overexcavation occurs in the solid rock excavation for footings, concrete shall be placed in accordance with Standard Drawing 302-3 and as follows:
- 302.4.4.2.1.1 Down to an elevation of 150 mm below the specified elevation of the bottom of the footing, the Contractor shall place the concrete specified for the footing.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.4.2.1.2 If the Overexcavation is in excess of 150 mm below the specified elevation of the bottom of the footing, the Contractor shall place working slab concrete from the bottom of the excavation up to the bottom of the specified footing elevation.
- 302.4.4.2.1.2.1 The working slab shall have a minimum specified compressive strength of 20 MPa at 28 Days.
- 302.4.4.2.2 Prior to the placement of footings, the working slab concrete shall have a minimum compressive strength of 5 MPa.
- 302.4.4.2.3 For stepped footings and similar stepped formwork details, where concrete has to be placed in two or more stages and where the monolithic nature has to be maintained, the upper portion shall be placed as soon as stiffening of the concrete in the lower portion shall permit.
- 302.4.4.2.3.1 The concrete in the lower portion shall be designed so as to minimize bleeding; any free water or laitance shall be removed before the next layer of concrete is placed.
- 302.4.4.3 Columns
- 302.4.4.3.1 Concrete in columns shall be placed in one continuous operation unless otherwise noted in the Contract Documents and/or as directed by the Engineer.
- 302.4.4.3.2 Prior to the placement of walls or column formwork all concrete in footings shall have attained a minimum compressive strength of 20 MPa and the footing curing and protection requirements shall be satisfied in accordance with 302.4.8.
- 302.4.4.3.3 Concrete in columns shall be allowed to cure a minimum of 36 hours and to a minimum compressive strength of 20 MPa before adjacent formwork is placed.
- 302.4.4.3.4 Falsework supported by brackets on columns shall not be placed until concrete has attained 60% of its minimum specified compressive strength.
- 302.4.4.3.5 Unless specifically permitted by the Engineer, in writing, concrete shall not be placed in the Superstructure until column forms have been stripped sufficiently to determine the character of concrete in the columns.
- 302.4.4.4 T Beam Spans
- 302.4.4.4.1 Concrete in girder webs shall be deposited uniformly in horizontal layers.
- 302.4.4.4.2 Concrete in a T Beam span shall be placed in one continuous operation.
- 302.4.4.5 Box Girders
- 302.4.4.5.1 Concrete in box girders shall be placed in two or three separate operations.
- 302.4.4.5.1.1 The bottom slab shall be placed first with a construction joint between the bottom slab and the webs.
- 302.4.4.6 Decks and Diaphragms
- 302.4.4.6.1 All diaphragm concrete, with the exception of continuous pier diaphragms for Bridges with prestressed girders that are made continuous for live load and integral abutment diaphragms, must have attained 60% of its minimum specified compressive strength, prior to placing the concrete for the deck slab or any other superimposed dead loads.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES	ITEM: 302
302.4.4.6.1.1	Pier diaphragms in prestressed concrete girder Bridges that are made continuous for live load shall be placed concurrently with the portion of the deck over the same pier, as shown on the concrete placement diagram in the Contract Documents.
302.4.4.6.2	Deck concrete shall be placed uniformly and symmetrically with respect to the width of the Structure.
302.4.4.6.3	The deck slab concrete must have attained 80% of its minimum specified compressive strength prior to the placement of curb, barrierwalls or Sidewalk concrete or any other superimposed dead load on the deck slab.
302.4.4.6.3.1	Bulkheads for the deck slab placement shall remain in place for at least 36 hours and until the deck slab concrete reaches a minimum compressive strength of 20 MPa following the initial set of the deck slab concrete.
302.4.4.6.3.1.1	No disturbance of the embedded reinforcing shall occur until a minimum compressive strength of 20 MPa is achieved.
302.4.4.6.4	The deck slab concrete and continuous pier diaphragms must have attained 80% of its minimum specified compressive strength prior to the placement of any vehicles on the deck slab.
302.4.4.7	<u>Superstructure Reactions on Bents, Piers, or Abutments</u>
302.4.4.7.1	The load of the Superstructure shall not be allowed to come upon the bents, piers or abutments until concrete in the bents piers or abutments has reached the minimum specified compressive strength.
302.4.4.8	<u>Profile of Bridge Superstructure Components</u>
302.4.4.8.1	Longitudinal girders, transverse floor beams and stringers shall be profiled by the Engineer.
302.4.4.8.1.1	The Contractor shall notify the Engineer of the availability of his/her safety support system a minimum of 7 Days in advance of the placement of any falsework, formwork or other additional loads on the Superstructure to allow for the profiling.
302.4.4.8.1.2	When the Contractor carries out the surveying under Item 941, longitudinal girders, transverse floor beams and stringers shall be profiled by the Contractor.
302.4.4.8.1.2.1	The Contractor shall submit the profiles to the Engineer a minimum of 7 Days in advance of the placement of any falsework, formwork or other additional loads on the Superstructure.
302.4.4.8.2	Where excessive camber of precast pre-stressed beams occurs, the Contractor shall carry out grade adjustments, as directed by the Engineer.
302.4.4.9	<u>Bridge Decks</u>
302.4.4.9.1	The deck slab concrete for a simple span shall be placed in one continuous operation, starting at one end of a span and proceeding to the other end, unless otherwise noted in the Contract Documents.
302.4.4.9.2	Concrete in continuous slab and slab-on-girder Bridges shall be placed as shown in the Contract Documents.
302.4.4.9.2.1	Placing of concrete in deck slabs shall be continuous between construction joints.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.4.9.2.2 Vehicles or any superimposed dead load shall not be allowed on any portion of a continuous structure until all concrete has attained 80% of its minimum specified compressive strength.
- 302.4.4.9.3 Deck slab, safety curb, parapet, barrier wall and Sidewalk concrete shall not be placed between November 1st and May 1st, unless authorized by the Engineer, in writing.
- 302.4.4.9.4 During the concreting of the deck slab and barrier walls the Contractor shall ensure, at no cost to the Owner, that cement paste or other leakage from the forms is removed from the exposed portions of a steel superstructure employing an Engineer approved pressurized water spray.
- 302.4.4.10 Multi-Span Steel Girder Bridges
- 302.4.4.10.1 Before deck slab concrete is placed on steel spans, the falsework supporting Bridge girders shall be removed.
- 302.4.4.10.2 The placement of deck concrete for any single placement on a continuous Structure shall not proceed until the minimum specified compressive strength has been attained for the preceding concrete deck placement(s) as detailed in the Contract Documents.
- 302.4.5 Tremie Concrete
- 302.4.5.1 The Contractor, in conjunction with the concrete supplier, shall plan all aspects of underwater concrete placement including mix design, contingencies, monitoring and test placements, in accordance with ACI 304, CSA A23.1, and the following minimum requirements:
- 302.4.5.1.1 Tremie pipes shall be kept filled with concrete while depositing and shall have a maximum spacing of 3.0 m. All pipes shall be used in continuous rotation to maintain concrete level.
- 302.4.5.1.1.1 A concrete pump may be used to charge tremie pipes as part of an approved tremie placement plan.
- 302.4.5.1.2 During placing, the upper surface of the concrete shall be kept as level as possible and particular care shall be taken to ensure that the tremie concrete has a reasonably smooth and level upper surface +200 mm or -100 mm of the elevation designated in the Contract Documents.
- 302.4.5.1.2.1 Concrete in excess of 300 mm of the upper designated surface shall be removed.
- 302.4.5.1.3 Prior to any placing of the tremie concrete, vertical shaft reinforcing bars in the tremie area shall be securely held in proper alignment by steel templates.
- 302.4.5.1.3.1 The lower template shall be located a maximum of 1 m above the top of the tremie.
- 302.4.5.1.3.2 The upper template is to be positioned near the top of the cofferdam.
- 302.4.5.1.4 During placing of the structural tremie, the Contractor shall satisfy, as a minimum, the following conditions:
- 302.4.5.1.4.1 The Contractor shall only begin the tremie placement, for the footings of any pier, once the Contractor warrants the capability of supplying and placing the concrete at a rate of not less than 40 cubic metres per hour throughout the entire placement.
- 302.4.5.1.4.1.1 For a plan area greater than 100 square metres, concrete shall be supplied and placed at a rate of not less than 50 cubic metres per hour, unless otherwise approved in writing by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.5.1.4.2 The concrete must contain enough retarder to ensure a minimum depth of 1 m of fluid concrete at any time during the placement.
- 302.4.5.1.4.3 A maximum centre to centre spacing of tremie pipes shall be 3 m in any footing concrete placement and the outside rows of tremie pipes shall be spaced a maximum of 1.5 m from the inside face of the sheet piling cofferdam walls.
- 302.4.5.2 In the area of pier shafts, at the top of the structural tremie footing, the laitance shall be removed and the top of the footing shall be chipped down to sound concrete.
- 302.4.5.2.1 All laitance and concreting residue shall become the property of the Contractor and shall be disposed of outside the Work Area.
- 302.4.5.3 The Owner shall arrange to have one or more cores drilled from the structural tremie concrete of each pier for the purpose of checking the quality and strength of the concrete placement.
- 302.4.5.3.1 The Contractor shall, as part of the Work, provide access, platforms and any other assistance that may be necessary to enable the drilling to be carried out efficiently.
- 302.4.5.3.2 The Contractor shall suspend all of her/his construction operations on the pier during the tremie coring operation.
- 302.4.5.3.3 Should such cores identify defects or fail to meet the Specifications, the Contractor shall at his/her own expense, carry out corrective measures, subject to the approval of the Engineer, to remedy the deficiencies identified in the structural tremie concrete.
- 302.4.5.3.3.1 The Contractor shall be responsible, at her/his own expense, for the cost of any additional coring to determine the full extent of the defects and to develop a remediation plan satisfactory to the Engineer.
- 302.4.6 Construction Joints
- 302.4.6.1 Limitation in Use of Construction Joints
- 302.4.6.1.1 Construction joints shall not be permitted except those shown in the Contract Documents or as approved in writing by the Engineer, unless occasioned by the breakdown of the Equipment, or other unforeseen reasons, in which case the Contractor shall provide bulkheads parallel to the principal lines of stress.
- 302.4.6.1.2 Vertical construction joints in deck slabs shall not be allowed parallel to the centreline of the Roadway.
- 302.4.6.2 Use of Keys
- 302.4.6.2.1 Suitable keys shall be formed at the top of the upper layer of each day's Work and at other levels where Work is interrupted.
- 302.4.6.2.2 Keys or construction joints shall be of the type and detail as shown in the Contract Documents, unless otherwise permitted by the Engineer.
- 302.4.6.2.3 If a key constructed by the Contractor is deemed deficient by the Engineer, the key shall be removed and an alternate key configuration proposed for the approval of the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.4.7 Placing and Finishing Plastic Concrete

302.4.7.1 Tolerances

302.4.7.1.1 Unless otherwise required in the Contract Documents, the maximum deviations from line, grade and dimension shall be as shown in Table 302-3.

**Table 302-3
Placing and Finishing Tolerance Limits**

Position in Structure	Tolerance
Finished Bridge Deck Grades Surface variation	± 8 mm 8 mm over 3 m
Approach Slab directly overlaid with asphalt concrete Grades Surface variation	± 8 mm 8 mm over 3 m
Approach Slab buried below grade Grades Surface variation	± 8 mm 12 mm over 3 m
Concrete Bridge Bearing Block or Seat Grades Surface variation from level or specified slope	+1 to -5 mm $\pm 0.1^\circ$
Footing Grades	-10 mm/+50 mm
Columns, Walls, Cap Beams and High Quality Surface Areas and exposed Wingwalls Surface variation from true line	≤ 5 mm
Misplacement or eccentricity in Pier, Cap Beam & Bridge Seat	± 10 mm
Columns, Piers, Walls, Beams and High Quality Surface Areas and exposed Wingwalls Cross sectional dimensions	- 5 mm/+ 10 mm
Footings Plan dimensions width/length Misplacement or eccentricity	- 10 mm $\pm 1\%$ of footing dimension in direction of misplacement but < 50 mm
Variation in sizes and location of Slab and Wall openings	± 10 mm

302.4.7.2 Upper Horizontal Surfaces

302.4.7.2.1 The concrete shall be placed in the forms in such a way that the final elevation of the upper horizontal surfaces shall be as indicated in the Contract Documents and/or as directed by the Engineer.

302.4.7.2.1.1 Use of mortar topping shall not be permitted.

302.4.7.2.1.2 Steel floats shall not be permitted.

302.4.7.3 Bearing Surfaces

302.4.7.3.1 Where bearing pads (other than steel) are shown in the Contract Documents, concrete surfaces on which pads are to be placed shall be wood or magnesium floated to a level plane.

302.4.7.3.1.1 If bearing block surfaces are ground to meet tolerances, the surface shall be artificially roughened as required to produce a surface texture similar to coarse sandpaper.

302.4.7.4 Bridge Curbs and Sidewalks

302.4.7.4.1 Sidewalks and curbs shall be constructed by placing concrete continuously to the elevations shown in the Contract Documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.7.4.2 The concrete shall be worked with a magnesium float to give a uniform surface.
- 302.4.7.4.3 Floating shall be kept to a minimum consistent with the desired finish.
- 302.4.7.4.4 Before this finish has set, the surface shall be lightly roughened, perpendicular to the centre line of the Roadway, with a fine dry broom.
- 302.4.7.5 Bridge Decks
- 302.4.7.5.1 Concrete Bridge decks shall be finished by power machine method as specified in the following sections.
- 302.4.7.5.2 Continuous access to the Bridge deck surface during finishing operations shall be provided by the Contractor.
- 302.4.7.5.2.1 Access shall be provided by means of suitable transverse Bridges.
- 302.4.7.5.2.2 The access Bridges shall be positioned as required by the Engineer.
- 302.4.7.5.3 Placing of concrete in Bridge decks shall not be permitted until the Engineer is satisfied that:
- 302.4.7.5.3.1 The rate of producing and placing concrete shall be sufficient to complete finishing operations within the scheduled time.
- 302.4.7.5.3.2 The necessary tools and Equipment are at the site and in satisfactory condition for use.
- 302.4.7.5.3.3 Proper protection measures are in place to prevent drying and/or the concrete is to be placed at night.
- 302.4.7.5.4 The finishing operations for silica fume modified concrete shall be limited to screeding.
- 302.4.7.5.4.1 Bull floats or magnesium trowels shall be used to remove defects.
- 302.4.7.5.5 Falsework and wedges shall be checked immediately prior to placing Bridge deck concrete, and the Contractor shall make necessary adjustments.
- 302.4.7.5.5.1 Care shall be exercised to ensure that settlement and deflection due to the added weight of the Bridge deck concrete is minimal.
- 302.4.7.5.5.2 Suitable means shall be provided by the Contractor to permit immediate measurement by the Engineer of settlement and deflection.
- 302.4.7.5.6 Screed bars or pipes shall be set to the correct elevation, to form the surface of the Bridge deck to the line and grade as shown in the Contract Documents, with allowances, as required, for any anticipated settlement and/or cambered deflection of the Structure.
- 302.4.7.5.6.1 Screed bars and pipes shall be of such type and be installed so that they shall not deflect appreciably under the applied loads.
- 302.4.7.5.6.2 Screed pipes or bars for deck pours shall be firmly secured prior to placing concrete.
- 302.4.7.5.6.3 Supports for screed pipes or bars shall not be carried upon reinforcing steel.
- 302.4.7.5.6.3.1 If the supports for the rails are located in the concrete, the supports shall be the type which can be removed without disturbing the concrete, or partially removed so that no part remains less than 70 mm below the finished concrete surface.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.7.5.6.3.1.1 The supports shall be removed and the resulting holes entirely filled with deck concrete before the deck concrete has hardened, or once concrete has hardened, the holes shall be entirely filled and finished, subject to the approval of the Engineer.
- 302.4.7.5.6.4 The Contractor shall be responsible for the design of deck hangers and form brackets to support the additional loads imposed by the power driven screeding machine.
- 302.4.7.5.6.4.1 For steel girder Bridges, screed rails shall be supported on the top girder flange; or the Contractor shall submit an analysis, stamped and signed by a Professional Engineer acceptable to the Owner, demonstrating there will be no excessive deformations or permanent loads imparted to the girders, for approval by the Engineer.
- 302.4.7.5.7 Water from fog misting operation shall not be worked into the concrete surface or used as a finishing aid.
- 302.4.7.6 Deck Surface Repairs to Meet Tolerances
- 302.4.7.6.1 The Contractor shall check the deck with a 3 m straightedge in a 3x3 m grid after the deck placement, as directed by the Engineer.
- 302.4.7.6.1.1 Areas outside of tolerances identified in Table 302-3 shall be identified, marked, and repaired as directed by the Engineer.
- 302.4.7.6.1.2 It shall not be acceptable to achieve this repair by placing grout or concrete over deck concrete that has hardened.
- 302.4.7.7 Screed Machines
- 302.4.7.7.1 Screeding of Bridge decks shall be accomplished by power-driven Bridge deck screeding machines, approved by the Engineer.
- 302.4.7.7.1.1 The screed machine shall be set-up to match the skew of the bridge when the skew angle exceeds 10°.
- 302.4.7.7.1.2 The screed machine shall be set up so that the rails extend beyond the placement area such that the screed can move completely over the bulk head at each end of placement
- 302.4.7.7.2 Prior to beginning concrete placing operations, the screeding machine shall be operated over the full length of the Bridge segment to be placed.
- 302.4.7.7.2.1 This test run shall be made with the screed in its finishing position.
- 302.4.7.7.2.2 While operating the screeding machine in this test, the screed rails shall be checked for deflection and proper adjustment, the cover on slab reinforcement measured and the controlling dimensions of slab reinforcement and forms checked.
- 302.4.7.7.2.3 Necessary corrections shall be made before starting the placement of concrete.
- 302.4.7.7.3 After the concrete has been placed, spread, and consolidated to provide a uniformly dense slab, the surface shall be struck off immediately by the passage of the screeding machine.
- 302.4.7.7.3.1 The screeding machine shall carry sufficient concrete in front of the screed to fill low porous places.
- 302.4.7.7.3.2 The Contractor shall verify the top cover on the reinforcing steel and the thickness of the deck slab across the deck within 3 m of the screeding operation at a maximum of 2 m intervals.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.7.7.3.2.1 If the top cover or the thickness of deck slab does not meet tolerances the screeding operation shall be repeated.
- 302.4.7.7.3.3 The screeding operation shall be repeated as may be necessary to produce a uniformly consolidated, dense, and smooth surface true to the lines and grade.
- 302.4.7.7.3.3.1 The Contractor shall verify that the deck meets finished bridge deck tolerance in Table 302-3 during the deck placement, to the satisfaction of the Engineer.
- 302.4.7.7.4 The final deck finish shall be obtained by methods approved by the Engineer.
- 302.4.8 Curing and Protection
- 302.4.8.1 The Contractor shall submit to the Engineer for approval, 3 Days prior to the concrete placement, the proposed method and sequence to be employed in the Work for the curing and protection of the concrete, including but not limited to, cold weather protection method, temperatures expected during curing, the number of field cured cylinders required and the desired testing schedule.
- 302.4.8.1.1 The Contractor is advised that insulation or supplemental heat may be required year-round in order to maintain required temperature differentials and to protect the concrete from thermal cracking.
- 302.4.8.2 Concrete shall be protected against plastic or dry shrinkage cracking by methods such as placing concrete at night or erecting wind protection and the use of sun shades. This is especially important when placing flatwork.
- 302.4.8.3 All exposed concrete surfaces, mortar and grout shall be continuously wet cured.
- 302.4.8.3.1 The curing period for concrete shall be for a minimum of 7 Days from the completion of concrete placement, at a minimum ambient temperature of 10°C, and until 70% of the minimum specified compressive strength is attained (90% for concrete placed between November 1st and May 1st).
- 302.4.8.3.1.1 Wet curing shall be carried out by means of ponding, continuous sprinkling, absorptive mat, or fabric kept continuously wet.
- 302.4.8.3.1.2 Compressive strength test specimens, used for the purpose of determining when wet curing can cease, shall be cured entirely under field conditions.
- 302.4.8.3.2 The curing period for mortar or grout shall be 3 Days from the completion of mortar or grout placement or as recommended by the manufacturer.
- 302.4.8.3.3 A burlap, absorptive mat, or non-woven geotextile fabric shall be applied immediately after finishing of the concrete surface.
- 302.4.8.3.4 A fog mist system shall be applied continuously to bridge decks from the time of screeding until concrete is covered with burlap or non-woven geotextile fabric, in such a way as to maintain high relative humidity above the concrete and prevent drying of the concrete surface.
- 302.4.8.3.4.1 Water shall not be allowed to drip, flow or puddle on the concrete surface during fog misting, when placing the burlap or non-woven fabric or at any time before the concrete has achieved final set.
- 302.4.8.4 Equipment and materials necessary for curing and protection of concrete shall be available on the Worksite and ready for use before placement of concrete commences.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.8.5 Freshly finished concrete shall be protected from the elements and from defacement due to construction operations.
- 302.4.8.5.1 The Contractor shall repair or replace, subject to the approval of the Engineer, any concrete damaged by the elements or defacement.
- 302.4.8.6 It shall be the responsibility of the Contractor to ensure that the system of curing and protection is properly constructed and maintained for the period of time required.
- 302.4.8.7 Material or Equipment, other than that required for actual curing operations, shall not be placed on either the concrete deck being cured or portions of decks on adjacent spans of continuous Structures, without the approval of the Engineer.
- 302.4.8.8 Bridge decks shall be barricaded from traffic until completely cured.
- 302.4.8.9 Formwork shall not be removed before 7 Days without the approval of the Engineer.
- 302.4.8.9.1 When formwork is removed prior to the completion of curing, the newly exposed concrete surfaces shall be kept wet until the curing period is completed.
- 302.4.8.9.2 For vertical surfaces, curing shall be carried out by securing wet burlap against the vertical surface, supplying a continuous source of moisture to the burlap, and sealing with plastic.
- 302.4.9 Cold Weather Requirements
- 302.4.9.1 General
- 302.4.9.1.1 For the purpose of this specification cold weather curing and protection shall be in effect between November 1st and May 1st.
- 302.4.9.1.1.1 Cold weather curing and protection shall be required outside of these dates if the ambient temperature is at or below 5°C, or in the Engineer's opinion, is likely to fall below 5°C within the next 24 hour period.
- 302.4.9.1.1.2 A cold weather concrete management plan shall be submitted to the Engineer for approval a minimum of 7 days prior to the start of cold weather concrete work.
- 302.4.9.1.1.2.1 The cold weather concrete management plan shall include but may not be limited to: a sketch of the heated enclosure including a description of the materials proposed for use; location of heating sources; and the R-values of all insulating materials.
- 302.4.9.1.1.3 Concrete shall not be placed between December 1st and May 1st, unless authorized by the Engineer in writing.
- 302.4.9.1.2 The Contractor shall ensure that all boilers used for heating, materials, and housing, shall meet the inspection requirements and operating conditions of all applicable Provincial Acts and Regulations.
- 302.4.9.1.3 Curing and protection shall continue for 7 days and until 90% of the minimum specified compressive strength is obtained on field cured cylinders.
- 302.4.9.1.4 During periods of freezing temperatures the protection shall continue for 12 hours after cessation of moist curing and then be gradually withdrawn in accordance with 302.4.9.7.
- 302.4.9.1.5 Contractor shall plan his/her Work such that after completion of curing, a minimum of 28 Days is allowed prior to being subjected to application of de-icing chemicals.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.9.2 Materials
- 302.4.9.2.1 The temperature of material charged in the mixer shall be such that the temperature of the mixed concrete, at the time of placement does not exceed 25°C nor shall it be less than 10°C, unless otherwise approved as part of a comprehensive temperature control plan for mass concrete elements.
- 302.4.9.2.1.1 The Contractor may heat water, or water and aggregate, to ensure that these temperature limits shall be met.
- 302.4.9.2.2 Frozen lumps of aggregate shall be excluded from the mix.
- 302.4.9.2.3 Water over 35°C shall not be brought in direct contact with the cement.
- 302.4.9.3 Placing
- 302.4.9.3.1 Concrete shall not be placed against frozen surfaces.
- 302.4.9.3.2 Formwork, existing concrete at a construction joint, and reinforcing steel shall be free of ice and snow and shall be preheated to and maintained at a temperature of not less than 5°C for a minimum period of 24 hours prior to placement.
- 302.4.9.4 Enclosed Protective Housing
- 302.4.9.4.1 Protective housing shall be wind and weather tight, constructed of suitable materials on a substantial framework.
- 302.4.9.4.1.1 Housing shall be of adequate size so proper placing and finishing procedures can proceed unhampered.
- 302.4.9.4.1.2 Provisions shall be made for access, to carry out inspection of curing adequacy, by the Contractor and the Engineer.
- 302.4.9.4.2 Use of "roll back" sheeting or tarpaulins supported from screed rails, or other means, is permitted on horizontal surfaces, provided:
- 302.4.9.4.2.1 their use does not preclude the attaining of the required surface finish;
- 302.4.9.4.2.2 the concrete is covered progressively as placed; and
- 302.4.9.4.2.3 the resulting housing satisfies all the specified provisions of this Item.
- 302.4.9.5 Heating within a Housing
- 302.4.9.5.1 Housing shall be constructed so that it is clear of concrete and formwork by a minimum of 300 mm at all points.
- 302.4.9.5.1.1 This minimum shall include the underside of Bridge beams, slabs, cap beams, columns, and walls unless the Engineer has authorized the protection of these areas by insulated formwork.
- 302.4.9.5.2 The heating system shall provide, at all times, an ambient temperature throughout the housing of not less than 15°C nor more than 40°C.
- 302.4.9.5.3 These conditions shall be maintained for a minimum of seven continuous Days and until the minimum specified compressive strength is obtained.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.9.5.3.1 Written permission shall be obtained from the Engineer prior to cessation of curing and protection.
- 302.4.9.5.4 Unvented heaters shall be removed from the placement area prior to the placement of concrete.
- 302.4.9.5.4.1 All concrete surfaces shall be checked prior to acceptance into the Work with phenolphthalein (carbonation indicator) to ensure that surfaces are not damaged by combustion products.
- 302.4.9.5.5 At the time of placing and during curing, concrete surfaces shall be protected by formwork or an impermeable membrane from direct exposure to combustion gases or drying from heaters.
- 302.4.9.5.5.1 When dry heat is used the products of combustion shall be vented to the outside air and concrete surfaces shall be kept continuously wet.
- 302.4.9.5.6 The housing shall be completed and the heating system shall be in operation for a sufficient period prior to placing concrete to prove the adequacy of the Equipment to establish and maintain the specified curing conditions during the placing and throughout the specified curing period.
- 302.4.9.6 Insulation
- 302.4.9.6.1 Insulation may be used to protect concrete providing weather conditions and insulation procedures are such that the temperature of the surface of the concrete is maintained at a minimum of 15°C and a maximum of 50°C for a period of 7 continuous Days and until the minimum specified compressive strength is obtained.
- 302.4.9.6.2 When the ambient temperatures are anticipated to be -15°C, or lower, then insulation providing an R value of not less than 20 may be used to protect concrete, providing weather conditions and insulation procedures are such that the temperature of the surface of the concrete is maintained at a minimum of 15°C and a maximum of 50°C for a period of 7 continuous Days and until the minimum specified compressive strength is obtained.
- 302.4.9.6.3 The proposed method of insulation shall be submitted to the Engineer for approval at least two weeks in advance of use.
- 302.4.9.6.4 Insulating materials shall be kept dry.
- 302.4.9.7 Withdrawal of Protection
- 302.4.9.7.1 After completion of the specified curing period, the Contractor shall allow all curing water to evaporate. The Contractor shall then gradually reduce the temperature of the concrete, at a rate not to exceed 5°C per hour, until the concrete temperature is within 20°C of the ambient air temperature.
- 302.4.10 Hot Weather Requirements
- 302.4.10.1 For the purpose of this Specification hot weather shall be considered to be when the ambient temperature is at or above 25°C, is likely to rise above 25°C within the next 24 hours, or when the sun, wind and humidity create moderate or severe drying conditions.
- 302.4.10.2 Hot weather placing of concrete shall not proceed without the approval of the Engineer.
- 302.4.10.3 The Contractor shall demonstrate that he can provide adequate hot weather protection and agree to provide this protection before any approval can be given to start placing concrete.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.10.4 When the drying conditions meet moderate drying conditions or severe drying conditions as defined by CSA - A23.1, the drying protection must meet with the approval of the Engineer.
- 302.4.10.5 The temperature of the formwork, reinforcing steel, and material against which new concrete is to be placed, shall not exceed 30°C.
- 302.4.10.6 The mixing water and/or aggregates shall be cooled when the temperature of the mix exceeds 25°C.
- 302.4.10.7 Exposed surfaces of concrete shall be shaded from the direct rays of the sun and sheltered from direct wind.
- 302.4.11 Finishing Hardened Concrete
- 302.4.11.1 General
- 302.4.11.1.1 The following concrete surfaces shall receive a "High Quality Surface Finish":
- 302.4.11.1.1.1 Abutment endposts, barrierwalls, and outside edges of the deck;
- 302.4.11.1.1.2 Columns and cap beams;
- 302.4.11.1.1.3 Vertical faces and bottom side of rigid frame grade separation Structures; and
- 302.4.11.1.1.4 Safety curbs and sidewalks with exposed concrete surfaces.
- 302.4.11.1.2 All other concrete surfaces shall receive an "Ordinary Surface Finish" unless otherwise directed by the Engineer.
- 302.4.11.1.3 The Contractor shall cast, for a barrierwall, a site reference panel 3 m in length.
- 302.4.11.1.3.1 The reference panel shall be cast separate from the Structure.
- 302.4.11.1.3.1.1 With the approval of the Engineer this 3 m reference panel may be cast in place on the Structure. No further barrier walls shall be placed until this is accepted. If this reference panel is not accepted it shall be removed and replaced at the Contractor's own expense.
- 302.4.11.1.3.2 The panel shall be cast in the same orientation, with the same formwork material and reinforcing that shall be incorporated into the Work.
- 302.4.11.1.3.3 The panel shall be cast with the same concrete mix and method of placement, curing and protection that shall be applied for the barrierwalls.
- 302.4.11.1.3.3.1 The surface finish shall be reviewed for approval by the Engineer.
- 302.4.11.1.3.4 Once the reference panel is accepted, it shall remain on-site for the purpose of comparison in assessing compliance of the high quality finish for the barrierwalls.
- 302.4.11.1.3.5 The Contractor shall be responsible for the removal and disposal of the site reference panel, outside of the Work Site.
- 302.4.11.1.4 For components other than barrierwalls, the Contractor and the Engineer shall jointly select an area of the component and the Contractor shall finish the area such that the area is acceptable to the Engineer.
- 302.4.11.1.4.1 The selected finished area shall be used for comparison purposes in assessing compliance with the finish required for the component.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.4.11.2 Defects Formed Surfaces

302.4.11.2.1 Immediately after the removal of forms any part of the Work which displays defects shall be clearly marked and the Contractor shall notify the Engineer of the location and extent of the defect for her/his review.

302.4.11.2.1.1 Isolated local defects shall be removed and replaced as follows:

302.4.11.2.1.1.1 If the defect has an area less than 0.09 m², the perimeter of the affected area shall be cut to a depth of 19 mm, chipped to a depth of 25 mm, and patched with an Engineer approved repair material

302.4.11.2.1.1.2 If the defect has an area greater than 0.09 m², the affected concrete shall be removed in accordance with 372.4 as a Partial Depth Removal and replaced with concrete of the same mix proportions as the parent concrete.

302.4.11.2.1.1.3 Repair areas shall be cut to a square or rectangular shape, to the satisfaction of the Engineer

302.4.11.2.1.1.4 Defect repairs shall receive a high quality surface finish in accordance with 302.4.11.1.1 and 302.4.11.5.

302.4.11.2.1.2 All repairs are subject to the approval of the Engineer, and groupings or large numbers of defects shall not be considered isolated.

302.4.11.3 Defects Bridge Deck

302.4.11.3.1 Immediately after cessation of curing, the Contractor shall uncover, clean and allow the entire deck surface to dry, to facilitate inspection by the Engineer. The Engineer will determine if the deck slab surface fulfils the requirements of the contract. If the deck slab surface is generally acceptable, the Engineer may require repairs to isolated local defects which shall begin within 14 Days after placement of concrete. Repairs shall be in accordance with the following guidelines.

302.4.11.3.1.1 Isolated local depressions/defects less than 5 mm deep shall be removed by grinding the adjacent area, provided the specified cover is maintained within tolerance.

302.4.11.3.1.1.1 If removal of the depression/defect by means of grinding cannot be carried out while maintaining specified cover then the affected area shall be repaired per 302.4.11.3.2.

302.4.11.3.2 Isolated local depressions/defects more than 5 mm deep shall be removed and replaced as follows:

302.4.11.3.2.1 If the depression/defect has an area less than 0.03 m² then the perimeter of the affected area shall be cut to a depth of 19 mm, chipped to a depth of 25 mm, and patched with an Engineer approved repair material.

302.4.11.3.2.2 If the depression/defect has an area greater than 0.03 m² then the affected concrete shall be removed in accordance with the provisions of Item 372.4 as a Partial Depth Removal and replaced with concrete of the same mix proportions as the parent deck concrete.

302.4.11.3.3 Individual isolated local defects less than 25 mm in diameter and less than 5 mm deep may be filled with an Engineer approved product compatible with the waterproofing system.

302.4.11.3.4 All repairs are subject to the approval of the Engineer, and groupings or large numbers of defects shall not be considered isolated.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.4.11.4 Ordinary Surface Finish

302.4.11.4.1 All surface voids, cavities, and holes larger than 12 mm in diameter and all form-tie holes shall be filled to their entire depth with an approved cement grout mix of cement and fine sand from the same source as was used in the concrete, incorporating a latex bonding agent.

302.4.11.4.2 All objectionable fins, projections, offsets, streaks, or other surface imperfections shall be totally removed to the Engineer's satisfaction.

302.4.11.4.3 If the concrete surface does not adequately fulfill the requirements for Ordinary Surface Finish, the Contractor shall, as directed by the Engineer, entirely remove certain designated portions, or all of the concrete, and replace with new concrete.

302.4.11.4.3.1 For isolated local defects the Contractor may proceed with repairs in accordance with 302.4.11.2.

302.4.11.5 High Quality Surface Finish

302.4.11.5.1 Prior to finishing, and without defacing the surface, the Contractor shall pressure wash the surface to identify all air voids.

302.4.11.5.2 The surface shall first be given an Ordinary Surface Finish as specified in 302.4.11.4.

302.4.11.5.3 Small surface voids due to entrapped air shall be cleaned to remove surface laitance and filled, to their entire depth, with an approved cement grout mix of cement and fine sand from the same source as used in the concrete and incorporating a latex bonding agent.

302.4.11.5.4 The entire surface shall be finished to produce a sack-rubbed finish as defined by CSA A23.1, incorporating a latex bonding agent per 302.4.11.5.3.

302.4.11.6 Bridge Deck Surface Preparation

302.4.11.6.1 The entire deck shall be shot blasted, and/or using equivalent means, achieve an anchor profile which is clean of all foreign materials, such as asphalt, oil, grease, and is free of any sharp protrusions and of laitance.

302.4.11.6.2 The final concrete surface profile shall range between a CSP 1 and a CSP 5 as defined by the International Concrete Repair Institute (ICRI) Technical Guideline No. 03732.

302.4.11.6.2.1 Surface profile shall not interfere with the adhesion of the waterproofing membrane to the concrete deck.

302.4.11.6.2.1.1 Contractor shall submit a repair procedure to the Engineer for approval of areas that are noncompliant.

302.4.11.6.3 Areas where rapid setting patching materials have been approved for use by the Engineer shall be cured for minimum of 72 hours, or longer when recommended by the product manufacturer's written specifications, prior to applying primer or installing membrane.

302.4.11.6.4 The entire surface shall then be swept and cleaned by pressure washing and oil-free compressed air, to the satisfaction of the Engineer.

302.4.11.6.5 Deck surface shall be allowed to dry for a minimum of 7 Days after cessation of curing and in accordance with the waterproofing manufacturer's written specifications, prior to applying membrane.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.4.12 Quality Testing

302.4.12.1 General

302.4.12.1.1 The Contractor shall provide and maintain adequate facilities for safe storage and proper curing of concrete test specimens on the project site for the initial curing period. The facility shall be thermostatically controlled to regulate both high and low temperature variance such that specimen temperatures are maintained between 15°C and 25°C for the initial curing period. During summer months, specimens shall be submerged in water.

302.4.12.1.1.1 The temperature within the facility is to be monitored and recorded at not more than 15-minute intervals using a device capable of measuring and recording the data without opening the facility. The temperature data shall be plotted and submitted to the Engineer at the end of the initial curing period.

302.4.12.1.1.2 The initial curing period is defined in Test Method 3C of CSA A23.2.

302.4.12.1.2 Suitable facilities shall be provided by the Contractor, for the Engineer to inspect all ingredients and processes used in the manufacture and delivery of concrete, adjacent to the placing location.

302.4.12.1.2.1 Suitable facilities shall provide: shelter from the elements, a temperature of not less than 5°C, sufficient room to house concrete samples in a wheelbarrow, a suitable table, and two persons working.

302.4.12.1.3 Samples shall be obtained at final point of discharge unless otherwise specified by the Engineer.

302.4.12.1.4 The Contractor is responsible for supplying concrete which shall have, at the point of final discharge, the characteristics specified in the Contract Documents.

302.4.12.2 Quality Control Testing

302.4.12.2.1 The Contractor shall carry out Quality Control sampling/testing during the concrete placement, including air, temperature, slump, and density testing.

302.4.12.2.1.1 Results of Quality Control tests shall be recorded and made available to the Engineer.

302.4.12.2.1.2 Tests shall be conducted by personnel certified under ACI Concrete Field Testing Technician Grade 1, or CSA A283.

302.4.12.2.2 Test specimens shall be sampled in accordance with CSA A23.2-1C.

302.4.12.2.3 The air content of each load, or batch, of concrete shall be tested until consistent and acceptable air content is established, at which point testing frequency may be reduced, at the discretion of the Engineer. Should a test fail to meet the requirements, the frequency of testing shall return to one test per load, or batch, until acceptable air content consistency is re-established.

302.4.12.3 Quality Assurance Testing

302.4.12.3.1 The Owner shall carry out Quality Assurance testing on samples obtained, per 302.4.12.1.3, by the Contractor.

302.4.12.3.1.1 If the measured slump or air content falls outside the limits specified, a check test shall be made immediately on another portion of the same sample.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.12.3.1.1.1 This concrete load, in the event of a second failure, shall be considered to have failed to meet the requirements of this specification, and shall be rejected.
- 302.4.12.3.2 Density and Yield tests shall be made, as required by the Engineer, to meet the requirements of CSA A23.2-6C.
- 302.4.12.4 Age of Compressive Strength Testing
- 302.4.12.4.1 The Contractor shall determine the age of test and shall be indicated on the submitted concrete mix design.
- 302.4.12.4.1.1 In the absence of a Contractor initiated request, the age requirements stipulated in CSA A23.1 for the specified exposure class shall apply.
- 302.4.12.4.1.2 Strength tests shall be performed at 7 days, 28 days, and 56 days.
- 302.4.12.4.1.2.1 The 56 day strength test may be omitted if the submitted age of test request is less.
- 302.4.12.5 Frequency of Compressive Strength Testing
- 302.4.12.5.1 Frequency of compressive strength testing shall conform to the schedule indicated in Table 302-4 and per 302.4.12.4.
- 302.4.12.5.2 For each age of compressive strength test (7, 28, & 56 Days) two tests, as defined in 302.4.12.4.1, shall be required, unless otherwise indicated on the concrete mix submittal.
- 302.4.12.5.2.1 A test, as defined in 302.4.12.8.1 to be broken at the specified age submitted with the mix design.

**Table 302-4
Frequency of Compressive Strength Testing (Concrete)**

Number of Cubic Metres in Placing Operation	Minimum No. of Trucks to be Tested
up to 50	2
51 - 100	3
101 - 200	4
over 200	See Note 1
NOTE: 1. An additional test shall be taken for each additional 100 cubic metres of concrete placed. 2. Only one test shall be performed for concrete placements consisting of one truck load.	

- 302.4.12.6 Hardened Air Void Testing Frequency
- 302.4.12.6.1 A minimum of two cylinders shall be taken for hardened air void testing from each placement and cured for a minimum of 7 Days.
- 302.4.12.6.1.1 Concrete placements consisting of only one truck load of concrete shall have only one cylinder tested.
- 302.4.12.6.2 The hardened air void testing shall be carried out by the Owner.
- 302.4.12.6.3 All tests shall be performed per ASTM C457. Regardless of water to cementing material ratios, the hardened air void system shall meet the following:
- 302.4.12.6.3.1 The average of all tests shall have a spacing factor not exceeding 0.230 mm, with no single test greater than 0.260 mm.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.12.6.4 In the event the hardened air void system does not meet these requirements, production of concrete shall cease until it can be shown that these requirements can be met on a consistent basis.
- 302.4.12.6.4.1 Subsequent testing to achieve a satisfactory hardened air void system shall be carried out by the Contractor at his own expense.
- 302.4.12.6.5 Concrete cast with a noncompliant hardened air void system shall be evaluated by the Engineer and may be subject to removal and replacement at the Contractor's own expense.
- 302.4.12.7 Permeability Testing Frequency
- 302.4.12.7.1 A minimum of two cylinders shall be taken for permeability testing from each placement and shall be cured for 56 Days. Testing shall be carried out in accordance with ASTM C1202. Concrete placements consisting of only one truck load of concrete shall have only one cylinder tested.
- 302.4.12.7.1.1 The cylinders shall be prepared for testing immediately after the 56 Days of curing.
- 302.4.12.7.1.1.1 Where sample preparation or testing falls on a weekend, testing shall be conducted at an age not to exceed 60 Days.
- 302.4.12.7.1.1.1.1 The age of cure and the age at test date shall be reported.
- 302.4.12.7.2 The permeability testing shall be carried out by the Owner.
- 302.4.12.7.2.1 Results are to be provided to the Contractor within 3 Days of the test being completed.
- 302.4.12.7.2.2 The average shall fall within the pay range established in Table 302-6, with no single result greater than 200 Coulombs above the pay range.
- 302.4.12.7.2.2.1 A single result greater than 200 Coulombs above the pay range shall result in the payment being reduced to the next lower level.
- 302.4.12.7.3 A value of 200 Coulombs shall be subtracted from test results for concrete containing calcium nitrite corrosion inhibitor calculation payment adjustment.
- 302.4.12.7.4 In the event that testing results in a reduction in payment, appeal testing may be requested and conducted by the Contractor.
- 302.4.12.7.4.1 A minimum of two cores shall be taken from the component in question and shall be tested within 7 Days of the original test date.
- 302.4.12.7.4.2 If appeal testing indicates the original test results are not representative, then the appeal testing shall prevail.
- 302.4.12.8 Compressive Strength Testing
- 302.4.12.8.1 Strength tests shall mean the average strength of two-companion 150 mm by 300 mm or three companion 100 mm by 200 mm test cylinder specimens taken from the same batch and tested at the same age.
- 302.4.12.8.2 Test specimens shall be tested at the age of test submitted with concrete mix design, unless otherwise approved by the Engineer, and shall meet the requirements of CSA A23.2-9C.
- 302.4.12.8.3 To meet the strength requirements of this Item, the average of all tests shall exceed the specified strength.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.4.12.8.3.1 When three or more tests of the same type of concrete are available, the average of any three consecutive tests shall be equal to or greater than the specified strength, and no individual test shall be less than 90% of the specified strength.
- 302.4.12.8.3.2 Concrete that does not meet specified strength shall be subject to Payment Adjustment per 302.5.7.
- 302.4.12.8.4 If tests indicate that concrete in a placement does not meet the specified strength, the concrete in that placement shall be deemed noncompliant.
- 302.4.12.8.4.1 Depending upon the severity of the noncompliant concrete, the Engineer may require complete removal, or:
- 302.4.12.8.4.1.1 The Contractor may submit a proposal for repair of the noncompliant concrete to the Engineer for consideration.
- 302.4.12.8.4.1.2 Any additional testing requested by the Contractor shall be subject to approval of the Engineer.
- 302.4.12.8.4.1.2.1 Additional testing shall be conducted at the Contractor's own expense.
- 302.4.12.8.4.1.3 If the remedial measures are accepted by the Owner and the noncompliant concrete is allowed to remain, the concrete in the placement shall be paid according to Table 302-5.
- 302.4.12.8.4.2 If the noncompliant concrete is removed and replaced, the concrete incorporated into the placement shall be paid according to 302.6.5.
- 302.4.12.8.5 Additional tests of cylinders, cured entirely under field conditions, shall be required to check the adequacy of curing, cold weather protection or to facilitate the removal of formwork. The Contractor shall provide the quantity of test specimens to be cast and the schedule for testing to the Engineer prior to each concrete placement.
- 302.4.12.8.5.1 Test cylinders shall be stored as near as possible to the point in the Structure that the test cylinders represent, and shall be afforded the same temperature protection and moisture environment as the Structure.
- 302.4.12.8.5.2 At the end of the curing period the test cylinders shall be left in place, exposed to the weather in the same manner as the Structure.
- 302.5 MEASUREMENT FOR PAYMENT
- 302.5.1 The Quantity to be measured for payment shall be the specified volume, measured in cubic metres, of concrete supplied, placed and finished in accordance with this Item.
- 302.5.1.1 The volume shall be the lesser of the computed volume of concrete as determined from the design dimensions presented in the Contract Documents or the actual volume of concrete placed.
- 302.5.2 For beam supported concrete deck slabs the computed volume of Concrete in Structures "D" shall include the concrete calculated based on the actual beam camber profile.
- 302.5.3 On partial depth concrete removal and replacement under Item 372, the volume shall be the actual quantity of concrete placed.
- 302.5.4 For footing and working slab concrete where Overexcavation in solid rock occurs, payment shall be handled as follows:

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

- 302.5.4.1 For Overexcavation down to a maximum of 150 mm below the specified elevation of the bottom of the footing, the computed volume of the footing concrete shall be determined from design plan footing dimensions presented in the Contract Documents and the average depth of the footing.
- 302.5.4.2 For Overexcavation in excess of 150 mm below the specified elevation of the bottom of the footing, the width and length of the working slab concrete shall be as shown on Standard Drawing 302-3, and the average depth of the working slab shall be determined from the bottom of the excavation up to the specified elevation of the bottom of the footing.
- 302.5.4.2.1 Concrete required to provide a working slab under footings shall be paid at the Contractor's invoice price from the supplier.
- 302.5.5 The specified volume of tremie concrete for which payment shall be made shall be the volume contained within cofferdams assuming the theoretical horizontal dimensions as shown in the Contract Documents and the base and upper surface elevations as measured in the field and in accordance with 302.4.5.1.2.
- 302.5.6 Measurement of concrete in Structures, calculated on the dimensions shown in the Contract Documents, shall not be affected by the formwork tolerances listed in Item 958.
- 302.5.7 The Price Adjustment for Control of Strength shall be paid in accordance with Table 302-5, based on the Owner's Quality Assurance testing.

**Table 302-5
Price adjustment for Control of Strength**

For Concrete in Structures A, B, C, D, and M				
Strength	50 MPa+	45-49 MPa	40-44 MPa	Less than 40 MPa- To be reviewed by Engineer
Payment per cubic metre component	100%	-\$50	-\$100	Removal or -\$200 (per 302.4.12.8.4)

- 302.5.8 The price adjustment for Resistance to Chloride Ion Penetration shall be paid in accordance with Table 302- 6.
- 302.5.8.1 A bonus is not applied to footing concrete.

**Table 302-6
Price Adjustment for Resistance to Chloride Ion Penetration**

For Exposure Class C-XL in CSA A23.1					
Coulombs after corrosion inhibitor correction (ASTM C1202)	0-500	500-1000	1000-1500	1500-2000	> 2000
Payment per cubic metre for component (\$/m³)	\$25	\$0	-\$25	-\$50	-\$200

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE IN STRUCTURES

ITEM: 302

302.6 BASIS OF PAYMENT

- 302.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of concrete, as identified under the Contract.
- 302.6.2 The Owner shall make partial payment in accordance with 908.7 for associated materials identified in 302.2.4.1.
- 302.6.3 For failure to maintain wet curing on all concrete surfaces of a placement, in accordance with 302.4.8, the Contractor shall be subject to a penalty of \$1000 for the first occurrence, \$2000 for the second occurrence and \$5000 for each occurrence thereafter. If there are more than two occurrences on the same section of concrete, the concrete shall be removed and replaced at the Contractors expense.
- 302.6.3.1 An occurrence shall be when an inspection reveals that the concrete surface is not visibly wet. If proper curing is not reinstated within 2 hours of notification to the Contractor, this shall be considered a separate occurrence.
- 302.6.4 Where noncompliant concrete is removed and replaced in accordance with 302.4.12.8.4.2, the concrete incorporated into the component shall be paid in accordance with Table 302-5.
- 302.6.5 Where concrete does not meet the requirements for strength or hardened air voids or is otherwise rejected, but is allowed to remain in place, there shall be no positive payment adjustments for any of the properties.
- 302.6.6 For failure to maintain specified curing of test specimens during the initial curing period per 302.4.12.1.1, the Contractor shall be subject to a penalty of \$1000.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONTROLLED LOW STRENGTH MATERIAL (CLSM)

ITEM: 303

303.1 DESCRIPTION

303.1.1 This Item consists of the design, proportioning, supply, and placement of controlled low strength material (CLSM).

303.2 MATERIALS

303.2.1 All materials shall be supplied by the Contractor.

303.2.2 CLSM types and requirements are specified in Table 303-1.

303.2.3 Material properties shall conform to CSA A23.1 unless otherwise specified herein.

303.2.4 Cementing materials shall conform to CSA A3001.

303.2.5 Aggregates shall meet the aggregate material properties of 302.2.

**Table 303-1
CLSM Types and Requirements**

CLSM Type	Mix Type	Compressive Strength Requirements (28 Days)
CLSM A	Low Density Cellular Concrete	1.5 +/- 0.5 MPa
CLSM B	Per ACI 229R	0.3 MPa to 0.7 MPa
NOTES: 1) Guidance can be found in ACI 229R and ACI 523.1R. 2) CLSM A shall be capable of being pumped. 3) CLSM A and CLSM B shall have high flowability with no segregation or subsidence. 4) CLSM B is generally used as flowable fill in areas where compaction of conventional backfill is difficult.		

303.2.6 Other admixtures not covered by ASTM shall require approval of the Engineer prior to use, and shall conform to the manufacturer's recommendations or as otherwise submitted with the mix design.

303.3 SUBMITTALS

303.3.1 The Contractor shall submit the following 5 days in advance of supplying any CLSM to the Work, for approval by the Engineer:

303.3.1.1 The proof that the ready-mix concrete supplier is certified in accordance with Atlantic Concrete Association Plant Certification Program or equivalent, in the appropriate categories per CSA A23.1.

303.3.1.1.1 Only CLSM supplied from certified plants shall be acceptable for use.

303.3.1.2 The CLSM mix design, which shall include all data sheets for proprietary products, equipment, and admixtures utilized in the CLSM mix design and proportioning.

303.3.1.3 A Quality Control (QC) plan, which shall include all aspects of the work associated with the batching, supply, and placement of the CLSM. The QC plan shall include a detailed method of monitoring and control of the density of the CLSM at the point of discharge.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONTROLLED LOW STRENGTH MATERIAL (CLSM)

ITEM: 303

303.4 CONSTRUCTION

303.4.1 The Contractor shall perform the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

303.4.2 All CLSM materials shall be handled and protected in such a way as to prevent segregation, damage, and contamination.

303.4.2.1 All cement, aggregate, and other CLSM construction materials shall be stored in accordance with CSA A3001 and CSA A23.1.

303.4.2.2 Handling, mixing, and installation of the CLSM shall be in accordance with the manufacturer's recommended procedures and specifications.

303.4.3 CLSM shall be proportioned in accordance with the submitted mix design.

303.4.4 The Contractor shall remove all water from the placement area prior to placement of CLSM.

303.4.5 CLSM delivery, including pumping, shall be planned to enable continuous placement until placement in each section of the Work is completed.

303.4.6 The Contractor shall carry out all testing of CLSM and shall submit all test results to the Engineer. Testing of CLSM shall include:

303.4.6.1 All testing indicated in the QC plan.

303.4.6.2 28-day compressive strength test.

303.4.6.3 Verification of hardening by field measurements.

303.4.6.4 Measurement for any subsidence 48 hours after placement.

303.4.7 The Contractor shall verify that the placement area has been completely filled and consolidated such that no voids or gaps are present; incomplete filling of the placement area shall be corrected by the Contractor at the Contractor's own expense.

303.4.7.1 A corrective action plan shall be submitted to the Engineer for approval prior to corrective measures being taken.

303.4.8 The Engineer reserves the right to obtain and test samples at any time and any location, without notice, for any reason.

303.5 MEASUREMENT FOR PAYMENT

303.5.1 All work related to the supply and installation of CLSM, including material, labour, equipment, and testing, shall be paid for on a lump sum basis.

303.6 BASIS FOR PAYMENT

303.6.1 Payment for work under this Item shall include a separate Lump Sum Price for each type of CLSM, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REINFORCING STEEL

ITEM: 304

304.1 DESCRIPTION

304.1.1 This Item consists of supplying and placing of reinforcing steel.

304.2 MATERIALS

304.2.1 All material shall be supplied by the Contractor.

304.2.2 Reinforcing steel shall be designated as follows:

304.2.2.1 Reinforcing Steel "A" for non-coated reinforcing steel.

304.2.2.2 Reinforcing Steel "SS" for Solid Stainless Steel reinforcing bars.

304.2.3 All Reinforcing Steel "A" shall be new billet steel conforming to current CSA G30.18, "Carbon Steel Bars for Concrete Reinforcement", Grade 400W.

304.2.4 All Reinforcing Steel "SS" shall be Solid Stainless Steel Reinforcing Bars conforming to the requirements of A955/A955M-07A and CSA-S6 "Deformed and Plain Stainless Steel Bars for Concrete Reinforcement" and shall be Type 316LN. The minimum yield strength shall be 400 MPa. The design of the reinforcing bars, including hooks, development lengths and bar splices shall be based on a yield strength of 400 MPa.

304.2.5 Reinforcing steel shall be in the form of deformed round bars unless otherwise noted in the Contract Documents.

304.2.6 Reinforcing steel shall be free of physical defects.

304.2.7 Reinforcing steel shall be bent to proper shape in a plant having suitable devices for bending reinforcing steel as recommended in The Reinforcing Steel Institute of Canada, (RSIC), Manual of Standard Practice, unless otherwise noted in Contract Documents.

304.2.8 Heating shall not be used as an aid in bending steel, unless specifically authorized by the Engineer.

304.2.9 Welding or splicing shorter bars as a substitute for supplying bars of the specified lengths shall not be permitted.

304.2.9.1 For stainless steel reinforcing, splicing of shorter bars as a substitute for supplying bars of the specified length will be considered for approval. The additional quantity required by this substitution will not be considered for payment.

304.2.10 Bars are subject to rejection if their actual weight varies from their theoretical weight, as specified in CSA G30.18, Grade 400W, by more than 5%.

304.2.11 All Structures are designed using Metric (SI) reinforcing steel bar sizes and the Contractor shall supply accordingly.

304.2.12 Bar splice couplers shall be supplied in accordance with the Contract Plans.

304.2.13 No field bending of reinforcing shall be allowed unless authorized by the Engineer.

304.2.14 Stainless steel reinforcing bars at the time the concrete is placed shall be free of mud, oil, or other contaminants that adversely affect bonding strength and deposits of iron and non-stainless steels, as well as other physical defects. If mill scale is present, it shall be removed by pickling or abrasive blasting.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

REINFORCING STEEL

ITEM: 304

304.2.15 Tie wire used to tie stainless steel reinforcing bars to stainless steel reinforcing bars and to Type "A" reinforcing bars shall be Type 316LN or Type 316L stainless steel wire, 1.2 or 1.6 mm in diameter.

304.3 SUBMITTALS

304.3.1 The Contractor shall submit the manufacturer's certification that the materials supplied meet the specified requirements, at least 14 Days in advance of the commencement of the Work.

304.3.2 The Contractor shall submit proof of certification for the welders conducting the Work, prior to commencing the Work.

304.3.2.1 All welders shall be certified by the CWB in accordance with CSA W186, and/or to a certification level of Qualified Welder as issued by the Province of New Brunswick.

304.3.3 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

304.4 CONSTRUCTION

304.4.1 General

304.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

304.4.1.1.1 Stainless steel rebar shall be used in the barrier walls and top mat deck reinforcing as shown on the Plans.

304.4.1.2 The Work shall be in accordance with CSA A23.1, and Reinforcing Steel Institute of Canada (RSIC), Manual of Standard Practice.

304.4.1.3 The Contractor shall handle and store the reinforcing steel in a manner that ensures it is not damaged or contaminated with dirt or other materials.

304.4.1.4 Prior to delivery of reinforcing steel, bars or groups of bars shall be tagged in a durable fashion.

304.4.1.4.1 Tags shall indicate designation letters and number assigned to bars on the Plans.

304.4.1.5 Reinforcing steel shall be stored on skids at least 150 mm above ground.

304.4.1.6 Stainless steel reinforcing bars shall be stored separately from reinforcing steel bars.

304.4.1.7 Stainless steel reinforcing shall be protected from direct contact with chlorides prior to embedment in concrete.

304.4.1.8 Nylon or polypropylene slings are to be used when lifting stainless steel reinforcing.

304.4.1.9 When stainless steel reinforcing bars are to be lifted by machinery or mechanical equipment, the reinforcing bars shall be protected such that no damage or scratching will occur to the reinforcing bars.

304.4.2 Placing and Fastening

304.4.2.1 Immediately before placing, reinforcing steel shall be free of oil, dirt, mill scale, loose or excessive rust or other coatings that would reduce bond to concrete.

304.4.2.1.1 Reinforcing steel shall be maintained in this clean condition until embedded in concrete and reinforcing steel about to be embedded in concrete shall be free of loose hardened concrete.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REINFORCING STEEL

ITEM: 304

- 304.4.2.2 Reinforcement shall be accurately positioned, secured and supported, using bar supports and side form spacers, to ensure proper concrete cover and spacing within allowable tolerances before and during placement of concrete.
- 304.4.2.3 Bars shall be fastened together at all intersections, except where the spacing is less than 300 mm in each direction in which case fastening at alternate intersections of each bar with other bars shall be permitted provided the Contractor can demonstrate to the Engineer that this shall hold all the bars securely in position.
- 304.4.2.4 In deck slabs, the top bar on the top mat shall be tied securely to the stirrups of the precast prestressed concrete beam or the connectors on the steel beam.
- 304.4.2.4.1 Spacing of the ties shall not exceed 900 mm centre along the entire length of the beams.
- 304.4.2.5 The Contractor shall ensure flexing of the reinforcing steel partially embedded in the Work shall not occur until the concrete has attained a minimum compressive strength of 20 MPa.
- 304.4.2.6 Work on partially embedded reinforcing steel shall continue only when the previously placed concrete has attained a minimum compressive strength of 20 MPa.
- 304.4.2.7 Prior to the deposition of concrete the positioning and securing of the reinforcing steel shall be inspected and approved by the Engineer.
- 304.4.3 Support of Reinforcement
- 304.4.3.1 Bar Supports
- 304.4.3.1.1 Bar supports shall have sufficient strength and stiffness to carry the loads from the reinforcement, construction crew and concrete pressures without failure, displacement or significant deformation.
- 304.4.3.1.2 Bar supports shall be spaced such that any sagging between supports shall not reduce the specified concrete cover.
- 304.4.3.1.3 Bar supports shall be made of plastic or stainless steel.
- 304.4.3.1.3.1 Commercially available precast concrete bar supports, or Engineer approved equivalent, shall be used for bar supports that are in contact with soil.
- 304.4.3.1.3.1.1 Precast concrete bar supports shall be made of concrete with a quality at least equal to that specified for the member into which the bar supports are integrated.
- 304.4.3.1.3.1.1.1 Geometry of bar support or embedded tie wires shall keep rebar securely fastened.
- 304.4.3.1.3.1.1.2 Stacking of bar supports shall not be permitted.
- 304.4.3.1.4 Bar chairs for supporting stainless steel reinforcing bars shall be non-metallic. Concrete chairs shall not be used to support stainless steel reinforcing bars.
- 304.4.3.1.5 Bar supports shall be nonconductive and have a geometry and bond characteristics that deter the movement of moisture from the surface to the reinforcement.
- 304.4.3.1.6 Bar supports in contact with the soil shall have a base area of less than 10,000 mm².

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REINFORCING STEEL

ITEM: 304

304.4.3.2 Side Form Spacers

304.4.3.2.1 Side form spacers shall have provisions to enable them to be firmly secured to the reinforcement.

304.4.3.2.2 Side form spacers shall meet the requirements of 304.4.3.1, Bar Supports.

304.4.3.2.2.1 Wheel spacers shall be used when prefabricated cages are inserted into formwork.

304.4.3.3 Internal Spacers

304.4.3.3.1 Spacers for maintaining the specified distance between layers of reinforcement shall be made from reinforcing bars or steel rods.

304.4.3.3.1.1 Spacers shall be positioned and securely fixed between the layers of reinforcement and shall not protrude in the cover concrete.

304.4.4 Welding

304.4.4.1 Column spirals shall be lap welded, when so specified, using E49 Series low hydrogen electrodes and in accordance with the requirements of CSA W186.

304.4.4.2 The welding of reinforcement, including tack welding, is prohibited unless otherwise indicated in the Contract Documents.

304.4.5 Testing

304.4.5.1 Additional reinforcing steel, required to replace that altered by testing, shall be provided by the Owner under the terms of this Item, unless the reinforcing steel is shown, by testing, to be in non-conformance with the Specifications, then the reinforcing steel shall be provided by the Contractor.

304.4.6 Tolerances

304.4.6.1 Unless otherwise specified in the Contract Documents, reinforcing steel shall be constructed within tolerances listed in Table 304-1.

304.4.6.2 The tolerances listed in Table 304-1 and those presented in Table 958-1 for formwork are not cumulative.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REINFORCING STEEL

ITEM: 304

**Table 304-1
Reinforcing Steel Tolerances**

Fabrication Tolerances	Cutting to length		(+) 10 mm, (-) 25 mm	
	Hooked bars	out-to-out of hooks	for 25M bars or smaller	± 10 mm
			for bars larger than 25M	+10 mm/ - 40 mm
	Spirals or circular ties	out-to-out dimension	± 5 mm	
Column ties or stirrups	out-to-out dimension	± 5 mm		

Placing Tolerances	Reinforcing steel shall be placed in specified positions within the following tolerances unless otherwise noted in the Contract Documents:			
	Where the depth (d) of a flexural member, the thickness of a wall or slab or the smallest dimension of a column is:			
	200 mm or less		± 3 mm	
	200 mm to 750 mm		± 6 mm	
	more than 750 mm		± 10 mm	
	Longitudinal locations of bends and ends of bars		± 25 mm *	
*Note: Cover may not be reduced by more than 10 mm or increased by more than 20 mm at the end of a member.				

Spacing Tolerances	Reinforcing steel shall be spaced at the specified spacing within the following tolerances unless otherwise noted in the Contract Documents			
	Footings		± 10 mm	
	Columns	notwithstanding the stated tolerance, all column bars must be in contact with spirals in round columns, and must be in contact with stirrups and in corners of stirrups for rectangular columns	± 10 mm	
	Deck bars and walls		± 10 mm	
	Tee beams	notwithstanding the stated tolerance, all bars must be in contact with stirrups and in the corners and hooks	± 10 mm	

Bar Cover Tolerances		± 10 mm
----------------------	--	---------

304.5 MEASUREMENT FOR PAYMENT

304.5.1 The Quantity to be measured for payment shall be the number of kilograms of reinforcing steel supplied and placed in accordance with this Item.

304.6 BASIS OF PAYMENT

304.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of reinforcing steel, as identified under the Contract.

304.6.2 The Owner shall make partial payment for reinforcing steel in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REINFORCING STEEL

ITEM: 304

- 304.6.3 The cost of the provision of materials, labour and Equipment to test the reinforcing steel to resolve disagreement between the Owner and the Contractor shall be borne by the Contractor if the test results show that the material does not meet the Specifications, otherwise the Owner shall bear the cost of the test.
- 304.6.3.1 The cost of any retesting to resolve the supply of the specified reinforcing steel shall be borne by the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TENSION SPLICES

ITEM: 305

305.1 DESCRIPTION

305.1.1 This Item consists of the splicing of reinforcing steel bars 25M and larger.

305.2 MATERIALS

305.2.1 All materials shall be supplied by the Contractor.

305.2.2 Tension reinforcing bar connections shall be able to develop a minimum of 125% of the yield stress of the bars being spliced.

305.2.3 Materials shall be stored in a weatherproof enclosure.

305.3 SUBMITTALS

305.3.1 The Contractor shall submit the name of the supplier and the manufacturer/supplier's technical data information, including yield stress, at least 14 Days in advance of the Work.

305.3.2 The Contractor shall submit the manufacturer's instructions and recommended procedures for installation.

305.4 CONSTRUCTION

305.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

305.4.2 The preparation and installation of the splice shall be in accordance with the manufacturer's instructions.

305.4.2.1 The Contractor, upon request, shall make available, at the site, a representative of the supplier to ensure that preparations and installation procedures are as recommended by the manufacturer.

305.4.3 The Engineer reserves the right to test any or all splices.

305.5 MEASUREMENT FOR PAYMENT

305.5.1 The Quantity to be measured for payment shall be the number of tension splices constructed in accordance with this Item.

305.6 BASIS OF PAYMENT

305.6.1 Payment for Work under this Item shall be at the Unit Price.

305.6.2 The Owner shall make partial payment for tension splices in accordance with 908.7.

305.6.3 The cost of the provision of materials, labour and Equipment to test the tension splices to resolve disagreement between the Owner and the Contractor shall be borne by the Contractor if the test results show that the splice does not meet the Specifications, otherwise the Owner shall bear the cost of the test.

305.6.3.1 The cost of any retesting to resolve the adequacy of the tension splice shall be borne by the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

<u>Article</u>	<u>CONTENTS</u>	<u>Page</u>
311.1	DESCRIPTION	311-1
311.2	MATERIALS	311-1
311.3	SUBMITTALS	311-2
311.4	CONSTRUCTION	311-3
311.4.1	General	311-3
311.4.2	Pile Installation	311-3
311.4.3	Pile Installation Tolerances	311-4
311.4.4	H Pile Splices, Cap Plate and Pile Point Connections, and Welds	311-4
311.4.5	Procedures for Shielded Metal Arc Welding and Flux Cored Arc Welding	311-5
311.4.6	Inspection of Welds	311-7
311.4.6.1	Inspection and Testing of Welds	311-7
311.4.6.2	Frequency of Inspection and Testing	311-8
311.4.6.3	Quality of Welds	311-8
311.4.7	Dynamic Pile Testing	311-8
311.5	MEASUREMENT FOR PAYMENT	311-9
311.6	BASIS OF PAYMENT	311-10

311.1 DESCRIPTION

- 311.1.1 This Item consists of the installation of steel H piles and the supply and installation of cap plates and pile points.
- 311.1.2 This Item includes the supply and installation of 800 mm diameter by 3000 mm long corrugated galvanized steel pipe, the EPS Type 4 insulation board, the uniformly graded aggregate, and the excavation and any required measures to install the corrugated pipe, when shown on the Plans.

311.2 MATERIALS

- 311.2.1 The steel H piles shall be made available by the Owner from stock at the DTI Bridge Yard on Currie Avenue in Fredericton, NB, FOB during normal working hours.
- 311.2.1.1 Steel H piles shall be in accordance with the requirements of CSA G40.20/G40.21, Grade 350W and the stock lengths may vary from 6 to 18 metres depending on available stock at the time of the Contract.
- 311.2.2 All other materials shall be supplied by the Contractor.
- 311.2.3 Steel used for pile cap plates shall meet the requirements of CSA G40.21, Grade 300W.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

- 311.2.4 Cap plates and pile points for HP 310x79, HP 310x132 and HP 360x132 piles shall be supplied as shown on Standard Drawing 311-1 and 311-2.
- 311.2.4.1 Where there is another pile size indicated in the Contract Document, the Contractor shall supply the pile points and the respective pile cap plates fabricated in accordance with the details presented in the Contract Documents.
- 311.2.5 Piles shall be stored in an organized, straight and horizontal fashion to avoid permanent distortion. Caps and points shall be acceptably stored on pallets or blocked at least 150 mm off the ground.
- 311.2.6 Electrodes for the Shielded Metal Arc Welding (SMAW) process shall be certified by the Canadian Welding Bureau (CWB), conform to CSA W48, "Filler Metals and allied materials for metal arc welding", and be classified as E4918 or E4918-1.
- 311.2.7 Electrodes for the Flux Cored Arc Welding (FCAW) process shall be certified by the Canadian Welding Bureau (CWB), conform to CSA W48, and be classified as gas shielded, E49XT-XX or E49C-XX with a specified minimum Charpy V-Notch Impact Property equal to 27 Joules at -30°C.
- 311.2.7.1 Electrodes shall have a diffusible hydrogen designator of -H8 or less.
- 311.3 SUBMITTALS
- 311.3.1 The Contractor shall submit, at least 7 Days in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements.
- 311.3.2 The Contractor shall submit proof of certification for the welders conducting the Work, prior to commencing the Work.
- 311.3.2.1 All welders shall be certified by the CWB to CSA W47.1, and/or to a certification level of Qualified Welder as issued by the Province of New Brunswick.
- 311.3.3 The Contractor shall submit, for approval by the Engineer, the proposed electrodes for the FCAW process.
- 311.3.4 The Contractor shall submit, for approval, at least 14 Days in advance of any pile installation, a detailed description and drawing of the proposed driving system(s) including, the manufacturer's specifications for the hammer and driving system including the leads proposed.
- 311.3.4.1 The submission shall provide the full details of characteristics necessary to evaluate performance, including but not limited to: the manufacturer's name, type of hammer, rated energy per blow at the normal working rate, the mass of the striking parts of the hammer, the mass of the driving cap and the type and elastic properties of the hammer and pile cushion materials.
- 311.3.4.2 The submission shall also include, but not be limited to, the following minimum requirements:
- 311.3.4.2.1 The leads employed shall be supported independent of the pile;
- 311.3.4.2.2 Impact of the pile driving hammer shall be axial and square with respect to pile axis; and
- 311.3.4.2.3 Leads shall be immobile during hammer operation but shall be capable of adjustment to accommodate changing the centre of gravity of the driving system during driving.
- 311.3.5 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

311.4 CONSTRUCTION

311.4.1 General

311.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

311.4.1.2 The Contractor shall carry out the Work with a pile driving system(s) capable of developing the capacity as indicated in the Contract Documents and/or as specifically directed by the Engineer.

311.4.1.3 The Contractor shall install all cap plates and pile points, in accordance with the details presented on Standard Drawings 311-1 and 311-2.

311.4.1.4 The Contractor shall splice the pile sections in accordance with the Standard Drawings 311-3, 311-4 and 311-5 and at the approved locations to meet the Work requirements in accordance with this Item.

311.4.2 Pile Installation

311.4.2.1 The installation of each pile shall be subject to the approval of the Engineer who shall be the sole judge of the acceptability of each pile with respect to the final driving resistance, depth of penetration or other criteria used to determine the capacity of the pile.

311.4.2.2 The Contractor shall ensure that the piles are installed in accordance with the specified criteria, provided by the Engineer and based on the Contractor's approved driving system(s).

311.4.2.2.1 During driving, pile heads showing evidence of damage such as curled flange tips which indicate that the pile stiffness is compromised, shall be trimmed immediately prior to finalizing, and immediately prior to each retapping sequence.

311.4.2.2.1.1 When the pile damage is evident only after removal of the hammer from the pile, the pile head shall be trimmed and the pile redriven to the specified capacity.

311.4.2.2.1.2 If, in the opinion of the Engineer, the pile head damage results in unnecessary loss of Owner supplied material, or causes excessive uncertainty in estimating pile capacity; and is a result of misaligned, worn, or poorly fitting driving equipment, or improper pile driving technique; the Contractor shall adjust, modify or replace the driving equipment or methods so that further damage does not occur.

311.4.2.3 Followers shall only be used with the expressed written consent of the Engineer.

311.4.2.4 The first pile driven at any pile group location shall be driven to finalization, prior to commencing the driving of other pile(s) within the same group.

311.4.2.4.1 This pile shall be used to determine pile length and minimize splices and material waste.

311.4.2.5 Any piles which become displaced as the result of the driving of adjacent piles shall be retapped to re-establish the finalization criteria and the specified capacity.

311.4.2.6 Piles which are subject to relaxation shall be retapped and/or driven until it can be demonstrated that the permanent pile capacity meets or exceeds the specified capacity.

311.4.2.6.1 All retaps shall be conducted with a hammer warmed by applying a minimum of 20 blows on a pile other than the pile to be tested or any adjacent piles.

311.4.2.6.2 Retaps shall not be carried out within 24 hours of the end of the previous driving of that pile or any adjacent pile(s) within a clear distance of 3 m and forming part of the group.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STEEL H PILES

ITEM: 311

- 311.4.2.6.3 Retaps shall, as a minimum, advance the pile a distance of 150 mm or reach a total of 50 blows whichever occurs first.
- 311.4.2.6.4 Retaps shall continue until 120% of the specified pile capacity has been achieved and upon retap this value does not fall below 100% of the specified pile capacity.
- 311.4.2.6.5 The Contractor shall keep detailed field notes on all retapping tests to confirm that the above provisions have been met, prior to cutting the piles to final grade.
- 311.4.2.7 The Contractor shall ensure that a minimum of 500 mm of pile length remains above the specified cut-off elevation after finalization and the Contractor shall cut all piles at the specified grade in a horizontal plane only after finalization of the pile has been approved by the Engineer.
- 311.4.3 Pile Installation Tolerances
- 311.4.3.1 The Contractor shall ensure that the pile remains within the specified tolerances throughout the entire length of the driven pile.
- 311.4.3.2 All piles shall be driven with a variation of not more than 10 mm/m from vertical or from the batter specified in the Contract Documents.
- 311.4.3.3 In no case shall the total variation exceed 100 mm from the specified location.
- 311.4.3.4 Pile tolerances shall be measured at the ground line and at the cut-off elevation and in no cases shall piles be loaded horizontally to move the pile within the specified tolerances.
- 311.4.3.5 For piles outside the specified tolerances, the Contractor shall submit a report, for the approval of the Engineer, stamped and signed by a Professional Engineer, detailing the findings and, if required, any corrective measure(s) to remedy the Work.
- 311.4.3.5.1 The Contractor shall carry out all remedial Work.
- 311.4.4 H Pile Splices, Cap Plate and Pile Point Connections, and Welds
- 311.4.4.1 Welding of field and shop splices for steel H piles, cap plate and pile point connections shall be by the SMAW or FCAW process.
- 311.4.4.2 The Engineer may request to have the welder tested or approved on the welding procedures outlined in the Specifications.
- 311.4.4.3 Basic electrodes of E480 classification that are not used within 4 hours after removal from ovens shall be dried for at least one hour at a temperature between 370 °C and 430 °C before being used.
- 311.4.4.4 Roughness of oxygen cut surfaces shall not be greater than that defined by the ANSI Surfaces Roughness Value of 1000.
- 311.4.4.4.1 Roughness exceeding this value and occasional notches or gouges, not more than 5 mm deep on otherwise satisfactory surfaces, shall be removed by machining or grinding.
- 311.4.4.4.2 Oxygen cut surfaces and edges shall be left free of adhering slag.
- 311.4.4.4.3 Corrections of defects shall be flared to the oxygen cut surface with a Slope not exceeding 1 in 10.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

- 311.4.4.5 Defects of oxygen cut surfaces shall not be repaired by welding except with the express approval of the Engineer for correction of occasional notches or gouges less than 10 mm deep.
- 311.4.4.5.1 These weld repairs shall be made by suitably preparing non-conforming surfaces, welding with basic electrodes not exceeding 4 mm in diameter, observing applicable SMAW requirements of 311.4.5 and grinding the completed weld smooth and flush with adjacent surface to produce a satisfactory finish.
- 311.4.4.6 Joint Profiles shall be as detailed on Standard Drawings 311-3, 311-4 and 311-5.
- 311.4.4.7 The workmanship of the assembly shall meet the standards of CSA W59.
- 311.4.4.8 Welding of steel made of CSA G40.21, Grade 300W of 20 mm thickness and under, shall not require preheating when base metal temperature is above 0°C.
- 311.4.4.8.1 When base metal temperature is 0°C or lower, the base metal shall be preheated to at least 10°C and maintained at a minimum temperature of 10°C during welding.
- 311.4.4.9 Steel over 20 mm shall be preheated to 10°C before any welding is done.
- 311.4.4.10 No welding shall be done when the ambient temperature is lower than -18°C.
- 311.4.4.11 The preheating zone shall be a minimum of 75 mm on each side of the joint.
- 311.4.4.12 Protection shall be provided for welding under adverse weather conditions of wind and/or precipitation.
- 311.4.4.12.1 All methods of protection shall be subject to the approval of the Engineer prior to any welding being carried out.
- 311.4.4.13 No pile shall be driven until the welded joint has been inspected and approved by the Engineer.
- 311.4.4.14 When piles have been welded within a heated enclosure during cold weather, the pile shall not be removed from this enclosure until the welded joint has cooled so that it is warm to the bare hand.
- 311.4.5 Procedures for Shielded Metal Arc Welding and Flux Cored Arc Welding
- 311.4.5.1 General
- 311.4.5.1.1 The details of welding procedure, workmanship and technique shall conform to CSA W59.
- 311.4.5.1.1.1 The design and construction provisions for Cyclically Loaded Structures of Clause 12 of CSA W59 shall apply.
- 311.4.5.1.2 The Work shall be positioned for flat position welding whenever practical.
- 311.4.5.1.3 When welding in vertical positions progression for all passes shall be upward.
- 311.4.5.1.4 Before welding over previously deposited metal, slag shall be removed, and welds and adjacent base metal shall be brushed clean.
- 311.4.5.1.4.1 This requirement shall apply not only to successive layers but also to successive beads and to the crater area when welding is resumed after interruption.
- 311.4.5.1.5 Classification and size of electrodes, arc length, voltage and amperage shall be suitable for thickness of material, type of groove, welding positions and other circumstances pertaining to the Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

- 311.4.5.1.5.1 Welding current shall be within the range recommended by the electrode manufacturer.
- 311.4.5.1.6 For SMAW, the maximum size of electrode, the maximum thickness of layers and the maximum size of one-pass fillets shall be as indicated in Table 311-1.

**Table 311-1
Criteria for Prequalified Joints using the SMAW Process**

Maximum size of Electrode	4 mm ϕ	All passes in vertical fillet and groove welds
	5 mm ϕ	All passes in overhead fillet and groove welds
		All passes in horizontal groove welds
		Root passes in grooves with backing where the root opening is less than 6 mm in flat position
		Root passes in grooves without backing in flat position
	6 mm ϕ	All passes for horizontal fillet welds
		Root passes for fillets in flat position
		Root passes in grooves with backing where the root opening is greater than 6 mm in flat position
	8 mm ϕ	All passes subsequent to root passes for fillet and groove welds made in the flat position
	Maximum Thickness of Layers	6 mm
5 mm		For subsequent layers of welds made in any position
Maximum One-pass Fillet	10 mm	In the flat position
	8 mm	In the horizontal or overhead positions
	12 mm	In the vertical position

- 311.4.5.1.7 For FCAW the maximum size of electrode, the maximum thickness of layers and the maximum size of one-pass fillets shall be as indicated in Table 311-2.

**Table 311-2
Criteria for Prequalified Joints using the FCAW Process**

Maximum size of Electrode	4 mm ϕ	All passes in flat and horizontal positions
	2.4 mm ϕ	For the vertical position
	2.0 mm ϕ	For the overhead position
Maximum Thickness of Layers	6 mm	All weld layers except for root and surface layers A multiple pass, split-layer technique shall be used in making all multiple pass welds when the width of the layer exceeds 22 mm
Maximum One-pass Fillet weld	12 mm	In the flat and vertical positions
	10 mm	In the horizontal position
	8 mm	In the overhead position

- 311.4.5.2 Details
- 311.4.5.2.1 Butt joint groove welds, except those produced with the aid of backing, shall have the root of the initial weld air carbon arc gouged, chipped or ground to sound metal before welding is started from the second side.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

- 311.4.5.2.1.1 Particular care shall be taken in the gouging, chipping or grinding operation so that the remaining weld metal or base metal is not nicked or undercut.
- 311.4.5.2.1.2 Defective portions of the weld shall be removed without substantial removal of the base metal.
- 311.4.5.2.2 Groove welds made with the use of backing shall have the weld metal thoroughly fused with the backing.
- 311.4.5.2.3 Steel H pile splice groove welds shall be terminated at ends of a joint in a manner to ensure sound welds by use of extension bars or runoff tabs.
- 311.4.5.2.3.1 Extensions shall be removed upon completion and cooling of the weld, and the ends of the weld made smooth and flush with the edges of the abutting parts.
- 311.4.5.2.4 When tack welds are used for alignment, care shall be exercised by properly grinding or preparing stops and starts to make continuous welding satisfactory.
- 311.4.5.2.5 Flux, pin holes, craters, visual surface defects and excessive crown shall be removed before depositing the next layer of weld.
- 311.4.5.2.6 Stringer beads shall be used for horizontal welds.
- 311.4.6 Inspection of Welds
- 311.4.6.1 Inspection and Testing of Welds
- 311.4.6.1.1 The procedure and technique for visual and non destructive testing shall be in accordance with CSA W59, Clauses 7 and 8.
- 311.4.6.1.2 Inspection and Testing Organizations shall demonstrate to the Engineer that the methods they propose to use for non destructive testing are suitable, and meet one of the following requirements:
- 311.4.6.1.2.1 The methods for non destructive testing shall be as approved by the Province of New Brunswick.
- 311.4.6.1.2.2 The Welding Inspection Organization shall be certified to CSA W178.1, Certification of Welding Inspection Organizations.
- 311.4.6.1.3 Guided bend tests shall be carried out on coupons in accordance with CSA W47.1 Section 8.5 and shall be tested by the Engineer.
- 311.4.6.1.3.1 Runoff tabs required for bend tests shall be made of the same material and thickness as the H pile.
- 311.4.6.1.3.2 Guided bend test coupons may be taken from the actual pile splice by removing the coupon from a steel H pile splice.
- 311.4.6.1.3.3 If the Engineer determines that a guided bend test coupon fails to meet the standard, he/she may then test sufficient coupons as she/he feels are necessary to provide assurance that the balance of the welding is satisfactory.
- 311.4.6.1.3.4 The preparation of these test coupons shall be done by the Contractor before the pile splice is driven below the ground.
- 311.4.6.1.3.5 The Contractor shall restore the pile to its original condition, if the weld is acceptable.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

- 311.4.6.1.3.6 The length of the weld on 75 mm long runoff tabs shall be a minimum of 65 mm.
- 311.4.6.2 Frequency of Inspection and Testing
- 311.4.6.2.1 All welds shall be inspected visually.
- 311.4.6.2.2 Testing shall be carried out by the Engineer as follows:
- 311.4.6.2.2.1 A minimum of 25% of full penetration groove welds and steel H pile splices shall be tested by non destructive testing methods (radiographic and/or ultrasonic test methods and supplemented by magnetic particle or liquid penetrant test methods as required) to assure the soundness and quality level of the welds.
- 311.4.6.2.2.2 A minimum of 25% of fillet welds shall be tested by non destructive testing methods (magnetic particle and/or liquid penetrant test methods) to assure the soundness and quality level of the welds.
- 311.4.6.2.2.3 Welds in steel H pile splices may also be tested by guided bend tests on specimens made from a portion of field spliced material removed from the H pile.
- 311.4.6.2.2.3.1 These specimens shall have the backing removed by mechanical means or by flame cutting to within 3 mm of its thickness followed by grinding or machining.
- 311.4.6.2.2.3.2 All guided bend test coupons shall be stamped by the welder.
- 311.4.6.2.2.3.3 Non destructive testing may be performed on coupons instead of guided bend tests.
- 311.4.6.2.2.4 If defects are identified that are outside the criteria specified in 311.4.6.3, the Engineer shall determine the additional percentage of testing that shall be carried out to ensure the soundness and quality level of all the welds.
- 311.4.6.2.2.5 All corrected welds are to be retested.
- 311.4.6.3 Quality of Welds
- 311.4.6.3.1 The quality of welds in steel H pile splices shall be in accordance with CSA W59, Section 12, clause 12.5.4.
- 311.4.6.3.2 The acceptance criteria for defects shall be in accordance with CSA W59 clause 12.5.4 and shall meet the limits described in this clause for tension welds.
- 311.4.6.3.3 The quality of weld required for guided bend tests shall be in accordance with CSA W47.1, clauses 8.5 and 8.6.
- 311.4.7 Dynamic Pile Testing
- 311.4.7.1 Piles, as identified in the Contract Documents and/or as specifically directed by the Engineer, shall be dynamically tested during driving for measurement and estimation of mobilized resistance, hammer performance, pile stress and soil dynamic properties at the end of initial driving and during all retaps.
- 311.4.7.2 The Engineer, based on the results of dynamic testing and analysis, shall determine the pile acceptance criteria.
- 311.4.7.3 The Contractor shall notify the Engineer at least 7 Days in advance of the pile driving operations.
- 311.4.7.4 The Contractor shall assist the Engineer in carrying out the testing.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

- 311.4.7.5 The testing procedure shall be carried out in accordance with AASHTO T298-99.
- 311.4.7.6 The Contractor shall provide the Engineer with reasonable means of access to the pile for attaching instruments, with the pile in the leads.
- 311.4.7.6.1 The Contractor shall provide a work platform, minimum size of 1.2 m by 1.2 m, capable of being raised to the top of the pile.
- 311.4.7.6.2 The Engineer shall require approximately one hour per pile, per test, to attach the instruments.
- 311.4.7.7 The Contractor shall supply an electrical power supply of 20 Ampere, 115 Volts, 60 Hz, AC, for use by the Engineer during the tests.
- 311.4.7.7.1 Field generators shall be equipped with functioning voltage and frequency meters, and shall only supply electrical power for the pile testing.
- 311.4.7.8 The Contractor shall provide the Engineer with access for a motor vehicle (van) within 15 m of the pile test or a shelter within the same distance.
- 311.4.7.8.1 The shelter shall have a minimum floor size of 2.5 m by 2 m, a minimum ceiling height of 2 m, and the interior temperature shall be maintained above 10°C.
- 311.4.7.9 With the dynamic testing equipment attached to the pile, the Contractor shall drive to end of initial driving and retap the pile with a hammer of the specified size, as directed by the Engineer.
- 311.4.7.10 Stresses in the pile shall be monitored during driving to ensure that the stresses do not exceed 90% of the pile steel yield stress.
- 311.4.7.10.1 If directed by the Engineer, the Contractor shall reduce the driving energy delivered to the pile by means of cushion or helmet modifications, or by reducing the energy output of the hammer.
- 311.4.7.10.2 If non-axial driving is indicated by the measurements, the Contractor shall immediately realign the driving system.
- 311.5 MEASUREMENT FOR PAYMENT
- 311.5.1 The Quantity to be measured for payment shall be the number of linear metres of piles, installed in accordance with this Item.
- 311.5.2 All piles shall be measured for payment only after all piles in any group or in close proximity to any other pile have been finalized and no further driving in the pile group shall be required.
- 311.5.3 The length to be measured for payment shall be the difference between the design cut-off elevation and the actual field toe elevation measured along the centreline axis of the pile.
- 311.5.4 The Quantity of splices to be measured for payment shall be the number of approved splices fabricated in accordance with this Item.
- 311.5.4.1 The Owner reserves the right to specify the number of splices to ensure the economical use of materials as well as to limit the amount of waste in pile cut-offs.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL H PILES

ITEM: 311

311.6 BASIS OF PAYMENT

- 311.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of steel H pile, as identified under the Contract.
- 311.6.2 The Owner shall make partial payment in accordance with 908.7 for steel H pile stored at the Work Site.
- 311.6.3 Splices, approved by the Engineer, shall be paid in accordance with Item 810.
- 311.6.4 The cost of the provision of materials, labour and Equipment to test the welds shall be borne by the Contractor if the test results show that the material does not meet the specified requirements, otherwise the Owner shall bear the cost of the test.
 - 311.6.4.1 The cost of any testing to resolve the quality of welds shall be borne by the Contractor.
- 311.6.5 Retapping in excess of four operations, if required, shall be paid for in accordance with Item 812.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

<u>Article</u>	<u>CONTENTS</u>	<u>Page</u>
312.1	DESCRIPTION	312-2
312.2	MATERIALS	312-2
312.3	SUBMITTALS	312-2
312.4	CONSTRUCTION	312-3
312.4.1	General	312-3
312.4.2	Protective Coating System	312-3
312.4.2.1	General	312-3
312.4.2.2	Surface Preparation	312-4
312.4.2.3	Inorganic Zinc Coating	312-4
312.4.2.4	Coal Tar Epoxy Coating	312-4
312.4.2.5	Inspection of Coatings	312-4
312.4.3	Pile Installation	312-5
312.4.4	Pile Installation Tolerances	312-6
312.4.5	Pipe Pile Splices, Pile Point Connections, and Welds	312-6
312.4.6	Procedure for Shielded Metal Arc Welding and Flux Cored Arc Welding	312-7
312.4.7	Inspection of Welds	312-9
312.4.7.1	Inspection and Testing of Welds	312-9
312.4.7.2	Frequency of Inspection and Testing	312-10
312.4.7.3	Quality of Welds	312-10
312.4.8	Dynamic Pile Testing	312-11
312.5	MEASUREMENT FOR PAYMENT	312-12
312.6	BASIS OF PAYMENT	312-12

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

312.1 DESCRIPTION

312.1.1 This Item consists of the supply and installation of steel pipe piles, including splicing as required, and the supply and installation of pile points.

312.2 MATERIALS

312.2.1 All materials shall be supplied by the Contractor.

312.2.2 Steel pipe piles shall be nominal 500 mm OD with 13 mm wall thickness conforming to ASTM A252, Grade 3 or as otherwise indicated in the Contract Documents.

312.2.3 Pile points shall be supplied as shown on Standard Drawing 312-1 and the steel used for pile points shall meet the requirements of CSA G40.21 Grade 300W.

312.2.4 Piles shall be stored in an organized, straight and horizontal fashion with the bottom tier being blocked at least 150 mm off the ground and stickers placed between the tiers. Points shall be acceptably stored on pallets or stored at least 150 mm off the ground. Nylon or canvas slings shall be used to handle the pipe piles.

312.2.5 Electrodes for Shielded Metal Arc Welding (SMAW) process shall be certified by the Canadian Welding Bureau (CWB), conform to CSA W48, "Filler Metals and allied materials for metal arc welding", and be classified as E4918 or E4918-1.

312.2.6 Electrodes for the Flux Cored Arc Welding (FCAW) process shall be certified by the Canadian Welding Bureau (CWB), conform to CSA W48, and be classified as gas shielded, E49XT-XX or E49C-XX with a specified minimum Charpy V-Notch Impact Property equal to 27 Joules at -30 °C.

312.2.6.1 Electrodes shall have a diffusible hydrogen designator of H16 or less.

312.2.7 The protective coating shall meet the requirements of CAN/CGSB-1.171 for inorganic zinc coatings and CAN/CGSB-1.184 for coal tar epoxy coatings.

312.2.8 The coal tar epoxy coating shall be compatible with the inorganic zinc coating.

312.3 SUBMITTALS

312.3.1 The Contractor shall submit, at least 7 Days in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements.

312.3.2 The Contractor shall submit proof of certification for the welders conducting the Work, prior to commencing the Work.

312.3.2.1 All welders shall be certified by the CWB to CSA W47.1 and/or to a certification level of Qualified Welder as issued by the Province of New Brunswick.

312.3.3 The Contractor shall submit, for approval by the Engineer, the proposed electrodes for the FCAW process.

312.3.4 The Contractor shall submit, prior to the commencement of the inorganic zinc coating Work, certification from the manufacturer of the inorganic zinc coating stating that the proposed method, Equipment, and materials used in the blast cleaning are acceptable.

312.3.5 The Contractor shall submit, for approval, at least 14 Days in advance of any coating application, the applicator's name and schedule of Work.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STEEL PIPE PILES

ITEM: 312

- 312.3.5.1 The method of repair of a coating shall be submitted for approval 7 Days in advance of the repair.
- 312.3.6 The Contractor shall submit, for approval, at least 14 Days in advance of any pile installation, a detailed description and drawing of the proposed driving system(s) including, the manufacturer's specifications for the hammer and driving system including the leads proposed.
- 312.3.6.1 The submission shall provide the full details of characteristics necessary to evaluate performance, including but not limited to the manufacturer's name, type of hammer, rated energy per blow at the normal working rate, the mass of the striking parts of the hammer, the mass of the driving cap and the type and elastic properties of the hammer and pile cushion materials.
- 312.3.6.2 The submission shall also include, but not be limited to, the following minimum requirements:
- 312.3.6.2.1 The leads employed shall be supported independent of the pile.
- 312.3.6.2.2 Impact of the pile driving hammer shall be axial and square with respect to pile axis.
- 312.3.6.2.3 Leads shall be immobile during hammer operation but shall be capable of adjustment to accommodate changing the centre of gravity of the driving system during driving.
- 312.3.7 Submittals are required in accordance with any cross-referenced Item forming part of this Item.
- 312.4 CONSTRUCTION
- 312.4.1 General
- 312.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 312.4.1.2 The Contractor shall carry out the Work with a pile driving system(s) capable of developing the capacity as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 312.4.1.3 The Contractor shall fabricate and install all pile points, in accordance with the details presented on Standard Drawing 312-1.
- 312.4.1.4 The Contractor shall splice the pile sections in accordance with Standard Drawing 312-2 and at the approved locations to meet the Work requirements in accordance with this Item.
- 312.4.1.5 The Contractor shall take special care during handling and driving operations to minimize damage to the pile protective coatings.
- 312.4.1.5.1 Any damage done to the coatings of the pipe pile casings shall be repaired to the satisfaction of the Engineer prior to driving the pile.
- 312.4.2 Protective Coating System
- 312.4.2.1 General
- 312.4.2.1.1 Steel pipe piles shall be supplied with a protective coating system, consisting of an application of inorganic zinc coating, and coal tar epoxy coating.
- 312.4.2.1.1.1 All Work shall be performed in a heated weatherproof enclosure.
- 312.4.2.1.1.2 Each coating shall be cured in accordance with the manufacturer's recommendations prior to transport.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

312.4.2.2 Surface Preparation

312.4.2.2.1 The exterior of all steel pipe piles shall be blast cleaned to conform to SSPC - SP5 - No. 5, White Metal Blast Cleaning.

312.4.2.2.2 The blasting medium (silica sand, grit or shot) used shall be of a size that produces a surface profile acceptable to the manufacturer of the inorganic zinc coating being used.

312.4.2.2.2.1 No cleaning shall be carried out when the surface of the steel pipe pile casings are damp.

312.4.2.2.2.2 The blasted surfaces shall be coated with inorganic zinc coating before any rusting occurs.

312.4.2.2.2.3 Under no circumstances are blast cleaned surfaces to be left uncoated overnight.

312.4.2.2.2.4 If the blast cleaned areas become damp, these surfaces shall be re-blasted to white metal after drying.

312.4.2.2.3 All surfaces shall be free of dust, dirt, moisture, oil and grease prior to the application of a coating.

312.4.2.3 Inorganic Zinc Coating

312.4.2.3.1 The inorganic zinc coating shall be mixed and applied to the white metal surface with airless spray equipment and cured at the proper temperature for the minimum curing period, in accordance with the manufacturer's recommendations.

312.4.2.3.2 The inorganic zinc coating shall be applied to obtain a dry film thickness of 60 µm (one coat) with tolerance of ± 5 µm.

312.4.2.3.3 Before applying the inorganic zinc coating, the coating applicator shall be required to tape 75 mm on each end of the steel piles to facilitate pile splicing in the field.

312.4.2.3.3.1 The inorganic zinc coating shall be applied to the splice and the taped area in accordance with this Item.

312.4.2.4 Coal Tar Epoxy Coating

312.4.2.4.1 A coal tar epoxy coating shall be applied over the inorganic zinc coating on the steel pipe piles.

312.4.2.4.2 The coal tar epoxy shall have dry film thickness of 400 µm and shall be applied and cured in accordance with the coal tar epoxy manufacturer's recommendations.

312.4.2.4.3 Before applying the coal tar epoxy coating, the coating applicator shall be required to tape 150 mm on each end of the steel piles to facilitate pile splicing in the field.

312.4.2.4.3.1 The coal tar epoxy coating shall be applied to the splice and the taped area in accordance with this Item.

312.4.2.4.4 If a post-cured inorganic zinc coating is used, no coal tar epoxy shall be applied to the inorganic zinc coated pipe pile until all curing solution has been removed in accordance with the recommendations of the manufacturer of the coatings.

312.4.2.5 Inspection of Coatings

312.4.2.5.1 Each Day's Work shall be inspected by the Engineer not later than the Day following application of the coatings.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

- 312.4.2.5.2 Blast cleaned surfaces are to be approved by the Engineer before the commencement of the inorganic zinc coating application.
- 312.4.2.5.3 Inspection of the completed coatings shall be based upon Elcometer or other magnetic detector readings.
- 312.4.2.5.3.1 Inadequately coated sections and areas requiring re-coating shall be identified by the Engineer.
- 312.4.2.5.3.2 If such areas are close together, the Engineer may require re-coating of the entire zone.
- 312.4.2.5.3.3 The re-coated zone shall be re-inspected and shall meet the approval of the Engineer.
- 312.4.2.5.4 Where rejection of a coating is due to poor workmanship or similar deficiency in the quality of the Work or materials, the Contractor shall remove the entire defective section of all previously applied material prior to re-application.
- 312.4.2.5.5 At the discretion of the Engineer, an occasional spot test may be made using a sharp chisel (or other means) to remove a small section of the coating to physically gauge the coating thickness as a "proof test".
- 312.4.2.5.5.1 Where such tests are made, the areas shall be recoated.
- 312.4.3 Pile Installation
- 312.4.3.1 The installation of each pile shall be subject to the approval of the Engineer who shall be the sole judge of the acceptability of each pile with respect to the final driving resistance, depth of penetration or other criteria used to determine the capacity of the pile.
- 312.4.3.2 The Contractor shall ensure that the piles are installed in accordance with the specified criteria, provided by the Engineer and based on the Contractor's approved driving system(s).
- 312.4.3.2.1 During driving with an external hammer, pile heads showing evidence of damage such as curled pipe wall which indicate that the pile stiffness is compromised, shall be trimmed immediately prior to finalizing, and immediately prior to each retapping sequence.
- 312.4.3.2.1.1 When the pile damage is evident only after removal of the hammer from the pile, the pile head shall be trimmed and the pile redriven to the specified capacity.
- 312.4.3.2.1.2 If in the opinion of the Engineer, the pile head damage causes excessive uncertainty in estimating pile capacity; and is a result of misaligned, worn, or poorly fitting driving equipment, or improper pile driving technique; the Contractor shall adjust, modify or replace the driving equipment or methods so that further damage does not occur.
- 312.4.3.2.2 Immediately prior to internal driving a plug of dry concrete having a compacted height of 2.5 times the pile diameter shall be deposited in the base of the pile.
- 312.4.3.2.2.1 The ratio of cement:stone:sand shall be 1:2:4, with a water-to-cementing materials ratio of 0.25.
- 312.4.3.2.2.2 Driving shall be discontinued on a plug after 90 minutes from the time of mixing.
- 312.4.3.2.2.2.1 After 90 minutes a smaller charge (50% of initial volume) of fresh concrete shall be added.
- 312.4.3.3 Followers shall only be used with the express consent of the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

- 312.4.3.4 The first pile driven at any pile group location shall be driven to finalization, prior to commencing the driving of other pile(s) within the same group.
- 312.4.3.5 Any piles which become displaced as the result of the driving of adjacent piles shall be retapped to re-establish the finalization criteria and the specified capacity.
- 312.4.3.6 Piles which are subject to relaxation shall be retapped and/or driven until it can be demonstrated that the permanent pile capacity meets or exceeds the specified capacity.
- 312.4.3.6.1 All retaps shall be conducted with a hammer warmed by applying a minimum of 20 blows on a pile other than the pile to be tested or any adjacent piles.
- 312.4.3.6.2 Retaps shall not be carried out within 24 hours of the end of the previous driving of that pile or any adjacent pile(s) within a clear distance of 3 m and forming part of the group.
- 312.4.3.6.3 Retaps shall, as a minimum, advance the pile a distance of 150 mm or reach a total of 50 blows whichever occurs first.
- 312.4.3.6.4 Retaps shall continue until 120% of the specified pile capacity has been achieved and upon retap this value does not fall below 100% of the specified pile capacity.
- 312.4.3.6.5 The Contractor shall keep detailed field notes on all retapping tests to confirm that the above provisions have been met, prior to cutting the piles to final grade.
- 312.4.3.7 The Contractor shall ensure that a minimum of 500 mm of pile length remains above the specified cut-off elevation after finalization and the Contractor shall cut all piles at the specified grade in a horizontal plane only after finalization of the pile has been approved by the Engineer.
- 312.4.4 Pile Installation Tolerances
- 312.4.4.1 The Contractor shall ensure that the pile remains within the specified tolerances throughout the entire length of the driven pile.
- 312.4.4.2 The Contractor shall be responsible to remove all foreign materials and water from within the entire length of the pile.
- 312.4.4.3 All piles shall be driven with a variation of not more than 10 mm/m from vertical or from the batter specified in the Contract Documents.
- 312.4.4.4 In no case shall the total variation exceed 100 mm from the specified location.
- 312.4.4.5 Pile tolerances shall be measured at the ground line and at the cut-off elevation and in no cases shall piles be loaded horizontally to move the pile within the specified tolerances.
- 312.4.4.6 For piles outside the specified tolerances, the Contractor shall submit a report, for the approval of the Engineer, stamped and signed by a Professional Engineer, detailing the findings and, if required, any corrective measures to remedy the Work.
- 312.4.4.6.1 The Contractor shall carry out all remedial Work.
- 312.4.5 Pipe Pile Splices, Pile Point Connections, and Welds
- 312.4.5.1 Welding of field and shop splices for steel pipe piles and pile point connections shall be by the SMAW or FCAW process.
- 312.4.5.2 The Engineer may request to test or otherwise have the welder approved on the procedures outlined in the Specifications.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

- 312.4.5.3 Basic electrodes of E480 classification that are not used within 4 hours after removal from ovens shall be dried for at least one hour at a temperature between 370°C and 430°C before being used.
- 312.4.5.4 Roughness of oxygen cut surfaces shall not be greater than that defined by the ANSI Surfaces Roughness Value of 1000.
- 312.4.5.4.1 Roughness exceeding this value and occasional notches or gouges, not more than 5 mm deep on otherwise satisfactory surfaces, shall be removed by machining or grinding.
- 312.4.5.4.2 Oxygen cut surfaces and edges shall be left free of adhering slag.
- 312.4.5.4.3 Corrections of defects shall be flared to the oxygen cut surface with a Slope not exceeding 1 in 10.
- 312.4.5.5 Defects of oxygen cut surfaces shall not be repaired by welding except with the express approval of the Engineer for correction of occasional notches or gouges less than 10 mm deep.
- 312.4.5.5.1 These weld repairs shall be made by suitably preparing non-conforming surfaces, welding with basic electrodes not exceeding 4 mm in diameter, observing applicable SMAW requirements of 312.4.6 and grinding the completed weld smooth and flush with adjacent surface to produce a satisfactory finish.
- 312.4.5.6 The joint detail of the complete penetration groove weld for the butt joint in pipe piles shall be that shown on Standard Drawing 312-2.
- 312.4.5.7 The workmanship of the assembly shall meet the standards of CSA W59.
- 312.4.5.8 Welding of steel pipe piles shall not require preheating when base metal temperature is above 0°C.
- 312.4.5.8.1 When base metal temperature is 0°C or lower, the base metal shall be preheated to at least 10°C and maintained at this minimum temperature during welding.
- 312.4.5.9 No welding shall be done when the ambient temperature is lower than 18°C.
- 312.4.5.10 The preheating zone shall be a minimum of 75 mm on each side of the joint.
- 312.4.5.11 No welding shall be done when there is a wind and/or when it is raining unless proper protection is provided.
- 312.4.5.11.1 All methods of protection shall be subject to the approval of the Engineer prior to any welding being carried out.
- 312.4.5.12 No pile shall be driven until the welded joint has been inspected and approved by the Engineer.
- 312.4.5.13 When piles have been welded within a heated enclosure during cold weather, the pile shall not be removed from this enclosure until the welded joint has cooled so that it is warm to the bare hand.
- 312.4.6 Procedure for Shielded Metal Arc Welding and Flux Cored Arc Welding
- 312.4.6.1 General
- 312.4.6.1.1 The details of welding procedure, workmanship and technique shall conform to CSA W59.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

- 312.4.6.1.1.1 The design and construction provisions for Cyclically Loaded Structures of Clause 12 of CSA W59 shall apply.
- 312.4.6.1.1.2 The Work shall be positioned for flat position welding whenever practical.
- 312.4.6.1.1.3 When welding in vertical positions progression for all passes shall be upward.
- 312.4.6.1.1.4 Before welding over previously deposited metal, slag shall be removed and welds and adjacent base metal shall be brushed clean.
- 312.4.6.1.1.4.1 This requirement shall apply not only to successive layers but also to successive beads and to the crater area when welding is resumed after interruption.
- 312.4.6.1.1.5 Classification and size of electrodes, arc length, voltage and amperage shall be suitable for thickness of material, type of groove, welding positions and other circumstances pertaining to the Work.
- 312.4.6.1.1.5.1 Welding current shall be within the range recommended by the electrode manufacturer.
- 312.4.6.1.1.6 For SMAW, the maximum size of electrode, the maximum thickness of layers and the maximum size of one-pass fillets shall be as indicated in Table 312-1.
- 312.4.6.1.1.7 For FCAW the maximum size of electrode, the maximum thickness of layers and the maximum size of one-pass fillets shall be as indicated in Table 312-2.

**Table 312-1
Criteria for Prequalified Joints using the SMAW Process**

Maximum size of Electrode	4 mm ϕ	All passes in vertical fillet and groove welds
	5 mm ϕ	All passes in overhead fillet and groove welds
		All passes in horizontal groove welds
		Root passes in grooves with backing where the root opening is less than 6 mm in flat position
		Root passes in grooves without backing in flat position
	6 mm ϕ	All passes for horizontal fillet welds
		Root passes for fillets in flat position
		Root passes in grooves with backing where the root opening is greater than 6 mm in flat position
8 mm ϕ	All passes subsequent to root passes for fillet and groove welds made in the flat position	
Maximum Thickness of Layers	6 mm	For root passes of groove welds with the minimum size being such as to prevent cracking
	5 mm	For subsequent layers of welds made in any position
Maximum One-pass Fillet	10 mm	In the flat position
	8 mm	In the horizontal or overhead positions
	12 mm	In the vertical position

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

**Table 312-2
Criteria for Prequalified Joints using the FCAW Process**

Maximum size of Electrode	4 mm ϕ	All passes in flat and horizontal positions
	2.4 mm ϕ	For the vertical position
	2.0 mm ϕ	For the overhead position
Maximum Thickness of Layers	6 mm	All weld layers except for root and surface layers A multiple pass, split-layer technique shall be used in making all multiple pass welds when the width of the layer exceeds 22 mm
Maximum One-pass Fillet weld	12 mm	In the flat and vertical positions
	10 mm	In the horizontal position
	8 mm	In the overhead position

312.4.6.2 Details

312.4.6.2.1 But joint groove welds except those produced with the aid of backing shall have the root of the initial weld air carbon arc gouged, chipped or ground to sound metal before welding is started from the second side.

312.4.6.2.1.1 Particular care shall be taken in the gouging, chipping or grinding operation so that the remaining weld metal or base metal is not nicked or undercut.

312.4.6.2.1.2 Defective portions of the weld shall be removed without substantial removal of the base metal.

312.4.6.2.2 Groove welds made with the use of backing shall have the weld metal thoroughly fused with the backing.

312.4.6.2.3 When tack welds are used for alignment, care shall be exercised by properly grinding or preparing stops and starts to make continuous welding satisfactory.

312.4.6.2.4 Flux, pin holes, craters, visual surface defects and excessive crown shall be removed before depositing the next layer of weld.

312.4.6.2.5 Stringer beads shall be used for horizontal welds.

312.4.7 Inspection of Welds

312.4.7.1 Inspection and Testing of Welds

312.4.7.1.1 The procedure and technique for visual and non destructive testing shall be in accordance with CSA W59, Clauses 7 and 8.

312.4.7.1.2 Inspection and Testing Organizations shall demonstrate to the Engineer that the methods they propose to use for non destructive testing are suitable, and meet one of the following requirements:

312.4.7.1.2.1 The methods for non destructive testing shall be as approved by the Province of New Brunswick.

312.4.7.1.2.2 The Welding Inspection Organization shall be certified to CSA W178.1, Certification of Welding Inspection Organizations.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

- 312.4.7.1.2.3 Guided bend tests shall be carried out on coupons in accordance with CSA W47.1 Section 8.5 and shall be tested by the Engineer.
- 312.4.7.1.2.3.1 Guided bend test coupons may be taken from the actual pile splice by removing the coupon from a steel pipe pile splice.
- 312.4.7.1.2.3.2 If the Engineer determines that a guided bend test coupon fails to meet the standard, he/she may then test sufficient coupons as she/he feels are necessary to provide assurance that the balance of the welding is satisfactory.
- 312.4.7.1.2.3.3 The preparation of these test coupons shall be done by the Contractor before the pile splice is driven below the ground.
- 312.4.7.1.2.3.4 The Contractor shall restore the pile to its original condition, if the weld is acceptable.
- 312.4.7.2 Frequency of Inspection and Testing
- 312.4.7.2.1 All welds shall be inspected visually.
- 312.4.7.2.2 Testing shall be carried out by the Engineer as follows:
- 312.4.7.2.2.1 A minimum of 25% of full penetration groove welds and steel pipe pile splices shall be tested by non destructive testing methods (radiographic and/or ultrasonic test methods and supplemented by magnetic particle or liquid penetrant test methods as required) to assure the soundness and quality level of the welds.
- 312.4.7.2.2.2 A minimum of 25% fillet welds may be tested by non destructive testing methods (magnetic particle and/or liquid penetrant test methods) to assure the soundness and quality level of the welds.
- 312.4.7.2.2.3 Welds in steel pipe pile splices may also be tested by guided bend tests on specimens made from a portion of field spliced material removed from the pipe pile.
- 312.4.7.2.2.3.1 These specimens shall have the backing removed by mechanical means or by flame cutting to within 3 mm of its thickness followed by grinding or machining.
- 312.4.7.2.2.3.2 All guided bend test coupons shall be stamped by the welder.
- 312.4.7.2.2.3.3 Non destructive testing may be performed on coupons in lieu of guided bend tests.
- 312.4.7.2.2.4 If defects are identified that are outside the criteria specified in 312.4.7.3, the Engineer shall determine the additional percentage of testing that shall be carried out to ensure the soundness and quality level of all the welds.
- 312.4.7.2.2.5 All corrected welds are to be retested.
- 312.4.7.3 Quality of Welds
- 312.4.7.3.1 The quality of welds in steel pipe pile splices shall be in accordance with CSA W59, Section 12, clause 12.5.4.
- 312.4.7.3.2 The acceptance criteria for defects shall be in accordance with CSA W59 clause 12.5.4 and shall meet the limits described in this clause for tension welds.
- 312.4.7.3.3 The quality of weld required for guided bend tests shall be in accordance with CSA W47.1, clauses 8.5 and 8.6.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

- 312.4.8 Dynamic Pile Testing
- 312.4.8.1 Piles, as identified in the Contract Documents and/or as specifically directed by the Engineer, shall be dynamically tested during driving for measurement and estimation of mobilized resistance, hammer performance, pile stress and soil dynamic properties at the end of initial driving and during all retaps.
- 312.4.8.1.1 Piles to be tested shall be driven with an external hammer.
- 312.4.8.2 The Engineer, based on the results of dynamic testing and analysis, shall determine the pile acceptance criteria.
- 312.4.8.3 The Contractor shall notify the Engineer at least 7 Days in advance of the pile driving operations.
- 312.4.8.4 The Contractor shall assist the Engineer in carrying out the testing.
- 312.4.8.5 The testing procedure shall be carried out in accordance with AASHTO T298-99.
- 312.4.8.6 The Contractor shall provide the Engineer with reasonable means of access to the pile for attaching instruments, with the pile in the leads.
- 312.4.8.6.1 The Contractor shall provide a work platform, minimum size of 1.2 m by 1.2 m, capable of being raised to the top of the pile.
- 312.4.8.6.2 The Engineer shall require approximately one hour per pile, per test, to attach the instruments.
- 312.4.8.7 The Contractor shall supply an electrical power supply of 20 Ampere, 115 Volts, 60 Hz, AC, for use by the Engineer during the tests.
- 312.4.8.7.1 Field generators shall be equipped with functioning voltage and frequency meters, and shall only supply electrical power for the pile testing.
- 312.4.8.8 The Contractor shall provide the Engineer with access for a motor vehicle (van) within 15 m of the pile test or a shelter within the same distance.
- 312.4.8.8.1 The shelter shall have a minimum floor size of 2.5 m by 2 m, a minimum ceiling height of 2 m, and the interior temperature shall be maintained above 10°C.
- 312.4.8.9 With the dynamic testing equipment attached to the pile, the Contractor shall drive to end of initial driving and retap the pile with a hammer of the specified size, as directed by the Engineer.
- 312.4.8.10 Stresses in the pile shall be monitored during driving to ensure that the stresses do not exceed 90% of the pile steel yield stress.
- 312.4.8.10.1 If directed by the Engineer, the Contractor shall reduce the driving energy delivered to the pile by means of cushion or helmet modifications, or by reducing the energy output of the hammer.
- 312.4.8.10.2 If non-axial driving is indicated by the measurements, the Contractor shall immediately realign the driving system.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL PIPE PILES

ITEM: 312

312.5 MEASUREMENT FOR PAYMENT

312.5.1 The Quantity to be measured for payment shall be the number of linear metres of piles supplied and installed in accordance with this Item.

312.5.2 All piles shall be measured for payment only after all piles in any group or in close proximity to any other pile have been finalized and no further driving in the pile group shall be required.

312.5.3 The length to be measured for payment shall be the difference between the design cut-off elevation and the actual field toe elevation measured along the centreline axis of the pile.

312.6 BASIS OF PAYMENT

312.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of steel pipe pile, as identified under the Contract.

312.6.2 The Owner shall make partial payment in accordance with 908.7 for steel pipe pile stored at the Work Site.

312.6.3 The cost of the provision of materials, labour and Equipment to test the welds shall be borne by the Contractor if the test results show that the material does not meet the specified requirements, otherwise the Owner shall bear the cost of the test.

312.6.3.1 The cost of any testing to resolve the quality of welds shall be borne by the Contractor.

312.6.4 Retapping in excess of four operations, if required, shall be paid for in accordance with Item 812.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CAISSONS

ITEM: 313

313.1 DESCRIPTION

313.1.1 This Item consists of the supply and installation of caissons, including rock sockets, steel casings, and casing splicing.

313.2 MATERIALS

313.2.1 All materials shall be supplied by the Contractor under this Item.

313.2.2 Steel casings shall conform to ASTM A252, Grade 3.

313.2.3 Electrodes for Shielded Metal Arc Welding (SMAW) process shall be certified to CSA W48 and shall be basic (low hydrogen) electrodes E4918 or E4918-1.

313.2.3.1 Electrodes shall have a diffusible hydrogen designator of -H8 or less.

313.2.4 Electrodes for the Flux Core Arc Welding (FCAW) process shall be certified to CSA W48 E49XT-XX or E49C-XX with a minimum Charpy V-Notch Impact Property equal to 27 Joules at -30 °C.

313.2.4.1 Electrodes shall have a diffusible hydrogen designator of -H8 or less.

313.3 SUBMITTALS

313.3.1 The Contractor shall submit the manufacturer's certification that the materials being supplied meet the specified requirements.

313.3.2 The Contractor shall submit, at least 4 weeks in advance of the Work under this Item, a detailed description, and drawings of the proposed installation methodology. Review shall be obtained from the Engineer before commencing the Work. The submittal shall also include but not be limited to:

313.3.2.1 The detailed splicing procedure, including calculations for when the crane may be released during splicing.

313.3.2.2 The welding procedure data sheets conforming to CSA W59 and CSA W47.1, for Work related to caisson splices.

313.3.3 The Contractor shall submit proof of certification for the welders, prior to the commencement of welding.

313.3.3.1 All welders shall be certified by the CWB to CSA W47.1 specification, and/or to a certification level of Qualified Welder as issued by the Province of New Brunswick.

313.3.4 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

313.4 CONSTRUCTION

313.4.1 General

313.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

313.4.1.2 Installation equipment shall be in good working condition and so maintained and operated for the duration of the Work.

313.4.1.3 Steel casings shall be advanced into bedrock through whatever material encountered. Casings are expected to penetrate into the bedrock to the depth specified in the Contract Documents before a seal suitable to prevent intrusion of foreign material in the drilled socket is achieved. Caisson shoes or doublers shall be utilized if required.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CAISSONS

ITEM: 313

- 313.4.1.3.1 Casings shall be advanced using drilling/vibratory methods only. The use of impact hammers shall not be permitted other than to seat casings into bedrock.
- 313.4.1.3.2 Casing installation shall conform to the requirements of Item 948.
- 313.4.1.4 Rock socket shall be of the machine drilled type, installed by means of power-driven rotary bucket or auger or churn drills.
- 313.4.1.5 The expected depth and elevations at which satisfactory bearing material may be encountered are noted on the Plans. If satisfactory foundation materials are not encountered at the planned elevations, the bottom elevation of the caisson shall be adjusted, as directed by the Engineer.
- 313.4.1.6 The Contractor shall provide a complete report on each caisson installed. The report shall contain all dimensions, location of caisson, elevation at which rock was encountered, casing depth penetrated into rock, socket depth and diameter.
- 313.4.2 Installation and Excavation
- 313.4.2.1 The installation of each caisson shall be subject to the approval of the Engineer who shall be the sole judge of acceptability of each caisson with respect to the depth of penetration, depth and diameter of socket, alignment, and cleanliness.
- 313.4.2.2 The Contractor is required to carefully monitor the installation of the caissons. Should the caisson become misaligned during the installation, the Contractor shall notify the Engineer immediately and propose corrective measures.
- 313.4.2.3 Caissons shall be accurately centred at the ground surface and shall be installed plumb. Any caisson out of centre or plumb shall be corrected by the Contractor by extracting and reinstalling it as his own expense. The tolerances are indicated in Table 313-1.

**Table 313-1
Installation Tolerance for Caissons**

Maximum deviation from Vertical:	1% of caisson length
Maximum lateral offset at cut-off elevation:	±50 mm from center of specified location to center of caisson

- 313.4.2.4 Sections of the casing showing evidence of damage such as curled pipe wall which indicate that the casing stiffness is compromised, shall be removed immediately.
- 313.4.2.5 The interior of the casings and sockets shall be thoroughly cleaned to remove all loose material and deleterious substances prior to inspection by the Engineer.
- 313.4.2.5.1 The base of the socket shall contain no more than 25 mm depth of sediment/debris.
- 313.4.2.6 The Contractor shall be responsible for the continuous containment of soil and rock removed during excavation. At no time shall material removed during the excavation be allowed to enter the watercourse.
- 313.4.2.6.1 Disposal of soil and rock material removed during excavation shall conform to the requirements of Item 947.
- 313.4.2.7 The Contractor shall inspect the rock socket using an inspection camera to determine that the rock socket meets the requirements herein to the satisfaction of the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CAISSONS

ITEM: 313

- 313.4.2.7.1 Visual inspections shall be conducted using a high-resolution camera with sufficient definition to allow detailed examination of hairline crack widths, equipped with live feed, high resolution colour display, digital recording device, an independent light source, and pan tilt functions. The camera shall meet or exceed the following specifications: underwater borehole camera with 380 line resolution CCD (0.5 lux), 2.9 mm wide angle lens, pan and tilt functions, and lighting (8 white LED format).
- 313.4.2.7.1.1 The Contractor shall ensure the water is clear prior to camera inspection. Clarity can be achieved by flushing, use of flocculants, or other measures.
- 313.4.2.7.2 The bottom of the shaft shall be sounded and inspected with an inspection camera with a visual sediment depth gauge or other means, as approved by the Engineer, to determine the cleanliness of the shaft bottom.
- 313.4.2.7.3 After clean out and inspection, rock sockets shall be allowed to stand for 24 hours and shall be inspected again for intrusion of material. If necessary, casings shall be advanced further to seal the socket. Then the drilling, cleaning, and inspection process shall be repeated.
- 313.4.2.7.4 The Engineer shall verify that the requirements have been met during the Contractor's second camera inspection, per 313.4.2.7.3.
- 313.4.2.8 The use of gasoline or diesel engines within the excavation for pumping or drilling shall not be permitted.
- 313.4.2.9 In the event the caisson is rejected due to a defect, the Contractor shall be responsible for the repair or replacement of the caisson at his own expense. The method of repair or replacement shall be approved by the Engineer prior to the start of work.
- 313.4.2.10 Steel casings shall be cut to the elevations specified. Cuts shall be level and the edges shall be ground smooth.
- 313.4.2.11 Once drilling of the rock socket commences, it shall proceed diligently until completed. Immediately upon completion of the socket, it shall be cleaned and inspected in accordance with 313.4.2.7.
- 313.4.3 Steel Casing Splices and Welds
- 313.4.3.1 Where required, casing splices shall be completed by the Contractor. Splices shall be per 312.4.5 and 312.4.6.
- 313.4.3.2 The joint detail of the complete penetration groove weld for casing splices shall be in accordance with Standard Drawing 312-2.
- 313.4.3.3 Inspection of welds shall be per 312.4.7.
- 313.5 MEASUREMENT FOR PAYMENT
- 313.5.1 The quantity to be measured for payment shall be the number of lineal metres of caissons supplied and installed in accordance with this Item.
- 313.5.2 The length to be measured for payment shall be the difference between the design cut-off elevation and the bottom of the rock socket measured along the centreline access of the caisson.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CAISSONS

ITEM: 313

313.6 BASIS OF PAYMENT

313.6.1 Payment at the Unit Price shall be full compensation for the Work performed under this Item.

313.6.2 The Owner shall make partial payment in accordance with 908.7 for steel casings stored at the Work Site.

313.6.3 Any welds which do not meet the acceptance standards shall be removed, re-welded, and re-tested at the Contractor's own expense.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHEET PILE COFFERDAMS

ITEM: 321

321.1 DESCRIPTION

321.1.1 This Item consists of the design, supply, construction and removal of all steel sheet pile cofferdam(s) required in the Contract.

321.2 MATERIALS

321.2.1 All materials shall be supplied by the Contractor.

321.2.2 All steel sheet pile shall conform to CSA G40.20 and G40.21 and, as a minimum, shall be Grade 300W steel.

321.2.3 The Contractor shall supply the sheet pile in lengths such that the toe elevation specified in the Contract Documents is achieved and an undamaged pile is provided up to the specified cofferdam flooding elevation with due consideration given to driving.

321.2.4 The Contractor may use welded steel sheet pile section(s) provided that:

321.2.4.1 Welded splices in steel sheet pile shall conform to the requirements of CSA W59.

321.2.4.2 Welded steel sheet pile splices shall be prequalified full penetration groove welds.

321.2.4.3 Upon the request of the Engineer, the Contractor shall test a minimum of 25% of welded steel sheet pile splices by radiographic inspection.

321.2.4.4 The acceptance for welded steel sheet pile splices shall be as specified in Clause 12 of CSA W59 for tension welds in dynamically loaded Structures.

321.2.4.4.1 If unacceptable weld defects are found in welded steel sheet pile splices, the Engineer shall reject the pile section, or

321.2.4.4.2 Subject to the approval of the Engineer, the Contractor may undertake to have the weld defects corrected and the splices retested.

321.2.4.5 The Contractor shall supply the corners for the cofferdam, in lengths as long as the sheet pile supplied.

321.2.4.6 Materials shall be stored in an organized, straight and horizontal fashion to avoid permanent deformation.

321.3 SUBMITTALS

321.3.1 The Contractor shall be responsible for the design of the cofferdam and associated bracing and shall submit the design, in accordance with Item 956.

321.3.1.1 The Contractor shall ensure that the dimensions of the cofferdam shall remain at least as large as that shown in the Contract Documents.

321.3.1.1.1 The sheet piling sections and corner details shown on the drawings are based on one commercially available product selected to determine the minimum size of the footing and to determine the specified volume of the tremie concrete in accordance with 302.5.5.

321.3.1.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

321.4 CONSTRUCTION

321.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHEET PILE COFFERDAMS

ITEM: 321

- 321.4.2 The Contractor shall design and construct all cofferdams to be adequately braced to withstand the anticipated design loadings and to be as watertight as practically possible.
- 321.4.3 Steel sheet piles in cofferdams constructed before or during the winter months of any year shall be pulled or cut off to final elevation before March 1st of the following year, unless otherwise approved in writing.
- 321.4.4 Work on cofferdams may not start until the June 15th of each year unless otherwise approved in writing.
- 321.4.5 Steel sheet piles shall be driven to conform with the limits as shown in the Contract Documents and as defined by 321.3.1 and are subject to the tolerances indicated in Table 321-1.

**Table 321-1
Cofferdam Sheet Pile Tolerances**

Horizontal alignment of walls	± 8 mm per metre of plan length of wall
Vertical Alignment of walls	± 10 mm per metre of vertical length of wall
Misplacement or Eccentricity	± 50 mm parallel to building line, or centreline of Bridge ± 75 mm perpendicular to building line or centreline of Bridge

- 321.4.6 Cofferdams tilted or moved out of position as per 321.4.5, during driving shall be righted or enlarged to provide necessary clearance and proper location.
- 321.4.7 Cofferdam walls shall be vented to permit cofferdam flooding at an elevation not higher than the specified cofferdam high water design elevation.
- 321.4.8 Cross struts or bracing may extend through foundation concrete when indicated on the cofferdam design and having been approved by the Engineer.
- 321.4.9 Excavation shall not be made outside of cofferdams, and the existing stream bed adjacent to the structure shall not be disturbed, unless specifically permitted in the Contract Documents or in writing by the Engineer.
- 321.4.10 Steel sheet piles may remain in place as a part of the permanent structure or they may be removed at the option of the Contractor.
- 321.4.10.1 When the steel sheet piles are to remain in place and form part of the permanent structure, the Contractor shall cut off the steel sheet piles evenly at the elevation indicated in the Contract Documents.
- 321.4.11 Superimposed loads shall not be placed on the surrounding soil immediately adjacent to cofferdam, unless specifically permitted in the Contract Documents, in writing by the Engineer or having been submitted as part of 321.3.1.
- 321.4.12 The Contractor shall wait a minimum of 72 hours following the completion of the placing of underwater (tremie) concrete before dewatering the cofferdam unless otherwise altered and approved in writing by the Engineer.
- 321.4.13 The Contractor shall ensure that adequate dewatering is provided so that all concrete to be placed on top of the tremie concrete is placed in the dry.
- 321.4.14 The Contractor shall familiarize himself with all permits, Item 948 and any environmental conditions at the site prior to the commencement of the dewatering which may, at the discretion of others, influence the chosen style of operations.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHEET PILE COFFERDAMS

ITEM: 321

- 321.4.14.1 The Contractor shall be solely responsible for all compliance and undertakings relating to the dewatering discharge and shall maintain records of all pertinent dewatering discharge data required to verify and confirm continuous compliance with the permit parameters throughout the period of the Work.
- 321.4.14.2 The Contractor shall submit a Work plan outlining the scope of the proposed monitoring program and this program shall be of a form acceptable to DELG prior to the commencement of the Work.
- 321.4.14.3 A copy of all records shall be submitted to the Engineer on a weekly basis however the submission of this data does not relieve the Contractor of any responsibility with respect to the dewatering discharge.
- 321.5 MEASUREMENT FOR PAYMENT
- 321.5.1 The design, supply, construction and removal of all steel sheet pile cofferdam(s) in accordance with this Item shall be on a lump sum basis.
- 321.6 BASIS OF PAYMENT
- 321.6.1 Payment for Work under this Item shall be at the Lump Sum Price.
- 321.6.2 The Owner shall make partial payment for steel sheet pile in accordance with 908.7.
- 321.6.2.1 Partial payment for used steel sheet pile shall be calculated on 30% of the estimated purchase price for new steel sheet pile.
- 321.6.3 The cost of carrying out the radiographic testing under 321.2.4.3 shall be shared equally by the Owner and the Contractor.
- 321.6.4 In the event that welded steel sheet pile splices are deficient under 321.2.4, all additional testing and repair and retesting of these splices shall be at the Contractor's own expense.
- 321.6.5 If the Contractor's cofferdam design, submitted under 321.3.1, results in cofferdam dimensions which are larger than the dimensions specified in the Contract Documents, the Contractor shall be responsible, at her/his own expense, to supply and place the additional concrete, in excess of the specified dimension, to complete the Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EXCAVATION WITHIN COFFERDAMS

ITEM: 322

322.1 DESCRIPTION

322.1.1 This Item consists of the excavation of all materials within cofferdams.

322.2 MATERIALS

322.2.1 None identified.

322.3 SUBMITTALS

322.3.1 None identified.

322.4 CONSTRUCTION

322.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

322.4.2 All material shall be excavated to the full dimension of the cofferdam.

322.4.3 All excavated materials from inside the cofferdam, shall become the property of the Contractor and shall be disposed of outside of the Work Site.

322.4.4 Pre excavation of the riverbed material shall not be permitted unless specifically noted as a requirement in the Contract Documents.

322.5 MEASUREMENT FOR PAYMENT

322.5.1 The Quantity to be measured for payment shall be the volume in cubic metres of material excavated within cofferdams in accordance with this Item.

322.6 BASIS OF PAYMENT

322.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

<u>CONTENTS</u>		
<u>Article</u>		<u>Page</u>
331.1	DESCRIPTION	331-2
331.2	MATERIALS	331-2
331.2.1	General	331-2
331.2.2	Material Properties	331-2
331.2.2.1	Aggregates	331-2
331.2.2.2	Admixtures	331-2
331.2.2.3	Water	331-2
331.2.2.4	Composition of Mix	331-2
331.2.2.5	Stranded Wire	331-2
331.2.2.6	Reinforcing Steel	331-3
331.2.2.7	Inserts	331-3
331.2.2.8	Embedded Plate	331-3
331.3	SUBMITTALS	331-3
331.4	CONSTRUCTION	331-5
331.4.1	General	331-5
331.4.2	Curing of Concrete	331-6
331.4.3	Finishing of Concrete Surfaces	331-7
331.4.4	Testing and Inspection	331-8
331.4.5	Reinforcing Steel	331-9
331.4.6	Tensioning and Stress Transfer	331-9
331.4.7	Identification of Prefabricated Beams	331-10
331.4.8	Tolerances	331-11
331.4.9	Handling, Storage, Shipping, and Erection	331-12
331.5	MEASUREMENT FOR PAYMENT	331-13
331.6	BASIS OF PAYMENT	331-13

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

331.1 DESCRIPTION

- 331.1.1 This Item consists of the supply and installation of the precast prestressed concrete beams.
- 331.1.2 Prestressing Method – This specification refers to Bulb-Tees, I-beams, box girders, slabs, hollow core slabs, single and double T-sections, NEXT beams, and similar Bridge products manufactured by the pre-tensioning method, in accordance with CSA S6.
- 331.1.3 All precast prestressed concrete Bridge elements under this Item shall be referred to as beams.

331.2 MATERIALS

331.2.1 General

- 331.2.1.1 All materials and procedures shall be supplied by the Contractor.
- 331.2.1.2 Material properties shall conform to CSA A23.1, if not otherwise specified herein.

331.2.2 Material Properties

331.2.2.1 Aggregates

- 331.2.2.1.1 Aggregates used in concrete shall meet the material properties specified in accordance with 302.2.

331.2.2.2 Admixtures

- 331.2.2.2.1 A written statement shall be provided to the Engineer from the manufacturer stating that the admixture contains no purposely added calcium chloride.
- 331.2.2.2.2 The calcium nitrite corrosion inhibiting admixture shall contain between 30% to 36% calcium nitrite by weight of solution.

331.2.2.3 Water

- 331.2.2.3.1 Water used in production and curing shall be clean and free from any materials which shall cause discoloration or harmful effects to the concrete.

331.2.2.4 Composition of Mix

- 331.2.2.4.1 Concrete shall meet the requirements of CSA A23.1, exposure class C-XL.
- 331.2.2.4.2 Concrete shall have a slump not greater than 210 mm.
- 331.2.2.4.3 No materials shall be used in the mix design that contain purposefully added chloride compounds in any quantity.
- 331.2.2.4.4 A calcium nitrite corrosion inhibitor shall be added to the concrete at a dosage rate of 15 L/m³.

331.2.2.5 Stranded Wire

- 331.2.2.5.1 Prestressing strands shall be of the 7 wire stress relieved stabilized type and shall meet the requirements of ASTM A416M and have an ultimate tensile strength of 1860 MPa unless otherwise specified in the Contract Documents.
 - 331.2.2.5.1.1 Wire welds, breaks, nicks, bends or any other defect shall not be permitted in any prestressing cable.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

- 331.2.2.5.1.2 All prestressing steel shall be free of deleterious materials such as oil, grease, frost, paint, mill scale, loose rust, corrosion, and any foreign material, which may prevent bond between steel and concrete.
- 331.2.2.5.1.3 In pretensioning strands one approved splice per strand shall be permitted, provided the splice is not located within the concrete member. Welded strand joints or wire splices shall not be permitted in any reel or coil of strand.
- 331.2.2.5.2 All stranded wire shall be delivered in coils with a metal tag attached to each coil showing:
- 331.2.2.5.2.1 The manufacturer's name;
- 331.2.2.5.2.2 The heat number;
- 331.2.2.5.2.3 The coil number; and
- 331.2.2.5.2.4 Each coil shall be accompanied by a stress strain curve, showing:
- 331.2.2.5.2.4.1 the corresponding information of the metal tag,
- 331.2.2.5.2.4.2 ultimate strength,
- 331.2.2.5.2.4.3 the date of manufacture, and
- 331.2.2.5.2.4.4 the stress strain curve from zero stress to ultimate.
- 331.2.2.5.3 The shipping package or form shall be clearly marked with a statement that the package contains high strength prestressing steel, and the care to be used in handling.
- 331.2.2.6 Reinforcing Steel
- 331.2.2.6.1 Reinforcing steel shall be supplied in accordance with 304.2.
- 331.2.2.6.2 Welding of reinforcing steel, including tack welding, is prohibited without the written permission of the Engineer.
- 331.2.2.7 Inserts
- 331.2.2.7.1 Inserts shall be of sufficient capacity and of an approved type as specified and shall be placed in the location(s) as indicated by location in the Contract Documents.
- 331.2.2.8 Embedded Plate
- 331.2.2.8.1 Stainless steel embedded plates shall conform to the requirements of ASTM A240: AISI Type 316.
- 331.2.2.8.2 Stainless steel stud shear connectors shall be headed stud type, in accordance with the requirements of ASTM A240: AISI Type 316 or 316L.
- 331.3 SUBMITTALS
- 331.3.1 The Contractor shall submit shop drawings for the prestressing system in accordance with Item 956.
- 331.3.1.1 The submission shall show the proposed arrangement, location, and details indicating inserts, manufacture, size, type and ultimate strength of tendons, sequence, and rate of tensioning in order to provide prestressing forces and eccentricities as detailed in the Contract Documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

- 331.3.2 Precast prestressed concrete beam manufacturers shall be certified by the Canadian Precast Concrete Quality Assurance (CPCQA) Certification Program in Precast and Prestressed Bridge Products, subcategory B3 for NEXT beams and subcategory B4 for Bulb-Tee beams.
- 331.3.2.1 Proof of certification shall be submitted to the Engineer within 14 days following the award of the contract.
- 331.3.2.2 Precast prestressed concrete fabrication shall meet the requirements of CSA A23.4, including Annexes A and B, together with MNL-116 and MNL-117 and CPCQA certification requirements.
- 331.3.2.3 CPCQA certification shall be maintained for the duration of fabrication, erection, and until the warranty expires.
- 331.3.3 The Contractor shall provide the following informational items, for review, a minimum of 21 Days prior to commencing prestressing Work:
- 331.3.3.1 Standard test data certifying that all components of the stressing system conform to minimum specification requirements indicated for these components.
- 331.3.3.2 The manufacturer shall provide quality control procedures for review.
- 331.3.4 The prestressing system is subject to approval by the Engineer and samples of material such as, but not limited to: pre-stress steel, hold-down/hold-up devices, anchors and couplings shall be submitted for approval, when requested by the Engineer.
- 331.3.4.1 Samples submitted shall be accompanied by all necessary certificates, source of supply, date of manufacture and technical information, to enable the Engineer to carry out a full investigation.
- 331.3.4.2 Sufficient test specimens may be taken from each coil of prestressing steel and tested by the Owner to determine compliance with the requirements of this specification.
- 331.3.4.2.1 With each prestressing steel sample, a certificate shall be submitted stating the manufacturer's minimum guaranteed ultimate tensile strength, the corresponding reel number and the date of manufacture.
- 331.3.5 The beam manufacturer shall provide the Engineer, in writing, the safety procedures that shall be in force during the period of beam manufacture, prior to the commencement of the manufacture of the beams.
- 331.3.6 The Contractor at the conclusion of the prestressing shall provide a copy of following records:
- 331.3.6.1 Date of tensioning;
- 331.3.6.2 Beam mark numbers and identification and location in the Structure;
- 331.3.6.3 Identification of jacking Equipment;
- 331.3.6.4 Required total load per strand;
- 331.3.6.5 Initial tension;
- 331.3.6.6 Anticipated and actual gauge pressure for each strand or strand group;
- 331.3.6.7 Anticipated and actual elongation; and
- 331.3.6.8 Any problems encountered.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

- 331.3.7 The Contractor shall submit proof of certification for the welders conducting the Work, prior to the commencement of the Work.
- 331.3.7.1 All welders shall be certified by the CWB to CSA W47.1 specification, and/or to a certification level of Qualified Welder as issued by the Province of New Brunswick.
- 331.3.8 The Contractor shall submit the welding procedure data sheets, conforming to CSA W59 and CSA W47.1, for Work related to embedded plates, to the Engineer at least two weeks in advance of fabrication, and review shall be obtained before commencing the Work
- 331.3.9 The Contractor shall submit concrete batching reports for every batch of concrete produced under this contract. The reports shall include all materials and admixtures incorporated in the concrete mix.
- 331.3.10 Within 31-Days after the production of each beam, a report shall be submitted to the Engineer which includes: weekly camber measurements, 28-Day compressive strengths, and dimensional checks per 331.4.9.1.9.
- 331.3.11 Submittals are required in accordance with any cross-referenced Item and referred to as forming part of this Item.
- 331.4 CONSTRUCTION
- 331.4.1 General
- 331.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer and in accordance with CSA A23.4.
- 331.4.1.2 The Contractor shall provide certified copies of quality control tests related to this Contract as specified in CSA A23.4, and ASTM A416M.
- 331.4.1.3 The Contractor shall inspect prestressed concrete tendons in accordance with Canadian Precast Concrete Quality Assurance (CPCQA).
- 331.4.1.4 The Contractor shall provide records from in-house quality control programs based upon plant certification requirements to the Engineer for inspection and review.
- 331.4.1.5 The Contractor shall, upon request of the Engineer, provide certified copies of the mill test report(s) of the reinforcing steel supplied, showing physical and chemical analyses.
- 331.4.1.6 Precast plants shall keep complete records of supply source of concrete material, steel reinforcement, prestressing steel and shall provide this information to the Engineer.
- 331.4.1.7 The prestressing plant shall conform to the following minimum requirements:
- 331.4.1.7.1 Only steel side forms and steel or concrete bottom forms shall be used for standard members.
- 331.4.1.7.2 Forms shall be clean, and of a configuration to ensure compliance with the tolerances outlined under this item and the Contract Documents.
- 331.4.1.7.3 Hydraulic jacks and pumps of sufficient capacity shall be used for tensioning cables and only accurately calibrated gauges for registering the stressing forces shall be used.
- 331.4.1.7.4 All chucks used for stressing, depressing, or lifting pretensioning cables shall be an approved type of sufficient capacity and in good working order.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

- 331.4.1.7.5 Safety devices shall be installed near the stressing bed to provide an adequate safety shield for the protection of workmen during stressing operations.
- 331.4.1.7.6 Cold weather facilities to enable complete fabrication out of the elements shall be provided between October 31st to May 1st.
- 331.4.1.8 Concrete shall not be placed until all forms, inserts, reinforcing steel and prestressing steel have been checked and approved for compliance with the Contract Documents and any drawings submitted under Item 956.
- 331.4.1.9 The concrete placement operation shall be in one continuous operation, without the formation of partially hardened layers of concrete.
- 331.4.1.9.1 For multiple beam set-ups, the mix design shall be adjusted so that the concrete remains plastic throughout the entire placement.
- 331.4.1.10 The Contractor shall provide regular and practically located office space at the fabrication plant to accommodate the Engineer.
- 331.4.1.10.1 The office space shall be ventilated, climate controlled to 20°C, lighted, clean, and shall be furnished with a suitable standard office desk and chair.
- 331.4.1.10.1.1 The office room temperature shall be maintained at 20°C.
- 331.4.1.10.1.2 Convenient internet, photocopy, and mail shall also be provided.
- 331.4.1.11 All stainless steel welding shall conform to the requirements of AWS D1.6.
- 331.4.1.12 Embedded plates shall be fully and continually supported during casting and pre-tensioning of strands in beam to prevent deflection and movement during casting.
- 331.4.1.13 The Contractor shall provide 7 Days written notice prior to commencement of any fabrication or change in fabrication schedule.
- 331.4.2 Curing of Concrete
- 331.4.2.1 When the ambient temperature in the plant does not fall below 5°C and where the manufacturing facilities are protected from the wind and direct rays from the sun, curing and protection may be performed in accordance with CSA A23.1 and A23.4 and per 302.4.
- 331.4.2.2 Accelerated strength development may be attained by accelerated curing or heated concrete as defined in CSA A23.4.
- 331.4.2.3 When heated concrete method is used for accelerated strength development:
- 331.4.2.3.1 Heated concrete shall have a maximum plastic concrete temperature of 33°C.
- 331.4.2.3.2 The maximum temperature of the hardened concrete shall not exceed 60°C.
- 331.4.2.3.3 The maximum cooling rate of the concrete shall not exceed 15°C per hour.
- 331.4.2.4 When accelerated curing method is used for accelerated strength development:
- 331.4.2.4.1 The accelerated curing shall not begin before the initial set.
- 331.4.2.4.2 The accelerated curing shall provide excess moisture for proper hydration of the cement.
- 331.4.2.4.3 In no instance shall the steam, radiant heat or forced air be directly applied to the concrete, forms or test cylinders.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

- 331.4.2.4.4 The beams shall be maintained on the casting bed in an approved enclosure, designed to ensure full circulation of thoroughly saturated air and/or steam around the beams with a minimum loss of moisture and heat.
- 331.4.2.4.5 During the initial curing period (typically 4 to 5 hours after completion of casting) the temperature within the enclosure shall be maintained at approximately 20°C.
- 331.4.2.4.6 For the next stage of curing, the temperature within the enclosure shall be raised at a rate not to exceed 15°C per hour to a minimum of 40°C and a maximum of 60°C.
- 331.4.2.4.7 This temperature shall be maintained until the required strength for the transfer of prestress is reached.
- 331.4.2.5 The exposed surfaces of the concrete shall have an excess of moisture during the entire curing period.
- 331.4.2.5.1 If water is applied for this purpose, then this water temperature shall not vary from the concrete temperature by more than 10°C nor shall this temperature exceed 60°C.
- 331.4.2.6 Stress transfer shall take place when the concrete temperature is above 30°C.
- 331.4.2.6.1 Maximum temperature differential between the girder and the surrounding environment shall be 20°C.
- 331.4.2.6.2 Additional measures may be required to prevent thermal shock. This may include insulated tarps, with or without an additional heating source, draped over the girders and stressing cables.
- 331.4.2.7 After transfer of stress the temperature shall be lowered at a maximum rate of 15°C per hour until the beam is at the ambient air temperature.
- 331.4.2.7.1 The beams shall not be exposed to temperatures below freezing until they have undergone two Days of drying in warm temperatures after the transfer of stress.
- 331.4.2.8 The Contractor/manufacturer shall provide a continuous record of curing temperatures for the entire curing period by means of approved accurate automatic recording devices, spaced one per beam to record the temperature throughout the length of the curing enclosure(s).
- 331.4.2.8.1 The maximum permissible temperature variation within the enclosure shall not exceed 5°C.
- 331.4.2.8.2 Shop, girder, and enclosure temperature records shall be submitted to the Engineer on a daily basis during production.
- 331.4.2.9 Forms shall not be removed until the concrete has obtained the specified release strength.
- 331.4.3 Finishing of Concrete Surfaces
- 331.4.3.1 The top surface of precast beams shall be rough, clean, and free of laitance with a full amplitude of approximately 6 mm.
- 331.4.3.2 Immediately after the stripping of forms, the Engineer shall be informed of all cases where beams require patching.
- 331.4.3.2.1 Proposed patching materials and methods for non-structural repairs shall be submitted for approval of the Engineer.
- 331.4.3.2.2 The Engineer shall determine whether patching shall be done before or after the transfer of prestressing force.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

- 331.4.3.2.3 Beams with structural defects including cracks and honeycomb are subject to rejection if the load carrying capacity or durability are reduced.
- 331.4.3.2.3.1 Repairs of a structural nature shall not be undertaken until the manufacturer's engineer has carried out and obtained the following:
- 331.4.3.2.3.1.1 Investigated the structural implications of the defect or the damage.
- 331.4.3.2.3.1.2 Established the cause of the defect or the damage.
- 331.4.3.2.3.1.3 Received approval of the proposed repair from the Owner.
- 331.4.3.3 The permanently exposed surfaces of all beams shall be smooth and free from honeycomb, stain, and laitance.
- 331.4.3.4 The Contractor shall pressure wash the surface to identify all air voids prior to final finishing.
- 331.4.3.5 Small surface voids shall be filled with an approved cement grout mix of cement and fine sand from the same source as used in the concrete and incorporating a latex bonding agent.
- 331.4.3.5.1 The beams shall remain in a controlled temperature environment for a minimum time period of 48 hours after completion of the repair.
- 331.4.3.6 All bearing surfaces must be constructed in such a manner to give a smooth surface, true to lines and grades.
- 331.4.3.7 The prestressing steel shall be ground off with an inset at the ends of the beam and the end surfaces of the beam shall then be finished flush in an approved manner.
- 331.4.3.7.1 Holddown devices in the bottom of the beam shall be finished similarly.
- 331.4.3.8 The end surfaces of all beams, except as specifically noted in the Contract Documents shall be coated with an approved asphalt or bituminous coating.
- 331.4.3.9 Concrete repairs shall be carried out and allowed to cure for a minimum time in a controlled temperature environment as recommended by the manufacturer of the repair material and approved by the Engineer.
- 331.4.3.10 Concrete surfaces not meeting the approval of the Engineer may be cause for rejection of the beam.
- 331.4.4 Testing and Inspection
- 331.4.4.1 Concrete strength at transfer shall be determined by the Contractor in accordance with CSA A23.1 and as follows:
- 331.4.4.1.1 In the presence of the Engineer, the Contractor shall cast cylinders and subsequently carry out a minimum of one transfer strength test and one 28-day strength test for each beam containing less than 10 m³ concrete, and not less than two transfer strength tests and two 28-day strength tests for each beam containing more than 10 m³ concrete.
- 331.4.4.1.2 Each transfer strength test shall consist of two cylinders from the same batch and each 28-day strength test shall consist of two cylinders from the same batch and tests shall be conducted in pairs; that is, transfer strength tests and 28-day strength tests shall be from the same portions of the same batches.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

- 331.4.4.1.3 Stress transfer shall not take place until at least one cylinder from each transfer strength test has reached a strength not less than 1 MPa below the specified release strength as indicated in the Contract Documents.
- 331.4.4.1.3.1 Stress transfer shall not take place until the average strength of all release test cylinders meets or exceeds the specified release strength.
- 331.4.4.1.4 The initial curing of the stress release cylinders shall take place in an area representative of the mean temperature of the enclosure.
- 331.4.4.1.5 The average of all cylinders, of any one beam, tested to determine the 28-day strength shall be equal to or greater than the specified minimum 28-day strength.
- 331.4.4.1.5.1 The allowable strength for each individual cylinder shall not be more than 2 MPa below the specified minimum.
- 331.4.4.1.5.2 The average strength for each test of two cylinders shall not be more than 1 MPa below the specified minimum.
- 331.4.4.2 Beams shall be test fit with bearing plates prior to being delivered to site, and bearing plates shall be numbered for on site assembly, in accordance with 331.4.7.
- 331.4.5 Reinforcing Steel
- 331.4.5.1 The Contractor shall be responsible to position the reinforcing steel within the specified tolerances in accordance with 331.4.8 and 304.4.
- 331.4.5.2 All reinforcing steel protruding from the precast member shall be free from oil, grease, any loose or foreign material and excessive concrete.
- 331.4.5.3 Supporting chairs for reinforcing steel and prestressing cable shall be heavy plastic tipped, and shall be subject to the approval of the Engineer.
- 331.4.6 Tensioning and Stress Transfer
- 331.4.6.1 The tensioning and stress transfer shall be carried out by the Contractor in accordance with CSA A23.4 and as follows:
- 331.4.6.1.1 When stressing is done by jacking the strands from one end of the stressing bed, the prestress force shall be additionally measured on at least two strands at the far end.
- 331.4.6.1.1.1 The theoretical jacking force may be increased by a maximum of 5% to attain the required prestress force at the far end of the prestress bed.
- 331.4.6.1.1.1.1 If the required prestress force is still not achieved, the strands shall be jacked from the far end of the bed to give the required prestress.
- 331.4.6.1.1.1.2 If the measured elongation is not within 5% of the theoretical elongation when the specified prestress force is applied, the strand may be temporarily overstressed to overcome friction.
- 331.4.6.1.1.1.2.1 Such overstressing shall not induce a stress before anchoring exceeding 78% of the specified tensile strength of the strand.
- 331.4.6.1.1.2 Anchorage set shall not result in prestress losses exceeding five percent of the theoretical jacking force.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

- 331.4.6.1.2 The tensioning procedure and sequence shall be approved by the Engineer and, as a minimum, shall be in accordance with the following:
- 331.4.6.1.2.1 Each strand may be seated by application of an initial tension of 5 kN, and all further tensioning shall be measured by elongation and verified by jack pressure.
- 331.4.6.1.2.2 If the difference between the stressing force measured by the gauges and that determined from elongation exceeds 5%, the source of error shall be found and corrected before continuing with the stressing operation.
- 331.4.6.1.3 Gauges shall be calibrated to read directly in kN or accompanied by a chart from which the dial reading can be converted to kN.
- 331.4.6.1.3.1 The hydraulic pressure system activating the gauges shall have appropriate bypass piping, valves, and fittings to enable the gauge pointer to move steadily and without fluctuations.
- 331.4.6.1.3.2 Gauging devices shall be calibrated by an approved authority and re-calibrated as requested by the Engineer and, in all cases, at intervals of not more than one year.
- 331.4.6.1.4 Before each prestressing operation, all chucks and jaws shall be inspected, cleaned, lubricated, and reassembled.
- 331.4.6.1.4.1 Chucks and jaws with hammer marks and/or nicks on their internal working parts shall not be used.
- 331.4.6.1.5 After the concrete in the beam has reached the specified minimum compressive strength for stress transfer, the strands shall be released in such a manner and sequence that the stresses in the concrete at no time exceed those provided for in the design.
- 331.4.6.1.6 Stress transfer is to be performed simultaneously at both ends of the bed and between beam ends and while all beams are warm and moist.
- 331.4.6.1.7 Beam camber shall be measured at stress transfer and a minimum of once per week under consistent ambient conditions.
- 331.4.7 Identification of Prefabricated Beams
- 331.4.7.1 The Contractor shall adopt and show a beam identification system on the beam layout drawing of the shop drawings, whereby identical beams have identical numbers.
- 331.4.7.2 During construction, the date of fabrication shall be indicated on each beam.
- 331.4.7.3 Identification and fabrication numbers shall be painted on the side of the upper flange of each beam.
- 331.4.7.4 Each beam end shall be identified by painting on the approximate compass direction.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

331.4.8 Tolerances

Beam Dimensions	Depth (flange, web and fillets)	± 6 mm
	Depth (overall)	+ 12 mm, - 6 mm
	Depth (flanges plus fillet)	+ 10 mm, - 6 mm
	Width (web)	+ 6 mm, - 3 mm
	Length of Beam	± 1 mm per m but not greater than 20 mm
Exposed Beam Ends Deviation (from square or designated skew)	Horizontal	+ 6 mm
	Vertical	± 10 mm per m of beam height
Side Inserts	spacing between centres of insert and from centres of inserts to the end of the beam	± 12 mm
Skew Angle Variation		± 3°
Bearing Plates	spacing between the centres of bearing plates to the ends of the beams	± 6 mm
Bearing Plates	spacing between the centres of bearing plates	± 1 mm per m of spacing but not greater than 20 mm
Bearing Plate or Bearing Area	deviation from plane	± 2 mm
Stirrup Bars	projection above theoretical top of the beam	± 20 mm
Horizontal Alignment	deviation from a straight line parallel to the centre line of beam	1 mm per m of span
Camber	differential between adjacent beams	1 mm per m of span to maximum of 25 mm
Centre of Gravity of Strand Group and Individual Tendons		± 6 mm
Position of Deflection Points for Deflected Strands	Deflection points are to be concentric with respect to the middle of the beam	± 100 mm
Position of Lifting Device		± 150 mm
Position of Temporary Bracing Insert	longitudinal	± 25 mm

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

331.4.9 Handling, Storage, Shipping, and Erection

331.4.9.1 General

331.4.9.1.1 Beams shall not be shipped until the concrete in the beams has reached the specified 28-day strength.

331.4.9.1.2 The beams shall be handled and stored so that the points of support shall be the same as when the beams are in their final position, except that for transporting they may be supported at a distance equal to the depth of the beam measured along its centreline from the end of the beam, or as indicated on the shop drawings.

331.4.9.1.3 If the finished beam is to be stored on concrete supports then a softer material such as wood or rubber shall be used between the beam and the support.

331.4.9.1.4 Beams damaged by improper handling, storage, transportation or erection are subject to rejection if their load carrying capacity or service life has been reduced.

331.4.9.1.5 Beams shall be handled/erected by two or more cranes.

331.4.9.1.6 The use of slings which result in a horizontal force component into the beam is prohibited.

331.4.9.1.7 Where beams are proposed to be handled/erected by a single crane, the Contractor shall submit the detailed Work plan and shall obtain written approval from the Engineer prior to conducting the Work.

331.4.9.1.8 Should the bearing surfaces of the prestressed beams or finishing of the concrete bearing blocks leave a gap between the surface of the bearing pad and bottom of the beam, the Contractor shall grind to fit.

331.4.9.1.9 The Contractor shall certify that all beams meet dimensional tolerances prior to shipment to the Work site.

331.4.9.1.10 The beams shall be centered on the span.

331.4.9.1.11 Final site installation of beams on elastomeric bearings shall be carried out when the ambient temperature is between 10°C and 25°C, otherwise additional measures may be required, as directed by the Engineer.

331.4.9.2 Lifting Devices

331.4.9.2.1 Lifting devices shall be supplied in the beam as indicated in Standard Drawing 331-1 and/or as specified in the Contract Documents, and;

331.4.9.2.1.1 Beams having a mass of more than 23 tonnes and less than 43 tonnes shall have a steel plate, as indicated on the Standard Drawing 331-1, typical for the DTI type I- and AASHTO type IV-Beams.

331.4.9.2.1.2 Beams having a mass of more than 43 tonnes and less than 60 tonnes shall have a steel plate, as indicated on the Standard Drawing 331-1, typical for the Bulb-Tee type Beams.

331.4.9.2.1.3 Lifting devices for beams having a mass of more than 60 tonnes must be approved by the Engineer, and shall be submitted for approval as part of 331.3.1.

331.4.9.2.1.4 Beams shall be stored on blocks at least 150 mm off solid level ground and adequately braced and secured to prevent overturning.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST PRESTRESSED CONCRETE BEAMS

ITEM: 331

331.5 MEASUREMENT FOR PAYMENT

331.5.1 The Quantity to be measured for payment shall be the number of beams supplied and installed in accordance with this Item.

331.6 BASIS OF PAYMENT

331.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of precast prestressed concrete beam, as identified under the Contract.

331.6.2 The Owner shall make partial payment for beams in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

POST-TENSIONING SYSTEM

ITEM: 332

332.1 DESCRIPTION

332.1.1 This Item consists of the supply and installation of the complete post tensioning system.

332.2 MATERIALS

332.2.1 All materials and procedures shall be supplied by the Contractor.

332.2.2 Concrete shall be supplied in accordance with Item 302.2 and shall match the specified concrete requirements of the Structure into which it is being incorporated and/or as specified in the Contract Documents.

332.2.3 Grout shall be a pre-packaged natural aggregate grout, mixed, placed and cured as recommended by the manufacturer.

332.2.3.1 Grout shall conform to ASTM C1107 Grade B or Grade C when tested at a fluid consistency of 25 - 30 seconds as per ASTM C939, at temperature extremes of 5 °C and 25 °C, and an extended working time of 30 minutes.

332.2.3.2 Grout shall not contain chlorides or other chemicals known to be deleterious to the post-tensioning steel.

332.2.3.2.1 Chlorides shall be determined in accordance with CSA A23.2-4B.

332.2.3.2.2 When testing for nitrates the sampling procedure shall be in accordance with CSA A23.2-4B, Clauses 5, 6.1, 6.2 and 6.3, then the nitrates in water, so extracted, shall be determined in accordance with ASTM D4327.

332.2.4 Grout shall also be supplied in accordance with CSA A23.1 and shall be proportioned to provide the specified properties as indicated in the Contract Documents and as a minimum shall have the following properties:

332.2.4.1 An approved expanding agent additive or approved pre-manufactured non-shrink grout formulation;

332.2.4.2 A water cement ratio between 0.40 and 0.45; and

332.2.4.3 A minimum compressive strength of 20 MPa at 1 Day, 40 MPa at 7 Days and 60 MPa when tested at 28 Days in accordance with CSA A23.2 when cured at 23°C and shall also meet the 7- and 28-day requirements when tested and cured at the 5°C and 25°C limits.

332.2.5 Reinforcing steel shall be supplied in accordance with Item 304.2.

332.2.6 Post-tensioning strands shall be of the 7-wire stress relieved type and shall meet the requirements of ASTM A416 and have an ultimate tensile strength of 1860 MPa, unless otherwise specified in the Contract Documents.

332.2.7 Post-tensioning wire shall be a high tensile strength wire specifically manufactured for use in prestressed concrete and shall meet the requirements ASTM A421 and shall be of a type BA where cold end deformation is used for anchoring purposes, or type WA where ends are anchored by wedges.

332.2.8 Post-tensioning tendons shall also be supplied in accordance with CSA G279 and CSA S6.

332.2.9 Anchorages and couplings shall be supplied in accordance with CSA A23.1.

332.2.10 The Contractor shall supply bright or galvanized sheet steel sheaths fabricated and placed to be grout tight.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

POST-TENSIONING SYSTEM

ITEM: 332

332.3 SUBMITTALS

- 332.3.1 The Contractor shall be responsible for the design of the post-tensioning system and shall submit the design, in accordance with Item 956.
- 332.3.2 All post-tensioning Work shall be carried out by a qualified Contractor, or subcontractor pre-qualified in accordance with Item 907.
- 332.3.2.1 The Contractor shall provide the Engineer with the name of the proposed post-tensioning firm.
- 332.3.2.2 The post-tensioning firm shall show to the Engineer's satisfaction that he has the Equipment, materials and suitably trained and experienced staff to supply and supervise the installation of the required post-tensioning system.
- 332.3.3 The Contractor shall provide the following informational items, for review, a minimum of 40 Days prior to commencing post-tensioning Work:
- 332.3.3.1 A load strain curve certifying physical properties for each mill heat of bar steel and/or wire steel;
- 332.3.3.2 The physical properties and chemical composition for bar steel and/or wire steel verifying that the materials conform to the minimum specification requirements indicated;
- 332.3.3.3 A mill certificate for anchorages and X rays of each multi strand single wire anchorage;
- 332.3.3.4 Hardness test result(s) for heat treated anchorages;
- 332.3.3.5 Any other standard test data required to certify that all components of system conforms to minimum specification requirements indicated for these components; and
- 332.3.3.5.1 The manufacturer shall provide quality control procedures for review.
- 332.3.4 The submission shall also show the proposed arrangement, location and details, indicating wobble coefficients and belt friction, for sheathing and couplings; manufacture, size, type and ultimate strength of tendons, sequence and rate of tensioning in order to provide post tensioning forces and eccentricities as detailed in the Contract Documents.
- 332.3.5 The post-tensioning system is subject to approval by the Engineer and samples of material such as post-tensioning steel, anchors, couplings, sheath and grout components shall be submitted for approval, when requested by the Engineer.
- 332.3.5.1 Samples submitted shall be accompanied by all necessary certificates, source of supply, date of manufacture and technical information, to enable the Engineer to carry out a full investigation.
- 332.3.5.2 Sufficient test specimens may be taken from each coil of post-tensioning steel and tested by the Owner to determine compliance with the requirements of this specification.
- 332.3.5.2.1 With each sample of post-tensioning cable for testing, there shall be submitted a certificate stating the manufacturer's minimum guaranteed ultimate tensile strength, the corresponding reel number and the date of manufacture.
- 332.3.6 All stranded wire shall be delivered in coils with a metal tag attached to each coil showing, the manufacturer's name, the heat number and the coil number.
- 332.3.7 Each coil shall be accompanied by a stress strain curve, showing, the corresponding information of the metal tag, the ultimate strength, the date of manufacture and the stress strain curve from zero stress to ultimate.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

POST-TENSIONING SYSTEM

ITEM: 332

- 332.3.8 The shipping package or form shall be clearly marked with a statement that the package contains high strength post-tensioning cable; the type of care to be used in handling; and the type, kind and amount of corrosion inhibitor used, including the date when placed, safety orders and instructions for use.
- 332.3.9 The Contractor at the conclusion of the post-tensioning shall provide a copy of the following records:
- 332.3.9.1 Date of tensioning;
- 332.3.9.2 Identification and number of elements;
- 332.3.9.3 Identification of jacking Equipment;
- 332.3.9.4 Required total load per strand;
- 332.3.9.5 Initial tension;
- 332.3.9.6 Anticipated and actual gauge pressure for each strand or strand group;
- 332.3.9.7 Anticipated and actual elongation; and
- 332.3.9.8 Any problems encountered.
- 332.3.10 Submittals are required in accordance with any cross referenced Item forming part of this Item.

332.4 CONSTRUCTION

332.4.1 General

- 332.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 332.4.1.2 All concrete Work shall be carried out in accordance with Item 302.

332.4.2 Post-tensioning Steel

- 332.4.2.1 All post-tensioning steel must be free of deleterious materials such as oil, grease, frost, paint, mill scale, loose rust, corrosion or any foreign material which may prevent bonding between steel and concrete.
- 332.4.2.2 The use of post-tensioning steel having kinks, bends, nicks or other defects is not permitted.
- 332.4.2.3 During all stages of transport, handling, storage and construction, all post-tensioning materials shall be thoroughly protected against corrosion, crushing or other damage.
- 332.4.2.4 All water used for flushing ducts shall contain either quick lime (calcium oxide) or slaked lime (calcium hydroxide) in the amount of 10 kg/m³.
- 332.4.2.4.1 All compressed air used to blow out ducts shall be oil free.
- 332.4.2.5 When wires are to be button headed, the buttons shall be cold formed symmetrically about the axis of the wire.
- 332.4.2.5.1 The buttons shall develop the minimum guaranteed ultimate tensile strength of the wire.
- 332.4.2.5.2 No cold forming process shall be used that causes indentations in the wire.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

POST-TENSIONING SYSTEM

ITEM: 332

- 332.4.2.6 Post-tensioning steel which is installed in members prior to placing and curing of the concrete shall be continuously protected against rust or other corrosion, by means of a corrosion inhibitor placed in the ducts or applied to the steel in the duct, until grouted.
- 332.4.2.7 When post tensioning steel is installed in the ducts after completion of concrete curing, and if stressing and grouting are completed within 10 Days after the installation of the post-tensioning steel, rust which may form shall not be cause for rejection of the steel.
- 332.4.2.7.1 Post-tensioning steel installed, tensioned and grouted within 10 Days, shall not require the use of a corrosion inhibitor in the duct following installation of the post-tensioning steel.
- 332.4.2.7.1.1 Post-tensioning steel installed but not grouted within 10 Days shall be subject to all the requirements pertaining to corrosion protection and rust.
- 332.4.2.8 In tensioning strands, one approved splice per strand shall be permitted provided the splice is not located within the concrete member.
- 332.4.2.8.1 Welded strand joints or wire splices shall not be permitted in any reel or coil of strand.
- 332.4.3 Placement of Cables
- 332.4.3.1 Post-tensioning cables shall be placed within a tolerance of ± 5 mm of their theoretical position and all kinks and undulations shall be avoided.
- 332.4.3.2 Cables shall be supported on rigid metal supports not exceeding a spacing of 1 m and attached to the vertical stirrups without welding.
- 332.4.3.3 The Contractor shall repair the sheath to the satisfaction of the Engineer should the sheath become punctured or crushed at any time during the placement of cables and prior to or during the placement of concrete.
- 332.4.3.4 Where the end of a post tensioned assembly will not be covered by concrete, the anchoring devices shall be recessed so that the ends of the post-tensioning steel and all parts of the anchoring devices will be at least 50 mm inside of the end surface of the members, unless otherwise indicated in the Contract Documents.
- 332.4.3.4.1 Following post tensioning, the recesses shall be filled with an approved type of dry pack material and finished flush.
- 332.4.4 Anchorage and Couplings
- 332.4.4.1 All post tensioning steel shall be secured at the ends by means of an approved permanent type anchoring device.
- 332.4.4.2 Anchorages shall be capable of transferring the maximum post-tensioning force to the concrete without distress to the concrete.
- 332.4.4.3 The final unit compressive stress on the concrete directly underneath the anchorage assembly shall not exceed 21 MPa.
- 332.4.4.4 Bending stresses in the plates or assemblies induced by the pull of the post-tensioning steel shall not exceed the yield point of the material nor cause visible distortion in the anchorage plate when 100% of the ultimate load is applied.
- 332.4.4.5 Anchorages shall be provided with suitable ports for the injection of grout.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

POST-TENSIONING SYSTEM

ITEM: 332

- 332.4.5 Sheath
- 332.4.5.1 The sheath shall be provided with air vents at all high points in the cables.
- 332.4.6 Tensioning Equipment
- 332.4.6.1 Hydraulic jacks and pumps of sufficient capacity shall be used for tensioning of cables.
- 332.4.6.2 All gauges or load cells used for registering the stressing forces shall be calibrated and certified within the previous 12 months of the time of the Work.
- 332.4.6.2.1 If a pressure gauge is used it shall have an accurate reading dial at least 150 mm in diameter and each jack and its corresponding gauge shall be calibrated as a unit and shall be accompanied in the field by a certified calibration chart.
- 332.4.6.2.2 If a load cell is used it shall be calibrated and shall have an indicator by means of which the post-tensioning force in the cables may be determined.
- 332.4.7 Cold Weather Requirements
- 332.4.7.1 Cold weather requirements for grout shall be the same as for concrete as outlined in 302.4.
- 332.4.7.2 The temperature of the concrete surrounding the sheath shall not be less than 5°C during grouting and the temperature of the surrounding concrete shall be maintained at a minimum of 5°C for not less than 7 Days after grouting.
- 332.4.8 Supervision
- 332.4.8.1 The Contractor shall retain personnel on site with extensive experience in post tensioned/prestressed concrete construction and who is thoroughly familiar with the post-tensioning system being used, and this person(s) shall be present at all times during cable placing, stressing and grouting.
- 332.4.9 Post-Tensioning
- 332.4.9.1 No stressing by post-tensioning shall be undertaken until all concrete in the Structure has reached the strength specified in the Contract Documents.
- 332.4.9.2 Prior to post tensioning any member, the Contractor shall demonstrate that the post-tensioning steel is free and unbonded in the duct.
- 332.4.9.3 Stress in the cables shall be measured with a dynamometer accurate to $\pm 0.5\%$ and verified by elongation based on the stress strain characteristics of the wire.
- 332.4.10 Grout
- 332.4.10.1 All cable ducts shall be filled with grout in one continuous operation after the completion of stressing.
- 332.4.10.2 During freezing weather, the grout shall be kept at a minimum of 5°C for not less than 7 Days.
- 332.4.10.3 The grouting Equipment shall be capable of grouting at a minimum pressure of 0.7 MPa and the grouting Equipment shall be furnished with a pressure gauge having a full scale reading of not more than 2 MPa.
- 332.4.10.4 Standby flushing Equipment capable of developing a pumping pressure of 1.7 MPa and of sufficient capacity to flush out any partially grouted cable ducts shall be provided.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

POST-TENSIONING SYSTEM

ITEM: 332

332.4.10.5 All grout shall pass through a screen with 1.8 mm maximum clear opening size prior to being introduced into the grout pump.

332.4.10.6 If a breakdown of the grout pump occurs during the grouting operation, the cable duct shall be flushed out and the entire cable duct regouted.

332.5 MEASUREMENT FOR PAYMENT

332.5.1 The supply and installation of the complete post-tensioning system in accordance with this Item shall be on a lump sum basis.

332.6 BASIS OF PAYMENT

332.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

<u>CONTENTS</u>		
<u>Article</u>		<u>Page</u>
335.1	DESCRIPTION	335-3
335.2	MATERIALS	335-3
335.2.1	General	335-3
335.2.2	Structural Steel	335-3
335.2.3	High Tensile Bolts	335-3
335.2.4	Welding Electrodes	335-4
335.2.5	Stud Shear Connectors	335-4
335.2.6	Formwork	335-4
335.3	SUBMITTALS	335-4
335.3.1	Qualifications of the Fabricator	335-4
335.3.2	Quality System Manual	335-4
335.3.3	Shop Drawings	335-5
335.3.4	Welding Procedures	335-5
335.3.5	Detailed Fabrication Schedule	335-6
335.3.6	Mill Certificates and Cutting Bills	335-6
335.3.7	Conformance for Stud Shear Connectors	335-6
335.3.8	Progress Report	335-6
335.3.9	Erection Procedure Drawings and Calculations	335-7
335.3.10	Transportation	335-7
335.3.11	Submittal Summary & Other Requirements	335-7
335.4	CONSTRUCTION	335-9
335.4.1	General	335-9
335.4.2	Fabrication	335-9
335.4.2.1	Fabrication Standards	335-9
335.4.2.2	Workmanship and Finish	335-9
335.4.2.3	Storage and Handling of Material	335-9
335.4.2.4	Shipping of Material	335-10
335.4.2.5	Camber	335-10

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE		ITEM: 335
335.4.2.6	Girder Splices	335-10
335.4.2.7	Re-entrant Cuts	335-10
335.4.2.8	Thermal Cutting	335-10
335.4.2.9	Fabrication Tolerances	335-11
335.4.2.10	Pre-assembly of Field Connections	335-12
335.4.2.11	Hole Drilled using Numerically Controlled Machines	335-12
335.4.2.12	Welding General	335-13
335.4.2.13	Repair Welding	335-13
335.4.2.14	Blast Cleaning - Painted Areas	335-13
335.4.2.15	Blast Cleaning - Unpainted Areas	335-14
335.4.2.16	Surface Condition of Bolted Parts	335-14
335.4.2.17	Facing of Bearing Surfaces	335-14
335.4.3	Fracture Control	335-14
335.4.4	Transportation	335-14
335.4.5	Storage	335-15
335.4.6	Erection	335-15
335.4.6.1	General	335-15
335.4.6.2	Erection and Construction Stresses	335-15
335.4.6.3	Erection Methods and Equipment	335-16
335.4.6.4	Falsework and Guys	335-16
335.4.6.5	Field Assembling of Steel	335-16
335.4.6.6	High Strength Bolts	335-17
335.4.7	Quality Control and Quality Assurance	335-17
335.4.7.1	Responsibility	335-17
335.4.7.2	Quality Assurance Inspection	335-17
335.4.7.3	Engineer's Representative	335-17
335.4.7.4	Samples and Testing	335-18
335.4.7.5	Transfer of Heat Numbers	335-18
335.4.7.6	Lamination Scans	335-18
335.4.7.7	Inspection of Welds	335-18

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE		ITEM: 335
335.4.7.8	Repair of Welds	335-19
335.4.7.9	Standards of Acceptance of Defects	335-20
335.5	MEASUREMENT FOR PAYMENT	335-20
335.6	BASIS OF PAYMENT	335-20

335.1 DESCRIPTION

335.1.1 This Item consists of the supply of the steel superstructure including the fabrication, quality control non-destructive testing, surface preparation, delivery to the Work Site, and erection.

335.1.2 The Bridge Superstructure has been designed according to CSA-S6, with a CL625-ONT live loading, and all Work shall conform to this, except as noted in the Contract Documents.

335.2 MATERIALS

335.2.1 General

335.2.1.1 All materials shall be supplied by the Contractor.

335.2.1.2 The supply of any additional structural steel not shown on the Contract Documents, deemed necessary for the erection condition, including falsework and guys that may be required to maintain stability, shall be at the Contractor's own expense.

335.2.2 Structural Steel

335.2.2.1 All structural steel, with the exception of secondary members comprised of rolled shapes, shall meet the requirements of CSA G40.21 Grade 350 AT Category 3, "Atmospheric Corrosion Resistant Structural Steel" with "Improved Low Temperature Properties" or ASTM A588 when Charpy Impact Energy test demonstrates adequate toughness.

335.2.2.1.1 This material shall possess a minimum Charpy V Notch impact energy of 27 Joules when tested at minus 30°C, on a per plate basis, as evidenced by rolling mill certificates.

335.2.2.2 All tee sections, channels, rolled beam and angle shapes and pintles shall conform to CSA G40.21 M Grade 350A or ASTM A588.

335.2.2.3 Sample preparation and testing shall be in accordance with the requirements of CSA G40.20.

335.2.2.4 All steel shall be delivered in accordance with CSA G40.20.

335.2.2.5 Structural shapes and angles shall be individually colour marked in accordance with CSA G40.21 or CSA G40.20 when shapes under 150 mm in cross sectional dimension are shipped in bundles and tagged in bundles.

335.2.2.6 All anchor and anchor bolt assemblies including fabricated sections, nuts, and washers shall conform to CSA G40.21 Grade 350A.

335.2.3 High Tensile Bolts

335.2.3.1 High tensile bolts, nuts and washers shall conform to ASTM F3125 Grade A325M or A490M, as specified in the Contract Documents. ASTM F3125 Grade A325M bolts shall be galvanized Type 1 for painted steel or Type 3 for unpainted corrosion-resistant steel.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STEEL SUPERSTRUCTURE

ITEM: 335

335.2.3.2 Nuts shall be Grade A563 DH for galvanized applications and C3 (recommended) or DH3 (suitable) for unpainted applications.

335.2.3.3 A325 nuts and bolts shall be shipped together as an assembly.

335.2.4 Welding Electrodes

335.2.4.1 Electrodes shall conform to CSA W48.

335.2.4.2 Filler metal shall be in accordance with CSA W59, Table 5.1.

335.2.4.3 Deposited weld metal shall have a minimum Charpy Impact Energy of 27 Joules at minus 30°C.

335.2.4.4 The selection, supply and storage of electrodes and fluxes shall be in accordance with Clause 5 of CSA W59.

335.2.5 Stud Shear Connectors

335.2.5.1 Stud shear connectors shall be of a headed stud type, in accordance with the requirements of CSA W59.

335.2.6 Formwork

335.2.6.1 All formwork shall be carried out in accordance with Item 958.

335.3 SUBMITTALS

335.3.1 Qualifications of the Fabricator

335.3.1.1 Within 12 Days after Tender Closing and prior to Award of the Contract, the Contractor shall submit the following:

335.3.1.1.1 Documentation from the Canadian Institute of Steel Construction (CISC) indicating that the steel fabricator has been certified with the CISC Steel Bridge Certification for complex steel bridges.

335.3.1.1.2 Documentation from the Canadian Welding Bureau indicating the fabrication shop is fully certified to the requirements of CSA W47.1, Division 1 or 2.

335.3.2 Quality System Manual

335.3.2.1 The Contractor shall submit the steel fabricator's Quality System Manual to the Engineer five (5) weeks prior to the start of fabrication, in accordance with the latest version of the CISC Steel Bridge Certification Standard.

335.3.2.2 In addition to the requirements of the CISC Steel Bridge Certification Standard, the Quality Systems Manual shall include the following:

335.3.2.2.1 Method of transferring heat numbers, including traceability.

335.3.2.2.2 Method of ensuring dimensional correctness, including traceability.

335.3.2.2.3 Method of ensuring camber checks are complete, including traceability.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

335.3.3 Shop Drawings

335.3.3.1 The Contractor shall submit shop drawings in accordance with Item 956 and including, but not limited to, the following additional requirements:

335.3.3.1.1 The Contractor shall provide shop drawings, including shop details, of all metal Work to the Engineer for review, five (5) weeks prior to the start of fabrication.

335.3.3.1.2 Full detail dimensions and sizes of all components and parts of the Structure.

335.3.3.1.2.1 These dimensions shall make allowance for changes in shape due to weld shrinkage, camber, and any other effects which cause finished dimensions to differ from initial dimensions.

335.3.3.1.3 All necessary specifications for the materials to be used.

335.3.3.1.4 Identification of areas requiring special surface treatment.

335.3.3.1.5 Identification of fracture critical and primary tension members and component parts.

335.3.3.1.6 Bolt installation requirements.

335.3.3.1.7 Details of all welds.

335.3.3.1.8 Symbols for welding and non-destructive tests on shop drawings shall be in accordance with the provisions of CSA W59.

335.3.3.2 After the Engineer's review, the Contractor shall submit one complete set of as-built drawings to the Engineer, after all revisions have been made.

335.3.3.3 No fabrication shall be undertaken until the Engineer has returned the shop drawings to the Contractor.

335.3.3.4 The review of the Contractor's shop drawings by the Engineer shall not relieve the Contractor of his responsibility for the correctness of his drawings.

335.3.3.5 All shop drawings, erection drawings, welding procedures, design briefs, and all other such documents shall be stamped and signed by a Professional Engineer.

335.3.4 Welding Procedures

335.3.4.1 The Contractor shall submit the welding procedure specifications, welding repair procedures, and welding procedure data sheets, conforming to CSA W59 and CSA W47.1, to the Engineer at least two weeks in advance of fabrication. Review by the Engineer must be obtained prior commencing the Work.

335.3.4.1.1 The following shall be included, but not limited to:

335.3.4.1.1.1 The welding process to be used, the position of welding, filler metal, flux, shielding gas if required, joint configurations, number and size of passes, preheat and inter-pass temperatures if required, sequence of passes, current, rate of pass, electrode size, electrical stick out and polarity, and methods of storing consumables.

335.3.4.1.1.1.1 All groove welds shall be considered as primary tension members and shall be certified by the Canadian Welding Bureau to provide a minimum Charpy Impact Energy of 27 Joules at minus 30°C, in accordance with the testing requirements of CSA W47.1, Annex E.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.3.4.1.1.1.1.1 This shall include the testing of five subsurface weld metal Charpy V Notch (CVN) impact test specimens and five subsurface HAZ CVN test impact specimens.
- 335.3.4.1.1.2 The methods that shall be used for the preparation of edges.
- 335.3.4.1.1.3 Measures which shall be taken to control the effects of distortion, shrinkage, and residual stresses.
- 335.3.4.1.1.4 The proposed methods and sequence of assembly.
- 335.3.4.1.1.5 The welding Equipment used shall be calibrated as stated in AWS D1.5.
- 335.3.5 Detailed Fabrication Schedule
- 335.3.5.1 The fabrication schedule shall be submitted to the Engineer fourteen (14) Days prior to the commencement of fabrication.
- 335.3.5.2 The Contractor shall provide seven (7) Days written notice prior to commencement of any fabrication or change in fabrication schedule.
- 335.3.6 Mill Certificates and Cutting Bills
- 335.3.6.1 Certified mill reports shall be submitted to the Engineer for review two (2) weeks prior to the start of fabrication.
- 335.3.6.2 For steel delivered to the fabrication shop during production Work, the Contractor shall submit certified mill test reports and nesting/cutting bills to the Engineer for review 48 hours prior to cutting steel or using the steel in production.
- 335.3.7 Conformance for Stud Shear Connectors
- 335.3.7.1 The Contractor shall submit to the Engineer, at least two (2) weeks in advance of the steel fabrication, three (3) copies of a letter certifying that the stud shear connectors conform to 335.2.5.
- 335.3.8 Progress Report
- 335.3.8.1 A weekly progress report shall be submitted to the Engineer including, but not limited to, the following information:
- Percentage of total material at the fabrication shop (plate, rolled shapes, etc.).
 - Percentage of total plate cut.
 - Percentage of total of rolled shapes incorporated into production.
 - Percentage of total or number of girders in fabrication and percentage or number of girders completed.
 - Percentage of total bracing and diaphragms in production and percent completed.
 - Summary of NCR's and status of each.
 - Summary of any production issues and/or delays and actions taken.
 - Update of NDT work completed and any issues identified, along with corrective action plans.
 - Summary of any direction given.
 - Summary of RFI's and status of each.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.3.9 Erection Procedure Drawings and Calculations
- 335.3.9.1 The Contractor shall submit erection procedure drawings and calculations to the Engineer at least four (4) weeks prior to the Work of erection is to commence under 335.4.6, in accordance with Item 956, and shall include but not be limited to the following:
- 335.3.9.1.1 Drawings fully illustrating the proposed method of erection.
- 335.3.9.1.1.1 The drawings shall show details of all falsework bents, bracing, guys, dead-men, lifting devices, and attachments to the bridge members, sequence of erection, location of cranes and barges, crane capacities, location of lifting points on the bridge members, and weights of the members.
- 335.3.9.1.1.2 The drawings shall be complete in detail for all anticipated phases and conditions during erection.
- 335.3.9.1.2 Calculations to show stresses in the steelworks at the various stages of erection, and to show that members and supports are not overloaded during erection.
- 335.3.9.1.3 The erection submittals shall be in accordance with CSA S6 and 335.4.6.
- 335.3.9.1.4 The Contractor is encouraged to use the AASHTO Steel Bridge Erection Guide Specification S10.1-2019 when developing the erection submittals.
- 335.3.9.2 The method of erection proposed to be used by the Contractor shall be subject to the authorization of the Engineer, but such authorization shall not relieve the Contractor of any responsibility for the safety of the proposed method of erection, overall stability of the steel in the construction phase, or from carrying out the Work in full accordance with the Contract.
- 335.3.10 Transportation
- 335.3.10.1 Two (2) weeks prior to transportation of members, a shipping plan shall be submitted by the Contractor indicating support, lateral bracing, and tie-down points for primary members during transportation to the Work Site.
- 335.3.11 Submittal Summary & Other Requirements
- 335.3.11.1 The following documents shall be submitted as specified herein and in accordance with Table 335-1.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

**Table 335-1
Submittal Summary & Other Requirements**

Documentation	Reference Specification	Frequency and/or Timeline Requirement
Qualifications of Fabricator	Per 335.3.1	Once per contract
Quality Systems Manual	Per 335.3.2	Once per contract
Shop drawings	Per 335.3.3 & Item 956	Once per contract
Detailed Fabrication Schedule	Per 335.3.5	Per 335.3.5
Erection Procedure Drawings and Calculations	Per 335.3.9	Once per contract
Transportation / Shipping Plan	Per 335.3.10	Once per contract
Weekly Progress Report	Per 335.3.8	Per 335.3.8
Welding procedure specifications, welding repair procedures, and welding procedure data sheets	Per 335.3.4	Per 335.3.4
Mill test reports submitted for review and approval	Per 335.3.6 and 335.4.3.2	Per plate, 48 hours prior to being put into fabrication
Nesting / cutting bills submitted for review and approval	Per 335.3.6	Per 335.3.6
Conformance for Stud Shear Connectors	Per 335.3.7	Per 335.3.7
Lamination Scan Results	Per 335.4.7.6	Per 335.4.7.6
Alignment and dimensional checks at shop trial assembly with verified records of the actual measured camber layout/blocking details ¹	Per 335.4.2.10.1	Within 4 days of the completion of fabrication of girder
Fit up of web to flanges, ensuring dimensional correctness, and proper members used ¹	N/A	Within 4 days of the completion of fabrication of girder
Fit up and layout of all stiffeners near side and far side, ensuring dimensional correctness and proper members used ¹	N/A	Within 4 days of the completion of fabrication of girder
All web and flange splices tested and approved by quality control ¹	N/A	For each girder, prior to fit-up of flanges to web
Traceability and documentation of transfer of heat numbers	Per 335.4.3.2 and 335.4.7.5	Within 4 Days of the completion of transferring
Stud Shear Connectors Installation ¹	Per 335.2.5	Within 4 days of the completion of fabrication of girder

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

Documentation	Reference Specification	Frequency and/or Timeline Requirement
Dimensional inspection reports, including individual pieces, diaphragms, and lateral bracing ¹	N/A	Within 4 days of the completion of fabrication of girder
Quality Control Non-Destructive Testing Reports ¹	Per 335.4.7.7	Within 4 days of the completion of fabrication of girder
Non-Conformance Reports (NCR)	N/A	Immediately upon occurrence
Tracking documents to be on hand at fabrication plant for review by the Engineer's representative when visiting facility	Per 335.4.7.3	Updated daily and to be provided immediately upon request by the Engineer
<p>NOTES: 1) Submittal shall include the signature of the person responsible, verifying conformance to the contract requirements.</p> <p style="padding-left: 40px;">2) The Engineer may request revisions and resubmittal of documents at any time.</p>		

335.4 CONSTRUCTION

335.4.1 General

335.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

335.4.2 Fabrication

335.4.2.1 Fabrication Standards

335.4.2.1.1 The fabrication of all structural steel shall conform to the AASHTO LRFD Bridge Construction Specification, AWS D1.5 Bridge Welding Code and to CSA W59, except that all welding shall conform to CSA W59 and CSA W47.1.

335.4.2.1.2 Erection and field cutting, drilling, and welding shall be carried out under the supervision of the CISC Certified Fabricator per 335.3.1.1.1.

335.4.2.2 Workmanship and Finish

335.4.2.2.1 All edges of all members and plates that are to be coated, shall be rounded to a 1.5 mm minimum radius by grinding, prior to blast cleaning and/or fit up.

335.4.2.2.2 All edges of all members and plates that are not to be coated, shall be chamfered 2.0 mm by grinding, prior to blast cleaning and/or fit up.

335.4.2.3 Storage and Handling of Material

335.4.2.3.1 Structural materials, either plain or fabricated, shall be stored at the fabricator's shop or elsewhere above the ground upon platforms, skips or other suitable supports, and shall be kept free from dirt and other foreign matter.

335.4.2.3.2 Structural materials, either plain or fabricated, shall be protected as far as practicable from corrosion.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.4.2.3.3 Long members shall be supported to prevent yielding of the material.
- 335.4.2.3.4 Plates damaged due to handling techniques or devices may be subject to rejection.
- 335.4.2.4 Shipping of Material
- 335.4.2.4.1 Damaged members shall be repaired or replaced as required by the Engineer.
- 335.4.2.5 Camber
- 335.4.2.5.1 All plate girders shall be cambered to compensate for full dead load deflections and the vertical curve as may be required by the profile grade as shown in the Contract Documents.
- 335.4.2.5.1.1 The maximum error in girder camber shall conform to Clause 5.8 of CSA W59, except that the error shall not exceed ± 20 mm.
- 335.4.2.5.2 Rolled sections may be heat cambered using an approved procedure, while plate girders shall have the required camber cut into the web with suitable allowance for camber loss due to cutting, welding, and heat-curving.
- 335.4.2.6 Girder Splices
- 335.4.2.6.1 The locations of the field bolted main girder splices are shown in the Contract Documents.
- 335.4.2.6.1.1 Additional field splices or the relocation of the main bolted field splices shall not be allowed.
- 335.4.2.6.2 The locations of the shop-welded splices are shown in the Contract Documents.
- 335.4.2.6.2.1 No other shop-welded splices shall be permitted without prior written approval of the Engineer.
- 335.4.2.6.2.2 Welded field splices of the main girders shall not be allowed.
- 335.4.2.6.2.3 The locations of the main girder shop welded splices for the flanges are shown on the Contract Documents.
- 335.4.2.6.2.4 Additional shop welded complete penetration groove weld splices in the flanges shall be permitted only with the written approval of the Engineer.
- 335.4.2.6.2.5 The location of complete penetration shop welded groove welds for the web plate shall be subject to the approval of the Engineer.
- 335.4.2.7 Re-entrant Cuts
- 335.4.2.7.1 A fillet of not less than 25 mm radius shall be provided at the junctions of all re-entrant cuts, and the fillet shall be formed before the cuts are made.
- 335.4.2.8 Thermal Cutting
- 335.4.2.8.1 Steel may be flame-cut, provided a smooth surface is secured by the use of a mechanical guide.
- 335.4.2.8.2 Flame cutting by hand shall be done only when approved by the Engineer, and the surface shall be made smooth by planing, chipping, or grinding.
- 335.4.2.8.3 The quality and repair of the cut edges shall conform to Clause 5 of CSA W59.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.4.2.9 Fabrication Tolerances
- 335.4.2.9.1 Structural Members
- 335.4.2.9.1.1 Structural members consisting of a single rolled shape shall meet the straightness tolerances of CSA G40.20, except that columns shall not deviate from straight by more than 1/1000 of the length between points of lateral support.
- 335.4.2.9.1.2 A variation of not more than 1 mm from the detailed length is permissible in the length of members which have both ends finished for contact bearing.
- 335.4.2.9.1.3 Other members without finished ends may have a variation from the detailed length of not more than 2 mm for members 10 m or less in length, or not more than 4 mm for members over 10 m in length.
- 335.4.2.9.2 Abutting Joints
- 335.4.2.9.2.1 When compression members are butted together to transmit loads in bearing, the contact faces shall be milled or saw-cut.
- 335.4.2.9.2.1.1 The completed joint shall have at least 75% of the entire contact area in full bearing, defined as not more than 0.5 mm separation, and the separation of the remainder shall not exceed 1 mm.
- 335.4.2.9.2.2 At joints where loads are not transferred in bearing, the nominal dimension of the gap between main members shall not exceed 10 mm.
- 335.4.2.9.3 Bearing Plates
- 335.4.2.9.3.1 Bearing plates shall meet the following requirements:
- 335.4.2.9.3.1.1 Rolled steel bearing plates 50 mm or less in thickness may be used without planing provided that a satisfactory contact bearing is obtained.
- 335.4.2.9.3.1.2 Rolled steel bearing plates over 50 mm but not over 100 mm may be straightened by pressing or by planing on all bearing surface to obtain a satisfactory contact bearing.
- 335.4.2.9.3.1.3 Rolled steel bearing plates over 100 mm in thickness shall be planed on all bearing surfaces, except for those surfaces which are in contact with concrete foundations and are grouted to ensure full bearing.
- 335.4.2.9.4 Fabricated Components
- 335.4.2.9.4.1 Tolerances for welded components shall conform to Clause 5.4 of CSA W59.
- 335.4.2.9.4.2 Dimensional tolerances of welded structural members shall conform to those prescribed in Clauses 5.8 and 12.5.3 of CSA W59.
- 335.4.2.9.4.3 Built-up, bolted structural members shall satisfy the straightness tolerances of CSA G40.20 for rolled wide flanged shapes.
- 335.4.2.9.4.4 Bearing stiffeners fitted to bear shall have a minimum bearing contact area of 75%, with a maximum separation of 1 mm over the remaining area.
- 335.4.2.9.4.4.1 Contact is defined as a gap less than 0.25 mm.
- 335.4.2.9.4.5 All intermediate stiffeners shall be fitted having a minimum bearing contact area of 25%, and a maximum separation of 1 mm.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.4.2.9.4.5.1 Contact is defined as a gap less than 0.25 mm.
- 335.4.2.9.4.6 Use of force to move flanges inward to achieve fit up tolerance shall be as approved by the Engineer.
- 335.4.2.10 Pre-assembly of Field Connections
- 335.4.2.10.1 Shop Trial Assembly
- 335.4.2.10.1.1 Girders and other main components shall be pre-assembled in the shop to prepare and verify the field-splices.
- 335.4.2.10.1.2 Components shall be supported in a manner consistent with the finished geometry of the Bridge, as defined in the Contract Documents, with allowance for any camber required to offset the effects of dead-load deflection.
- 335.4.2.10.1.3 Holes in the webs and flanges of main components shall be reamed or drilled to final size while in assembly.
- 335.4.2.10.1.3.1 The components shall be pinned and firmly drawn together by bolts before reaming or drilling.
- 335.4.2.10.1.3.2 Drifting done during assembly shall only be sufficient to align the holes and not to distort the steel.
- 335.4.2.10.1.3.3 If required, reaming shall be used to enlarge holes.
- 335.4.2.10.1.4 Where a number of sequential assemblies are required because of the length of the Bridge, the second and subsequent assemblies shall include at least one section from the preceding assembly to provide continuity of alignment.
- 335.4.2.10.1.5 Trial assemblies are required when the field-splices are bolted.
- 335.4.2.10.1.5.1 Each assembly shall be checked by the fabricator for camber, alignment, accuracy of holes, and fit-up of welded joints and milled surfaces.
- 335.4.2.10.1.5.2 Corrective Work, if necessary, shall be carried out in a manner approved by the Engineer.
- 335.4.2.11 Hole Drilled using Numerically Controlled Machines
- 335.4.2.11.1 As an alternative to the above trial assembly, when the bolt holes have been prepared by numerically controlled drilling or using a suitable template, the accuracy of the drilling may be demonstrated by a check assembly consisting of the first components of each type to be made.
- 335.4.2.11.2 If the check assembly is satisfactory, further assemblies of like components are not required.
- 335.4.2.11.3 If the check assembly is unsatisfactory for any reason, the Work shall be redone or repaired in a manner approved by the Engineer.
- 335.4.2.11.3.1 Further check assemblies shall be required as specified by the Engineer to demonstrate that the required accuracy of fit-up has been achieved.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STEEL SUPERSTRUCTURE

ITEM: 335

335.4.2.12 Welding General

335.4.2.12.1.1 All welding, including Workmanship, technique, qualification, etc., shall conform to the requirements of CSA W59, except where modified by the following conditions:

335.4.2.12.1.1.1 The electroslag and electrogas welding processes (see Clause 5 of CSA W59) shall not be used for welding quenched and tempered steels nor for welding components of members subject to tension stress or stress reversal.

335.4.2.12.1.1.2 Groove weld procedures shall be pre-qualified welds in accordance with CSA W59 and CWB certified to provide a minimum Charpy Impact Energy of 27 Joules when tested at minus 30°C per CSA W47.1 Annex E.

335.4.2.12.1.1.3 All groove welds in web and flange plates shall be done to the individual plates prior to the welding of flanges to the web plates.

335.4.2.12.1.2 No field groove welds shall be allowed.

335.4.2.13 Repair Welding

335.4.2.13.1.1 All welding corrections and repairs shall be performed according to CSA S6, clause 10.23, pertaining to fracture critical members.

335.4.2.13.1.2 Repair of base metal by welding at the producing mill shall not be permitted.

335.4.2.14 Blast Cleaning - Painted Areas

335.4.2.14.1.1 All steel that is to be painted shall be blast cleaned to conform to "The Steel Structures Painting Council" specification SSPC SP10 No. 10 "Near-White Blast Cleaning".

335.4.2.14.1.2 All oil and grease and any other surface contamination shall be removed according to the requirements of SSPC SP1 "Solvent Cleaning", before any other surface preparation is started.

335.4.2.14.1.3 The blasting medium (silica sand, grit, or shot) used shall be of a size that produces a surface profile acceptable to the manufacturer of the inorganic zinc coating being used.

335.4.2.14.1.4 The Contractor shall supply the Owner with a letter from the inorganic zinc coating manufacturer stating that the proposed method, Equipment and materials used in the blast cleaning is acceptable.

335.4.2.14.1.4.1 No blast cleaning shall commence until the Owner is in possession of this letter.

335.4.2.14.1.5 No blast cleaning shall be carried out when the surfaces of the steel are damp.

335.4.2.14.1.6 The blast cleaned surfaces shall be coated with inorganic zinc before any rusting occurs.

335.4.2.14.1.7 Under no circumstances are blast cleaned surfaces to be left uncoated overnight.

335.4.2.14.1.8 If the blast cleaned areas become damp and/or rusted, these areas shall be re-blasted after the steel has dried.

335.4.2.14.1.9 The Contractor shall ensure that all applicable safety precautions are taken during the blast cleaning operation.

335.4.2.14.1.10 All surfaces to be painted shall be free from any or all contaminants.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

335.4.2.15 Blast Cleaning - Unpainted Areas

335.4.2.15.1.1 All exposed steel surfaces shall be blast cleaned to conform to "The Steel Structures Painting Council" specification SSPC SP6 "Commercial Blast Cleaning".

335.4.2.15.1.2 The blast cleaning shall preferably be carried out after the complete erection of the structural steel, but may be carried out in the shop after all fabrication work has been completed, provided the Contractor cleans the steel work of all cutting oil, dirt, erection marks or other foreign material after the completion of the erection.

335.4.2.16 Surface Condition of Bolted Parts

335.4.2.16.1.1 All bolted connections are friction type connections and are designed for standard size bolts.

335.4.2.16.1.2 The surface condition for bolted friction connections for painted Structures with coated joints shall be blast cleaned and coated with Class B inorganic zinc silicate coating.

335.4.2.17 Facing of Bearing Surfaces

335.4.2.17.1.1 The surface finish of bearing and base plates shall be in accordance with CSA S6.

335.4.2.17.1.2 Surfaces of flanges which are in contact with bearing sole plates shall be in accordance with CSA W59.

335.4.2.17.1.2.1 Outside this area 2 mm deviation from flat is acceptable.

335.4.2.17.1.2.2 The bearing surface shall be perpendicular to the web and bearing stiffeners.

335.4.3 Fracture Control

335.4.3.1 General

335.4.3.1.1 All bridge members, with the exception of secondary members comprised of rolled shapes, shall be treated as fracture critical in accordance with CSA S6, clause 10.23.

335.4.3.1.2 Attachments having a length of more than 100 mm in the direction of tension and welded to the members shall be treated as part of the member.

335.4.3.2 Identification

335.4.3.2.1 For each component of a fracture critical member, records are to be kept to identify the heat number of the material and its corresponding mill test certificate.

335.4.4 Transportation

335.4.4.1 Primary members shall be shipped upright, unless otherwise approved by the Engineer.

335.4.4.2 Primary members shall be loaded, supported, and unloaded in a manner that will not damage or place excessive stress on the member.

335.4.4.3 Any damaged members shall be repaired or replaced by the Contractor, as required by the Engineer.

335.4.4.4 All fastener components shall be shipped and stored in sealed, watertight containers with the content clearly labelled on the outside.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

335.4.5 Storage

335.4.5.1 Fabricated material shall be stored above ground on platforms, blocking or other suitable supports, and shall be kept clean from dirt and other foreign matter.

335.4.5.2 Primary members shall be stored upright and braced to ensure stability.

335.4.5.3 All members shall be stored in a manner to prevent permanent damage.

335.4.6 Erection

335.4.6.1 General

335.4.6.1.1 The Contractor shall not commence erection until the erection submittal requirements are satisfied per 335.3.9, and authorization has been obtained from the Engineer.

335.4.6.1.2 The Contractor shall erect the whole of the fabricated structural steel Work which he supplies under the Contract.

335.4.6.1.3 The Contractor shall erect the structural steel in accordance with the requirements of the AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications, the AASHTO Bridge Construction Specifications, and CSA S6.

335.4.6.1.4 Components shall be lifted and placed using appropriate lifting Equipment, temporary bracing, guys, or stiffening devices, such that they are never overloaded or unstable.

335.4.6.1.5 Additional permanent material may be provided to ensure that the member capacities are not exceeded during erection, if approved by the Engineer.

335.4.6.1.6 All falsework, including necessary foundations, required for the safe construction of the Bridge shall be designed, furnished, maintained, and removed by the Contractor.

335.4.6.1.7 The Contractor shall not use any of the material intended for use in the finished Bridge for temporary purposes during erection unless such use is approved by the Engineer.

335.4.6.1.8 All temporary falsework towers, cables, dampers, etc., shall be removed from the erected steelworks following complete erection of the steelworks.

335.4.6.1.9 Any additional bracing or guys required, other than those shown in the Contract Documents, to maintain the stability for the construction stage, shall only be removed by the Contractor at a time that is mutually suitable to the Engineer and the Contractor.

335.4.6.1.10 The company undertaking field-welding shall be certified to Division 1 or 2 of CSA W47.1.

335.4.6.1.11 Tack welds used for attachments, or for any other purpose, are expressly forbidden unless they subsequently become part of welds detailed in the Contract Documents.

335.4.6.1.12 The use of tack welds which are not part of the welds detailed in the Contract Documents, shall not be made on any portion of the girders.

335.4.6.1.13 The Substructure shall be protected prior to erection, under a separate Item as specified in the Contract Documents, against rust-staining by water run off from the Bridge.

335.4.6.2 Erection and Construction Stresses

335.4.6.2.1 The Contractor shall assume full responsibility to verify all Bridge components for erection stresses and shall provide any additional steel and/or bracing, if required, for his erection procedure.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.4.6.2.2 Under no circumstances may stresses occurring in the members of the Structure exceed the basic allowable stresses, except with the express permission of the Engineer.
- 335.4.6.2.2.1 All allowable stresses shall be based upon CSA S6 Canadian Highway Bridge Design Code and the AASHTO LRFD Bridge Design Specifications.
- 335.4.6.2.3 Release of temporary supports or temporary members, etc. must be gradual, and under no circumstances shall a sudden release be permissible.
- 335.4.6.3 Erection Methods and Equipment
- 335.4.6.3.1 The Contractor shall ensure that all cranes, rigging, and Equipment are in good condition and properly maintained at all times during the period of the Work.
- 335.4.6.3.2 The Contractor shall ensure that all cranes, rigging, and Equipment is of adequate capacity to carry out the required steel erection.
- 335.4.6.3.3 The Engineer shall have the right to inspect all Equipment to be used for the erection to satisfy himself that such Equipment is of good quality, and he may forbid the use of any Equipment that is, in his opinion, in any way faulty.
- 335.4.6.3.3.1 The inspection of the erection Equipment by the Engineer shall in no way relieve the Contractor of his primary responsibility for the safety and adequacy of all erection methods and Equipment.
- 335.4.6.3.4 All structural steelworks shall be handled in such a manner so as to prevent shock or impact loadings to any steel member or Substructure component.
- 335.4.6.3.5 Slings and other lifting apparatus used in the handling of structural steelworks shall be of a type which will not damage shop primed or painted surfaces of fabricated steelworks.
- 335.4.6.4 Falsework and Guys
- 335.4.6.4.1 The Contractor shall construct, erect, maintain, and subsequently remove and dispose of all falsework and guys required for the erection of the Work.
- 335.4.6.4.2 Falsework shall include all temporary supports and foundations, and shall be properly designed and substantially constructed and maintained to sustain the loads which shall act upon it.
- 335.4.6.4.3 Falsework shall be carried out in accordance with Item 957.
- 335.4.6.5 Field Assembling of Steel
- 335.4.6.5.1 When the cantilever method of erection is used, the splice or splices which connect a member to the part of the Structure already erected shall be fully bolted before any further members are put in place.
- 335.4.6.5.2 Cylindrical erection pins for use in shop-reamed holes shall be machined to a push fit so as to obtain an accurate matching of corresponding holes.
- 335.4.6.5.3 Shop reamed holes shall not be re-reamed on the site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.4.6.6 High Strength Bolts
- 335.4.6.6.1 High strength bolts shall be installed and inspected in accordance with the "Specification for Structural Joints using High Strength Bolts" by the Research Council on Structural Connections, and AASHTO LRFD Specifications with latest revisions.
- 335.4.6.6.2 The "turn of the nut" method, per CSA S6 shall be used for tightening bolts.
- 335.4.6.6.2.1 The Contractor shall supply personnel to assist in inspecting all high strength bolted connections for conformance to the job inspection torque and the Contract Documents.
- 335.4.6.6.3 The Contractor shall pay particular attention to the lubricant required for the nuts and additional test requirements required for galvanized bolts.
- 335.4.7 Quality Control and Quality Assurance
- 335.4.7.1 Responsibility
- 335.4.7.1.1 It is the Contractor's responsibility to supply the material, execute, complete, and maintain the Work in strict accordance with the terms of the Contract; inspection by the Engineer shall not relieve the Contractor of any of his obligations.
- 335.4.7.2 Quality Assurance Inspection
- 335.4.7.2.1 Inspection by the Engineer may extend to all or any part of the Work and to the preparation, fabrication, or manufacture of any of the materials, in accordance with the General Conditions "B" 21.
- 335.4.7.2.2 The Contractor shall provide the Engineer with all information as is required to make a complete and detailed inspection.
- 335.4.7.2.3 The Engineer shall be allowed access to all parts and phases of the Work.
- 335.4.7.3 Engineer's Representative
- 335.4.7.3.1 If deemed necessary by the Engineer, an Engineer's representative may be assigned to the project to report to the Engineer on the progress of the Work as a whole and the manner in which it is being performed, to ensure adherence to the requirements of the Contract, to report on any noted failure by the Contractor to fulfil the requirements of the Contract, and to direct the Contractor's attention to such failure.
- 335.4.7.3.1.1 The Engineer's representative may be an employee of the New Brunswick Department of Transportation and Infrastructure or a hired consultant.
- 335.4.7.3.2 The Engineer's representative(s) shall, within the limits of the written authorization given to them by the Engineer, have authority to reject material or Work that does not conform to the requirements of the Contract, but no representative of the Engineer shall have authority to revoke, alter, enlarge, relax or release any requirement of the Contract.
- 335.4.7.3.3 Tracking documents shall be made available to the Engineer's representative at any time.
- 335.4.7.3.4 No representative of the Engineer shall perform any duty or management on the Contractor's behalf.
- 335.4.7.3.5 The Contractor shall provide regular and practically located office space at the fabrication plant to accommodate the Engineer.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.4.7.3.5.1 The office space shall be ventilated, climate controlled to 20°C, lighted and clean, and shall be furnished with a suitable standard office desk and chair.
- 335.4.7.3.5.2 Convenient internet, photocopy, and mail shall be provided.
- 335.4.7.4 Samples and Testing
- 335.4.7.4.1 The Engineer shall have the right to call for any additional samples, specimens, and tests that are, in his opinion, necessary to secure proper quality assurance of the material and the Work.
- 335.4.7.4.2 The Contractor shall bear all costs for the provision, preparation, and testing of samples and specimens, including the costs of re-inspection and retesting as associated with Work not meeting the requirements of the Contract Documents.
- 335.4.7.5 Transfer of Heat Numbers
- 335.4.7.5.1 The Contractor shall transfer heat numbers on plates for flanges, webs, stiffeners, splice plates, and diaphragm plates.
- 335.4.7.5.2 Heat numbers or any other identification numbers are not to be stamped on individual pieces or plates unless authorized in writing by the Engineer. Heat numbers shall be marked with non-oil based chalk or crayon.
- 335.4.7.5.3 The Contractor shall prepare a drawing indicating the heat number of steel used for all components of the steel Superstructure.
- 335.4.7.6 Lamination Scans
- 335.4.7.6.1 The contractor shall perform lamination scans by ultrasonic examination on all plate with a thickness of 25 mm or greater.
- 335.4.7.6.2 Ultrasonic examination shall be performed according to ASTM A435.
- 335.4.7.6.3 Personnel performing ultrasonic examination shall be qualified as a minimum Level 2 or 3 Ultrasonic Operator in accordance with the pertinent requirements of CSA S6, CSA W59, CSA W178.1 and CAN/CGSB-48.9712/ISO 9712.
- 335.4.7.6.4 The contractor shall submit the inspection reports to the Engineer prior to the plate being put into fabrication.
- 335.4.7.7 Inspection of Welds
- 335.4.7.7.1 Quality control shall be according to CSA S6, Clause A10.1.8. The acceptance standards for CSA W59 for dynamically loaded structures shall also apply.
- 335.4.7.7.2 In addition to quality control measures instituted by the Contractor, the Contractor shall be responsible for the quality control procedures specified herein.
- 335.4.7.7.3 The Contractor shall utilize an independent agency for quality control non-destructive weld inspection; the independent agency shall select the locations of testing.
- 335.4.7.7.4 All weld inspection personnel and agencies shall be certified to the requirements of CSA W47 and CSA W59.
- 335.4.7.7.5 The Engineer reserves the right to select welds for non-destructive testing.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

- 335.4.7.7.6 If faults in the welds are discovered, the Engineer may order additional testing as he may consider necessary to satisfy himself as to the overall quality and Workmanship of the welded construction.
- 335.4.7.7.7 Any welds found to be faulty shall be removed, re-welded, and retested at the Contractor's own expense.
- 335.4.7.7.8 In general, the following minimum testing shall be conducted:
- 335.4.7.7.8.1 All welds shall be visually inspected.
- 335.4.7.7.8.2 Groove welds in flanges and webs of built-up members shall be tested by magnetic particle, radio-graphically, and/or ultrasonically as follows:
- 335.4.7.7.8.2.1 All flange tension splices and flange splices subject to stress reversal shall receive 100% radiographic and/or ultrasonic inspection.
- 335.4.7.7.8.2.2 Web splices shall receive 100% radiographic and/or ultrasonic inspection for a minimum of half of the depth beginning at the point or points of maximum tension and 25% of the remainder of the web splice shall be so tested.
- 335.4.7.7.8.2.3 Flange compression splices shall receive 25% radiographic and/or ultrasonic inspection.
- 335.4.7.7.8.2.4 All groove welds shall receive 100% magnetic particle inspection.
- 335.4.7.7.8.3 Web to flange fillet welds shall be subject to magnetic particle inspection in accordance with Table 335-2.

**Table 335-2
Magnetic Particle Inspection Sequence**

Submerged arc welds	25 percent of length
Semiautomatic welds	50 percent of length
Manual welds	100 percent of length

- 335.4.7.7.8.4 Fillet welds for attaching gusset plates, diaphragm welds and stiffeners shall have 25% of the total tested by magnetic particle inspection.
- 335.4.7.7.8.5 All transverse welds on flanges shall receive 100% magnetic particle inspection.
- 335.4.7.7.8.6 All gusset plates and stiffeners for attaching diaphragm bracing shall be tested for 100% of the length from the mid depth of the web to the tension flange.
- 335.4.7.7.9 Radiographic and/or ultrasonic testing shall be performed prior to assembly of the flanges to the web.
- 335.4.7.7.10 In the event that defects are found, all welds shall be tested and all inferior welding shall be corrected and retested, at the Contractor's own expense.
- 335.4.7.8 Repair of Welds
- 335.4.7.8.1 Any welds which do not meet the acceptance standards shall be removed, re-welded and re-tested at the Contractor's expense.
- 335.4.7.8.2 The repair and non-destructive testing of fracture-critical and primary-tension members shall be in accordance with 335.4.2 and 335.4.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL SUPERSTRUCTURE

ITEM: 335

335.4.7.9 Standards of Acceptance of Defects

335.4.7.9.1 The standards of acceptance of defects shall be in accordance with Clause 12 of CSA W59.

335.5 MEASUREMENT FOR PAYMENT

335.5.1 The labour, Equipment, and materials required for, but not limited to, the loading, shipping, supply, fabrication, quality control non-destructive testing, surface preparation, delivery, and erection of the complete steel Superstructure in accordance with this Item shall be on a lump sum basis.

335.6 BASIS OF PAYMENT

335.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

335.6.2 The Contractor may be granted progress payments in accordance with the Terms of Payment A section 4 and;

335.6.2.1 The Contractor shall provide the Engineer, at the time of signing of the Contract, a breakdown of the Lump Sum Price, including but not necessarily limited to, identifying the portion of the price attributable to the supply of materials to the fabricator's shop (structural plate and rolled shapes), steel fabrication, shop painting preparation, material transportation, and erection, excluding temporary access Structures, temporary erection supports, and fasteners.

335.6.2.2 The Owner shall take ownership of the materials and Work covered by the progress payment, however the Contractor shall assume the full responsibility for the care and maintenance for all such materials until placed and accepted in the Structure.

335.6.2.2.1 The Contractor shall be solely responsible to repair or replace, at his own expense, any materials or components of the Work which become damaged or lost between the period of the progress payment and the inclusion of the materials or components into the Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COATINGS FOR STEEL STRUCTURES

ITEM: 336

- 336.1 DESCRIPTION
- 336.1.1 This Item consists of the surface preparation as well as the supply, application, and inspection of coatings to the steel structure. This Item is applicable to coatings applied in the shop and/or in the field.
- 336.2 MATERIALS
- 336.2.1 All materials shall be supplied by the Contractor.
- 336.2.2 The coating to be applied to the structural steel shall be in accordance with the following coating systems, as specified in the Contract Documents:
- 336.2.2.1 System “A”: Inorganic zinc primer (Primer) plus high build modified aluminum epoxy mastic coating (Mid-Coat) plus high build aliphatic polyurethane coating (Top Coat).
- 336.2.2.1.1 The Top Coat colour shall be as specified in the Contract Documents.
- 336.2.2.2 System “B”: Inorganic zinc primer (Primer) plus two coats of high build modified aluminum epoxy mastic coating (Mid-Coats).
- 336.2.2.2.1 The Mid-Coat is to be the colour of leafed aluminum, as approved by the Engineer.
- 336.2.2.3 System “C”: Bare steel – uncoated, except for 3 metres from the end of the Structure at the abutments and 3 metres on each side of the expansion joints, which shall be coated with inorganic zinc primer (Primer) plus high build modified aluminum epoxy mastic coating (Mid-Coat) plus high build aliphatic polyurethane coating (Top Coat).
- 336.2.2.3.1 The colour of the Top Coat shall be a colour to match the weathered steel, as approved by the Engineer.
- 336.2.2.4 System “D”: One coat of inorganic zinc primer (Primer) to be applied to the interior surface of box girders.
- 336.2.3 The Primer, Mid-Coat, and Top Coat for shop and field work shall be compatible with each other and shall be manufactured by the same company.
- 336.2.4 The coatings indicated in Table 336-1 are approved for use in the Work; the Engineer will not entertain substitutions during the term of the Contract.

**Table 336-1
Approved Coatings**

Supplier	Material	Product
PPG Protective and Marine Coatings	Inorganic Zinc Primer	Dimetcote 9
	High Build Aluminium Epoxy Mastic	Amerlock 400AL
	Gloss Aliphatic Polyurethane	Amershield
Carboline	Inorganic Zinc Primer	Carbozinc 11
	High Build Aluminium Epoxy Mastic	Carbomastic 15
	Aliphatic Polyurethane Highbuild Satin Finish	Carbothane 133 HB

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COATINGS FOR STEEL STRUCTURES

ITEM: 336

336.3 SUBMITTALS

- 336.3.1 The Contractor shall submit the coating supplier's current printed instructions for application 14 Days prior to the commencement of Work.
- 336.3.2 If repair of damaged or deficient coatings is required, the Contractor shall submit a repair procedure to the Engineer for approval prior to commencing Work, in accordance with 336.4.6.
- 336.3.3 A sample of the proposed paint colour shall be submitted to the Engineer for approval 14 days prior to the commencement of Work.
- 336.3.4 A complete quality control documentation package shall be kept by the Contractor and submitted to the Engineer within 14 days of the completion of the coating Work and shall include but not be limited to:
- 336.3.4.1 Conditions at the time of coating application, including the ambient temperature, steel temperature, humidity, and dew points.
- 336.3.4.2 Material information including lot and batch numbers, thinners etc.
- 336.3.4.3 Equipment used.
- 336.3.4.4 Daily curing conditions including temperatures and humidity.
- 336.3.4.5 Average dry film thickness (DFT) for each coat.

336.4 CONSTRUCTION

336.4.1 General

- 336.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

336.4.2 Inorganic Zinc Coating (Primer)

- 336.4.2.1 The Primer shall be mixed, applied to the near-white metal surface prepared in accordance with SSPC (Steel Structures Painting Council) SP10 "Near-White Blast Cleaning", and cured in the shop at the proper temperature in accordance with the coating supplier's recommendations.
- 336.4.2.1.1 Mixing of partial kits shall not be permitted.
- 336.4.2.2 All surfaces shall be completely free of dust, dirt, moisture, oil, grease, and other contaminants prior to the application of Primer in accordance with 335.4.2.14.
- 336.4.2.3 The Primer shall be applied to the metal surface with airless spray Equipment, as recommended by the Primer supplier.
- 336.4.2.4 The Primer is to be applied to all surfaces of all structural steel that is to be coated. The top surface of the top flange of all composite deck girders and floor beams that are to be embedded in concrete shall remain uncoated with the exception of a 25 mm wide strip along each edge.
- 336.4.2.5 The uncoated top surface of the top flange shall receive a commercial blast finish in accordance with SSPC SP6 "Commercial Blast Cleaning" and shall be protected from any overspray.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

COATINGS FOR STEEL STRUCTURES

ITEM: 336

- 336.4.2.6 All coated surfaces shall receive a dry film thickness of $75 \pm 10 \mu\text{m}$ (one coat) with the exception of the interior of box girders.
- 336.4.2.7 All interior surfaces of box girders shall receive a dry film thickness of $100 \pm 10 \mu\text{m}$ (one coat) and will not require a subsequent coat.
- 336.4.2.7.1 These surfaces include the top interior surface of the bottom flanges, the inside of all web plates, the top 25 mm strip along the top flanges, the interior bottom surfaces and edges of the top flanges, all interior stiffeners and bracing, all interior diaphragms, and all faces of deck support angles.
- 336.4.2.8 Primer applied to areas that are to be welded shall be a weldable Primer, as approved by the Engineer.
- 336.4.3 High Build Modified Aluminum Epoxy Mastic Coating (Mid-Coat)
- 336.4.3.1 The Mid-Coat shall be mixed, applied to the zinc rich primed surface, and cured in the shop at the proper temperature in accordance with the supplier's recommendations.
- 336.4.3.1.1 Mixing of partial kits shall not be permitted.
- 336.4.3.2 All surfaces shall be free of dust, dirt, moisture, oil, grease, and other contaminants prior to the application of the Mid-Coat.
- 336.4.3.3 Oil and grease shall be removed with a solvent as recommended by the supplier of the coating system.
- 336.4.3.4 All corners, crevices, rivets, bolts, welds, and sharp edges shall be stripe coated with the high build modified aluminum epoxy coating prior to the application of the Mid-Coat.
- 336.4.3.5 Each coat shall have a dry film thickness of $125 \pm 20 \mu\text{m}$.
- 336.4.3.6 The top surfaces of the girder and floor beam top flanges that are to be embedded in concrete shall receive the first coat of the Mid-Coat within a distance of 25 mm from the exterior edges.
- 336.4.3.6.1 The Contractor shall employ such measures as necessary to ensure that the Mid-Coat is confined to the above 25 mm width along the top flanges and that the remaining top surfaces of the top girder flanges that are to be embedded in the concrete deck be protected from overspray, including shear studs.
- 336.4.3.6.2 If System "B" is used, the second coat of high build modified aluminum epoxy mastic is to be applied in the same manner as the first.
- 336.4.3.7 Connection locations shall be masked out to ensure there is no Mid-Coat applied to faying surfaces, under splice plates, bolts, nuts, and washers. Subsequent coats shall have these previously masked areas "stepped back" 50 mm to permit blending of field coats after erection and completion of connections.
- 336.4.3.8 A high build modified aluminum epoxy mastic coating is not to be applied to the inside of box girders.
- 336.4.4 High Build Aliphatic Polyurethane Coating (Top Coat)
- 336.4.4.1 The Top Coat shall be mixed, applied to the epoxy mastic coated surface, and cured in the shop at the proper temperature in accordance with the coating supplier's recommendations.
- 336.4.4.1.1 Mixing of partial kits shall not be permitted.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COATINGS FOR STEEL STRUCTURES

ITEM: 336

- 336.4.4.2 All surfaces shall be free of dust, dirt, moisture, oil, grease, and other contaminants prior to the application of the coating.
- 336.4.4.3 Oil and grease shall be removed with a solvent as recommended by the supplier of the coating system.
- 336.4.4.4 The Top Coat shall have a dry film thickness per the coating supplier's specifications.
- 336.4.4.5 The top surfaces of the girder and floor beam top flanges that are to be embedded in concrete, shall receive the first coat of the Top Coat within a distance of 25 mm from the exterior edges.
- 336.4.4.5.1 The Contractor shall employ such measures as necessary to ensure that the Top Coat is confined to the above 25 mm width along the top flanges and that the remaining top surfaces of the top girder flanges that are to be embedded in the concrete deck be protected from overspray, including shear studs.
- 336.4.4.6 Connection locations shall be masked out to ensure there is no Top Coat applied to faying surfaces, under splice plates, bolts, nuts, and washers. Subsequent coats shall have these previously masked areas "stepped back" 50 mm to permit blending of field coats after erection and completion of connections.
- 336.4.4.7 A high build aliphatic polyurethane coating is not to be applied to the inside of box girders.
- 336.4.5 Surface Condition of Bolted Parts
- 336.4.5.1 All bolted connections shall be friction type connections which are designed for standard size bolts.
- 336.4.5.2 The surface condition for bolted friction connections for coated or uncoated Structures shall be prepared in accordance with the requirements of CSA S6 Table 10.8 for Class B Contact Surface for Bolted Parts.
- 336.4.5.3 The faying surfaces of connections designed as Class A, B, or C shall be prepared as follows:
- 336.4.5.3.1 For clean mill scale, the surfaces shall be free of oil, paint, lacquer, or any other coating for all areas within the bolt pattern and for a distance beyond the edge of the bolt hole that is the greater of 25 mm or the bolt diameter.
- 336.4.5.3.2 For Classes A and B, the surfaces shall have the same blast cleaning and coating application as used in the tests to determine the mean slip coefficient.
- 336.4.5.3.2.1 Coated joints shall not be assembled before the coating has cured for the minimum time used in the tests to determine the mean slip coefficient.
- 336.4.5.3.3 For Class C, the surfaces shall be hot-dip galvanized in accordance with CSA G164 and the surface subsequently roughened by means of hand wire brushing; power wire brushing shall not be permitted.
- 336.4.6 Field Painting, Repairs, and Touch-Ups
- 336.4.6.1 General
- 336.4.6.1.1 Field painting shall not be carried out between September 15th and May 15th, without the written approval of the Engineer.
- 336.4.6.1.2 All field painting and sandblasting operations shall be isolated from the environment and substructure by full enclosure consisting of vertically hung, overlapping tarpaulins or permeable sheeting on all sides with overhead cover and ground sheets.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COATINGS FOR STEEL STRUCTURES

ITEM: 336

- 336.4.6.1.2.1 This requirement may be waived for small areas if approved by the Engineer.
- 336.4.6.1.3 Field coating shall be applied to the steel surface with airless spray Equipment as recommended by the coating supplier.
- 336.4.6.1.4 Repair of damaged areas is the responsibility of the Contractor and shall not receive additional payment.
- 336.4.6.1.5 The Contractor shall take due care to protect the piers, abutments, passing vehicles, etc., from overspray in all field painting operations.
- 336.4.6.1.5.1 The Contractor shall assume full liability for the result of his actions in the event that paint contamination and/or damage occurs to any public or private property.
- 336.4.6.1.5.2 The Contractor shall be responsible to remove and clean any such over-sprayed surface, to the satisfaction of the Engineer.
- 336.4.6.2 Field Splices, Bolted Connections, and Masked Out Areas
- 336.4.6.2.1 Field coating of splices, bolted connections, and masked out areas shall be in accordance with these specifications, the coating supplier's instructions, SSPC PA-1, and any directions by the Engineer.
- 336.4.6.2.2 Airless spray application shall be used for coating splices, bolted connections, and masked out areas in the field, as recommended by the coating supplier, and/or as directed by the Engineer.
- 336.4.6.2.3 Coating of splices, bolted connections, and masked out areas shall be applied in the field after the steel erection.
- 336.4.6.2.4 Coating thicknesses for Mid-Coat and Top Coat applications shall be per 336.4.3 and 336.4.4, respectively.
- 336.4.6.3 Field Touch-Ups and Repairs
- 336.4.6.3.1 If a section is damaged or deemed unacceptable by the Engineer, the Contractor shall submit a repair procedure to the Engineer for approval prior to commencing repair Work.
- 336.4.6.3.2 Any required Work, including sandblasting and painting of all required coats, shall be in accordance with the Contract Documents, the coating supplier's instructions, SSPC PA-1, and any directions by the Engineer.
- 336.4.7 Quality Control and Quality Assurance
- 336.4.7.1 Responsibility
- 336.4.7.1.1 It is the Contractor's responsibility to supply the material, execute, complete, and maintain the Work in strict accordance with the terms of the Contract; inspection by the Engineer shall not relieve the Contractor of any of his obligations.
- 336.4.7.2 Quality Assurance Inspection
- 336.4.7.2.1 Inspection by the Engineer may extend to all or any part of the Work and to the preparation, fabrication, or manufacture of any of the materials, in accordance with the General Conditions "B" 21.
- 336.4.7.2.2 The Contractor shall provide the Engineer with all information as is required to make a complete and detailed inspection.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COATINGS FOR STEEL STRUCTURES

ITEM: 336

336.4.7.3 Engineer's Representative

336.4.7.3.1 If deemed necessary by the Engineer, an Engineer's representative may be assigned to the project to report to the Engineer on the progress of the Work as a whole and the manner in which it is being performed, to ensure adherence to the requirements of the Contract, to report on any noted failure by the Contractor to fulfil the requirements of the Contract, and to direct the Contractor's attention to such failure.

336.4.7.3.1.1 The Engineer's representative may be an employee of the New Brunswick Department of Transportation and Infrastructure or a hired consultant.

336.4.7.3.2 The Engineer's representative(s) shall, within the limits of the written authorization given to them by the Engineer, have authority to reject material or Work that does not conform to the requirements of the Contract, but no representative of the Engineer shall have authority to revoke, alter, enlarge, relax, or release any requirement of the Contract.

336.4.7.3.3 No representative of the Engineer shall perform any duty or management on the Contractor's behalf.

336.4.7.3.4 The Contractor shall provide regular and practically located office space at the fabrication plant to accommodate the Engineer.

336.4.7.3.4.1 The office space shall be ventilated, climate controlled to 20°C, lighted and clean, and shall be furnished with a suitable standard office desk and chair.

336.4.7.3.4.2 Convenient internet, photocopy, and mail shall be provided.

336.4.7.3.5 Quality control records and other documents shall be made available to the Engineer's representative at any time, in accordance with 336.3.

336.4.7.4 Samples and Testing

336.4.7.4.1 The Engineer shall have the right to call for any additional samples, specimens, and tests that are, in his opinion, necessary to secure proper quality assurance of the material and the Work.

336.4.7.4.2 The Contractor shall bear all costs for the provision, preparation, and testing of samples and specimens, including the costs of re-inspection and retesting as associated with Work not meeting the requirements of the Contract Documents.

336.4.7.5 Inspection of the Coating System

336.4.7.5.1 The Contractor shall be responsible for all quality control inspection and testing.

336.4.7.5.2 The Contractor's inspector shall have a NACE (National Association of Corrosion Engineers) Level 2 certification.

336.4.7.5.3 Inspection of the completed coatings shall be based upon magnetic detector readings per SSPC PA 2.

336.4.7.5.4 At the discretion of the Engineer, an occasional spot test may be made using a sharp chisel (or other means) to remove a small section of the coating to physically gauge the coating thickness as a "proof" test. Where such tests are made, the areas shall be recoated at the Contractor's own expense.

336.4.7.5.5 Blast cleaned faces scheduled for coating are to be approved by the Engineer prior to the start of the Primer application.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COATINGS FOR STEEL STRUCTURES

ITEM: 336

- 336.4.7.5.6 Each coating application is to be verified by the Engineer prior to the application of a subsequent coat.
- 336.4.7.5.7 Each Day's Work shall be inspected by the Engineer not later than the Day following application of the coatings.
- 336.4.7.5.8 Inspection by the Engineer shall not relieve the Contractor of the responsibility for furnishing the qualified labour, Equipment, staging etc. necessary to meet the requirements of this specification or for providing temporary access for the purposes of inspection.
- 336.4.7.5.9 Detection of inadequately coated sections shall be indicated upon inspection by circling the area to be recoated with chalk or other appropriate means.
- 336.4.7.5.9.1 If such areas are close together, the Engineer may require re-coating of the entire surface within the affected portion(s).
- 336.4.7.5.9.2 Re-inspection of the replaced portion(s) shall be to the satisfaction of the Engineer.
- 336.4.7.5.9.3 The cost of repairing and re-inspecting the coating shall be at the Contractor's own expense.

336.5 MEASUREMENT FOR PAYMENT

- 336.5.1 The labour, Equipment, and materials required for, but not limited to, the surface preparation, coating, quality control inspection, and access to the steel structure in accordance with this Item shall be on a lump sum basis.

336.6 BASIS OF PAYMENT

- 336.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL LAMINATED BEARINGS

ITEM: 341

341.1 DESCRIPTION

341.1.1 This Item consists of the supply and installation of steel reinforced bearings.

341.2 MATERIALS

341.2.1 General

341.2.1.1 All materials shall be supplied by the Contractor and shall conform to the requirements of CSA S6.

341.2.1.2 The bearings shall be of an approved type sufficient to provide as a minimum, the loading and movement capacities indicated in the Contract Documents.

341.2.1.3 The elastomer used in the bearings shall be 100% virgin natural polyisoprene of nominal 55 ± 5 durometer hardness having properties conforming to the requirements of CSA S6.

341.2.1.4 The elastomer compound used in the bearings shall conform to Grade 5 low temperature behaviour.

341.2.1.5 The steel laminations incorporated into the bearings shall be rolled mild steel sheets, with a minimum yield strength of 230 MPa and not less than 3 mm nor more than 5 mm in thickness.

341.2.1.6 The rubber/steel bearings shall be moulded as complete units.

341.2.1.6.1 Vulcanizing or otherwise bonding rubber sheet to bearings cut from larger moldings shall not be accepted.

341.2.1.7 Bearing pressures, compressive deflections, rotation and shear deformations shall conform to the limits as specified in CSA S6.

341.2.1.8 Where indicated on reference bearings, all bearings shall be supplied complete with locating dowels and PVC caps.

341.2.1.8.1 The minimum effective rubber thickness shall take into consideration the effect of dowel penetration.

341.2.1.9 The effective rubber thickness, denoted as T in CSA Standard CSA S6 and T_e in Table 341-2, shall be the sum of the thicknesses of all laminates with a shape factor less than or equal to 12.

341.2.1.10 Bearings shall be stored at least 100 mm off the ground in a weatherproof enclosure.

341.2.2 Elastomers

341.2.2.1 The elastomers shall conform to the following:

341.2.2.1.1 Virgin natural polyisoprene shall be the only raw polymer permitted; and

341.2.2.1.2 The physical properties of the polyisoprene used shall conform to the requirements of Table 341-1.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL LAMINATED BEARINGS

ITEM: 341

**Table 341-1
Physical Properties of Polyisoprene**

Property	Test	Requirements
Hardness, °Shore A	ASTM D2240	55 ± 5
Tensile Strength, MPa	ASTM D412	min. 17.0
Ultimate Elongation, %	ASTM D412	min. 400
Heat Resistance	ASTM D573	70h at 70°C
Change in hardness, °Shore A		max. +10
Change in tensile strength, %		max. -25
Change in ultimate elongation, %		max. -25
Compression Set, %	ASTM D395 Method B	22h at 70°C max. 25
Ozone	ASTM D518 Mounting Procedure A 20% strain 40 ± 2°C	25 pphm, 48 h no cracks
Bond between steel and Elastomer laminates, N. mm ⁻¹	ASTM D429 Method B	min. 7.0
Brittleness at - 40°C	ASTM D746 Procedure B	no failure
Low temperature crystallization increase in hardness, °Shore A	ASTM D2240	168 h at -25°C max. +15

341.3 SUBMITTALS

341.3.1 Only bearings which comply with the Contract Documents and have previously been approved by the Engineer, in writing, shall be considered acceptable for supply.

341.3.1.1 The Contractor shall submit in writing, a minimum of 30 Days in advance of the installation, the name of the pre-approved manufacturer supplying the bearings, the manufacturer's part number and the physical dimensions of the bearing to be supplied.

341.3.2 The Contractor shall submit shop drawings for the bearings in accordance with Item 956 and the manufacturer shall provide the full data for the bearings including as a minimum the following:

341.3.2.1 Individual laminate and total bearing dimension;

341.3.2.2 Part numbers for bearings;

341.3.2.3 Maximum load capacity in compression;

341.3.2.4 Compression stiffness;

341.3.2.5 Maximum movement capacity in shear;

341.3.2.6 Installation details;

341.3.2.7 Load capacity at serviceability limit states Combination 1, including:

341.3.2.7.1 maximum compressive permanent and total loads,

341.3.2.7.2 compressive stiffness, and

341.3.2.7.3 shear stiffness;

341.3.2.8 Number of steel plates in each bearing;

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL LAMINATED BEARINGS

ITEM: 341

- 341.3.2.9 Rotational capacity of each bearing under maximum and minimum load; and
- 341.3.2.10 Material properties of the bearing components and test procedures employed to determine the properties.
- 341.3.3 The Contractor shall submit to the Engineer, in advance of the installation, the manufacturer's certification, as a written affidavit, that the materials supplied meet the specified requirements as detailed in the Contract Documents.
- 341.3.4 All bearings being supplied for the Work shall be approved in writing by the Engineer prior to the placement of the bearing into the structure.
- 341.4 CONSTRUCTION
- 341.4.1 General
- 341.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 341.4.2 Fabrication
- 341.4.2.1 The fabrication of the steel laminated bearings shall conform to CSA S6.
- 341.4.2.2 Where pintles are specified, the depth of the pintle holes shall be such as to fully engage only one steel plate.
- 341.4.2.3 Each laminated bearing shall be marked with the date of manufacture and an individual alphanumeric identification. The latter shall consist of the designated identification letter of the supplier and source followed by the letter "I" for polyisoprene and a sequential five digit number.
- 341.4.2.3.1 The characters shall be not less than 10 mm high, stamped or engraved into two adjacent sides, with the indentations or protrusions not less than 1 mm in width and 1 mm in depth.
- 341.4.2.4 The tolerances shall be as indicated in Table 341-2.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL LAMINATED BEARINGS

ITEM: 341

**Table 341-2
Bearing Tolerances**

Bearing thickness		
	≤ 40 mm	-0 mm to +3 mm
	> 40 mm	-0 mm to +6 mm
Bearing plan dimension		-0 mm to +6 mm
Thickness of individual layers of elastomer		± 20%
Deviation from plane parallel to theoretical surface		
	Top	1 in 200
	Sides	1 in 100
	Steel Laminates	0.25 T _e (Note 1)
Cover to embedded steel		±2 mm
Pintle hole diameter		-0 mm to + 2 mm
Relative position of pintle holes to each other		± 2 mm
<p>Note 1: The tolerance of steel laminates shall be determined as follows:</p> <p>(a) The distance from the base of the bearing to the bottom of every plate shall be measured. Measurements shall be taken at each corner of rectangular bearings and at the extremities of two perpendicular diameters of circular bearings.</p> <p>(b) The difference between the highest and lowest measurements for every plate shall be recorded.</p> <p>(c) The cumulative total of the differences recorded, expressed as a fraction of the effective rubber thickness of the bearing, shall be recorded.</p>		

341.4.3 Installation

341.4.3.1 The Contractor shall place bearings accurately with respect to the location and elevation, on level and smooth bearing surfaces, as indicated in the Contract Documents.

341.4.3.2 Bearing block elevations shall be adjusted when bearing thickness varies from the reference bearing thickness shown in the Contract Documents.

341.4.3.3 The tolerances shall be as indicated in Table 341-3.

**Table 341-3
Tolerance For Top Of Bearing Elevations**

Structure Type	Top Of Bearing Elevation
Concrete Structures	± 2.5 mm
Steel Structures	+ 3 mm
Box Girders	+ 2 mm
Deviation from level	± 0.1°

341.5 MEASUREMENT FOR PAYMENT

341.5.1 The Quantity to be measured for payment shall be the number of steel laminated bearings supplied and installed in accordance with this Item.

341.6 BASIS OF PAYMENT

341.6.1 Payment for Work under this Item shall be at the Unit Price.

341.6.2 The Owner shall make partial payment for steel laminated bearings in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

<u>CONTENTS</u>		
<u>Article</u>		<u>Page</u>
342.1	DESCRIPTION	342-2
342.2	MATERIALS	342-2
342.3	SUBMITTALS	342-4
342.3.1	General	342-4
342.3.2	Approval of Supplier	342-5
342.4	CONSTRUCTION	342-6
342.4.1	Design Requirements	342-6
342.4.1.1	General	342-6
342.4.1.2	Translation Rotation	342-6
342.4.1.3	Sliding Surfaces	342-7
342.4.1.3.1	General	342-7
342.4.1.3.2	TFE Element	342-7
342.4.1.3.3	Stainless Steel	342-8
342.4.1.3.4	Lubrication	342-8
342.4.1.3.5	Thickness of TFE and Depth of Recess	342-8
342.4.1.3.6	Coefficient Of Friction	342-9
342.4.1.4	Guide For Lateral Restraint	342-9
342.4.1.5	Shoe and Base Plates	342-9
342.4.1.6	Fasteners and Anchorage	342-9
342.4.1.7	Replaceability	342-9
342.4.1.8	Durability	342-10
342.4.1.9	Concrete Bearing Pressure	342-10
342.4.2	Fabrication	342-10
342.4.2.1	Welding	342-10
342.4.2.2	Fasteners	342-10
342.4.2.3	Anchors	342-10
342.4.2.4	Machining	342-11
342.4.2.5	Roughness of Metal Surface	342-11

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS	ITEM: 342
342.4.2.6 Attachment of TFE	342-11
342.4.2.7 Corrosion Protection	342-11
342.4.2.8 Identification	342-11
342.4.2.9 Tolerances	342-12
342.4.2.9.1 General	342-12
342.4.2.9.2 Elastomer	342-12
342.4.3 Installation	342-13
342.4.3.1 General	342-13
342.4.3.2 Grouting of Bearings	342-13
342.5 MEASUREMENT FOR PAYMENT	342-14
342.6 BASIS OF PAYMENT	342-14

342.1 DESCRIPTION

342.1.1 This Item consists of the fabrication, supply, and installation of all confined elastomer (pot) Bridge bearings required in the Contract.

342.2 MATERIALS

342.2.1 All materials shall be supplied by the Contractor.

342.2.2 Bearings shall possess the minimum horizontal and vertical load capacity, and shall be constructed for the movement capacities, as indicated in the Contract Documents.

342.2.2.1 The rotational bearings and sliding surfaces shall consist of components arranged so as to transmit all loads (including uplift) and accommodate the rotations and, where necessary, translations of the Structure.

342.2.2.2 At serviceability limit state, the design shall be such that the bearings will not suffer damage which would affect their performance.

342.2.2.3 At ultimate limit states, the strength and stability of the bearings shall be adequate to resist the factored loads and accommodate movements of the Structure.

342.2.3 Bearing material and workmanship shall comply with CSA S6.

342.2.4 The allowable bearing pressures on the confined elastomer and bonded confined polytetrafluoroethylene polymer (TFE) elements are to be as stipulated in clause 11 of CAN/CSA S6.

342.2.5 Steel components of the bearings (other than stainless steel sliding surfaces) shall conform to the requirements of CAN/CSA G40.21M, Grade 350A.

342.2.6 Stainless steel for sliding surfaces shall have a minimum corrosion resistance conforming to ASTM A167 Type 304.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

- 342.2.7 Steel fasteners shall conform to ASTM A325 and shall be galvanized to conform to CAN/CSA G164.
- 342.2.7.1 For centre guide bars alternative steel fasteners may be approved.
- 342.2.8 Brass sealing rings for confined elastomer bearings shall conform to ASTM B36 Half-hard.
- 342.2.9 Polyisoprene (natural rubber) shall conform to 341.2 except that the hardness may be 50 ± 5 .
- 342.2.10 TFE resin for use in sliding surfaces shall be virgin material and shall conform to ASTM D1457.
- 342.2.10.1 It shall be unfilled and conform to the physical requirements indicated in Table 342-1.

**Table 342-1
Physical Requirements for TFE Resin**

Physical Property	ASTM Test Method	Requirement
Tensile Strength, MPa	D 638	minimum 20
Elongation, %	D 638	minimum 200
Relative Density	D 792	2.16 ± 0.03

- 342.2.11 Material used as mating surface for guides for lateral restraint may be:
 - 342.2.11.1 Unfilled TFE;
 - 342.2.11.2 TFE filled with up to 25% by mass of glass fibres; or
 - 342.2.11.3 Lead filled TFE in a bronze matrix.
- 342.2.12 Lubricant shall be silicone grease and shall conform to OPSS 1203.05.06.
- 342.2.13 Adhesives for bonding TFE to metal shall produce a bond with a minimum peel strength of 4 N/mm width when tested in accordance with ASTM D429 Method B and shall not degrade in the service environment.
- 342.2.14 All steel bearing components, other than the stainless steel sliding surfaces, shall be painted with a primer coat of inorganic zinc silicate paint with a dry film thickness of 75 microns (-10 microns or +15 microns) of Carbozinc 11, manufactured by Corrosion Service Company Limited, or approved equivalent in accordance with 335.2 and 335.4.
- 342.2.15 All surfaces, with the exception of the faying surface between the top of the top plate and the underside of the tapered shoe plate attached to the bottom flange of the girders (supplied under Item 335), shall be top coated with two coats of high build, modified aluminum epoxy mastic paint (Carbomastic 15) in accordance with 335.2 and 335.4.
 - 342.2.15.1 Each of these top coats shall have a film thickness of 125 microns \pm 20 microns.
- 342.2.16 The organic zinc primer shall be applied to a surface that is blast cleaned to conform to "The Steel Structures Painting Council" specification SSPC-SP10 - No. 10 "Near White Blast Cleaning".
- 342.2.17 All surface preparation and painting shall conform to 335.2 and 335.4.
- 342.2.18 The bolts for attaching the bearing top plate to the girder shoe plate shall be A325-Type I galvanized.
- 342.2.19 At full design load, the maximum rotation and/or the eccentricity of the axial load shall not exceed 3% of the diameter of the elastomeric disc.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

342.2.20 Grout shall be In-Pakt Nonshrink Premix Grout, Masterflow 928, or approved equivalent and shall have a minimum 28-day strength of 40 MPa.

342.2.21 The entire bearing assembly, except for the top plate used to attach it to the Superstructure and the base plate used to anchor it to the Substructure but including both contact surfaces of the sliding interface, shall be replaceable without damage to the Structure and without removal of the concrete, welds or anchorages permanently attached to the Structure and without lifting the Superstructure more than 5 mm.

342.2.21.1 Bearings shall not be recessed into plates that are permanently attached to the Structure.

342.2.22 Bearings shall be stored at least 100 mm off the ground in a weatherproof enclosure.

342.3 SUBMITTALS

342.3.1 General

342.3.1.1 The Contractor shall submit the design for the bearings, designed for the specified translation and load capacities, in accordance with Item 956.

342.3.1.1.1 Notwithstanding the requirements in 342.3.1.1, the submission shall include but not be limited to:

342.3.1.1.1.1 Bearing layout and orientation;

342.3.1.1.1.2 The top and bottom plate details including anchorages;

342.3.1.1.1.3 Installation details;

342.3.1.1.1.4 Method of attachment of bearings to the top and bottom plates;

342.3.1.1.1.5 Load capacity at serviceability limit states Combination 1, including:

342.3.1.1.1.5.1 maximum vertical permanent and total load,

342.3.1.1.1.5.2 maximum lateral load and corresponding vertical load, and

342.3.1.1.1.5.3 maximum rotational capacity about any horizontal axis and about the vertical axis through the centre of the bearing;

342.3.1.1.1.5.4 The bearing ID letter and numbers.

342.3.1.1.2 The Contractor shall have a stamped copy of these drawings at the site before and during site installation.

342.3.1.2 Upon request, the Contractor shall submit certification that the fabrication is being performed by a recognized bearing manufacturer having experience in the manufacture of “pot” bearings.

342.3.1.3 The Contractor shall submit to the Engineer a copy of the manufacturer’s recommended procedures for handling, storing and installation of the bearings.

342.3.1.4 The Contractor shall submit the manufacturer’s signed written guarantee for the bearings, guaranteeing as a minimum:

342.3.1.4.1 Each bearing is to perform satisfactorily, in the opinion of the designer/manufacturer, for a period of five years after the Bridge has been opened to regular vehicular traffic.

342.3.1.4.2 If, during the five year guarantee period, the bearings do not perform satisfactorily, the manufacturer of the bearings shall replace the bearings.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

- 342.3.1.4.2.1 All costs related to repairs, replacements, jacking of the Bridge, installation and any other Work necessary to complete the Work of replacing the bearings shall be incidental to this guarantee and shall be borne by the manufacturer of the bearings.
- 342.3.1.4.2.2 All required repairs shall be carried out in accordance with this Item and shall be approved by the Engineer.
- 342.3.1.5 All grouting procedures shall be submitted for approval prior to commencement of the Work.
- 342.3.1.6 Submittals are required in accordance with any cross referenced Item forming part of this Item.
- 342.3.2 Approval of Supplier
- 342.3.2.1 The Engineer may request for the supplier to be approved, in which case the supplier may be required to submit the following data for each class and type of bearing:
- 342.3.2.1.1 Typical drawings showing all materials, tolerances, details of construction including uplift restraint devices, if applicable, and methods of installation.
- 342.3.2.1.2 Load range (minimum and maximum).
- 342.3.2.1.3 Maximum rotational capacity about any horizontal axis and the vertical axis through the centre of the bearing.
- 342.3.2.1.4 Maximum translational capacity.
- 342.3.2.1.5 Lateral Load capacity of rotational bearings.
- 342.3.2.1.6 Capacity of lateral restraints of translational elements.
- 342.3.2.1.7 Corrosion protection.
- 342.3.2.1.8 A TFE sample of at least 200 mm in diameter.
- 342.3.2.1.9 A typical sample of elastomeric disc.
- 342.3.2.1.10 A sample of the smallest production size unidirectional bearing with a translational capacity of at least ± 50 mm, the shop drawings and the design calculations for the bearing.
- 342.3.2.1.11 The design calculations shall be stamped and signed by a Professional Engineer.
- 342.3.2.1.12 Final approval of the source of supply shall be based on compliance of the sample bearing, and the shop drawings with the specified requirements noted in the Contract Documents.
- 342.3.2.1.12.1 Any deviation from the materials and details indicated on the typical drawings and the typical sample shall be cause for cancellation of approval and necessitate application for approval.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

342.4 CONSTRUCTION

342.4.1 Design Requirements

342.4.1.1 General

342.4.1.1.1 The bearings shall be proportioned to function satisfactorily under the critical combinations of the maximum and minimum factored loads and the factored translations and rotations at the serviceability limit state and the ultimate limit states as shown on the Contract Documents.

342.4.1.1.2 Bearings subject to uplift shall limit the separation of the bearing components to the value specified.

342.4.1.1.3 All steel components of the bearings, including fasteners, shall be proportioned in conformance with the requirements of CAN/CSA S6.

342.4.1.1.4 The average stress in the elastomer at serviceability limit state Combination 1 loads shall conform to the requirements of 342.2.4.

342.4.1.2 Translation Rotation

342.4.1.2.1 Provision for translation shall be through sliding of a stainless steel surface against a mating TFE element.

342.4.1.2.2 The translational capacity in the unrestrained direction or directions shall be as specified, or ± 50 mm, whichever is greater.

342.4.1.2.3 Translational elements with lateral restraints shall be capable of resisting the greater of the lateral loads as specified or either of the following:

342.4.1.2.3.1 For bearings with a capacity of 5000 kN or less at serviceability limit state Combination 1, 10% of the vertical load capacity.

342.4.1.2.3.2 For bearings with a capacity over 5000 kN at serviceability limit state Type II plus 5% of the vertical load in excess of 5000 kN.

342.4.1.2.4 Provision for rotation about any horizontal axis shall be by means of a single disc of confined elastomer for pot bearings.

342.4.1.2.5 The rotational capacity about the vertical axis through the centre of the bearing shall be as specified or $\pm 1^\circ$, whichever is greater.

342.4.1.2.6 Uplift restraint devices shall not restrict rotations.

342.4.1.2.7 At serviceability limit state Combination 1 loads and maximum rotation, the shift in the axial load from the centre of bearing shall not exceed the following values:

342.4.1.2.7.1 3% of the diameter of the confined elastomer for pot bearings.

342.4.1.2.8 Rotational bearings shall be capable of resisting, in any direction, the lateral loads as specified in combination with the applicable vertical loads.

342.4.1.2.9 The rotation of confined elastomeric bearings about a horizontal axis shall be limited so that the vertical strain at the perimeter of the elastomer, at serviceability limit state Combination 1 loads does not exceed 0.15 of the elastomer thickness.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

BRIDGE POT BEARINGS

ITEM: 342

- 342.4.1.2.10 Brass sealing rings at least 6 mm wide shall be provided at the perimeter of the elastomer to prevent the elastomer from extruding between the piston and the pot wall.
- 342.4.1.2.11 A minimum of two layers of flat sealing rings shall be used with the split ends equally positioned around the circumference of the elastomer and shall fit snugly against the surface of the inside perimeter of the pot wall.
- 342.4.1.2.12 The sealing rings shall be flat and smooth on all surfaces.
- 342.4.1.2.13 The upper edge of the elastomer shall be recessed to accommodate the sealing rings.
- 342.4.1.2.14 The depth of the pot wall shall be such that a minimum vertical distance of 2.5 mm remains between the top of the pot wall and the closest point of contact of the sealing rings with the pot wall upon rotating the piston and amount equal to the required rotation plus 1°.
- 342.4.1.2.15 The pot and piston surfaces in contact with the confined elastomer shall be lubricated with silicone grease.
- 342.4.1.2.16 The bearing shall be sealed by a one piece continuous performed closed-cell compressible ring against entry of dirt, Dust and moisture between the elastomer and the pot and piston contact surfaces.
- 342.4.1.2.17 Any joint in the ring shall be bonded and the strength shall be at least equal to the strength of the ring.
- 342.4.1.3 Sliding Surfaces
- 342.4.1.3.1 General
- 342.4.1.3.1.1 Sliding surfaces shall allow translation or rotation by sliding of a metal surface against a mating TFE element.
- 342.4.1.3.1.1.1 For plane surfaces, the metal surface shall be stainless steel; and for spherical surfaces, the metal surface shall be stainless steel or anodized aluminum alloy.
- 342.4.1.3.1.1.2 The metal surface shall overlap the TFE by at least 5 mm at extremes of movement and except for guides for lateral restraint, shall be positioned above the TFE element so that the sliding movements will cause the accumulations of Dust and dirt to fall off.
- 342.4.1.3.2 TFE Element
- 342.4.1.3.2.1 Except when used as mating surfaces for guides for lateral restraint, the TFE resin shall be virgin material and shall be used as unfilled sheets and shall contain spherical reservoirs for lubricant pressed into its surface.
- 342.4.1.3.2.2 The diameter of the reservoirs shall not exceed 8 mm, measured at the surface of the TFE, and the depth shall not be less than 2 mm nor more than half the thickness of the TFE.
- 342.4.1.3.2.3 The reservoirs shall be evenly distributed across the surface of the TFE and shall occupy not less than 20% nor more than 30% of the surface.
- 342.4.1.3.2.4 Material used as mating surface for guides for lateral restraint shall conform to 342.2.12 and 342.2.13 and shall not be dimpled or lubricated.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

342.4.1.3.3 Stainless Steel

342.4.1.3.3.1 The thickness of the stainless steel sheet shall not be less than that given in Table 342-2 for dimensional differences between stainless steel and the TFE in the direction of movement.

**Table 342-2
Thickness Of Stainless Steel**

Dimensional Difference between Stainless Steel and TFE mm	Minimum Thickness of Stainless Steel mm
≤ 300	1.5
> 300 and ≤ 500	2.0
> 500 and ≥ 1500	3.0

342.4.1.3.4 Lubrication

342.4.1.3.4.1 All TFE surfaces except those which act as mating surfaces for guides or are subject to a contact pressure of less than 5 MPa, shall be permanently lubricated with silicone grease.

342.4.1.3.5 Thickness of TFE and Depth of Recess

342.4.1.3.5.1 The TFE element shall be fully bonded in the manufacturer's plant and recessed in a rigid backing material.

342.4.1.3.5.2 Thickness of the TFE element and the depth of recess shall be as given in Table 342-3.

**Table 342-3
Thickness of TFE Elements and Depth of Recess**

Maximum Plan Dimension, mm	≤ 1200	> 1200
Thickness, mm	5.0	5.5
Depth of Recess, mm	2.5	3.0

342.4.1.3.6 Contact Pressure

342.4.1.3.6.1 The average contact pressure for unfilled TFE elements based on the gross area of the TFE, shall not exceed the values given in Table 342-4.

**Table 342-4
Average Contact Pressure for TFE Elements**

Limit State	Dead Load MPa	Total Load MPa
Serviceability - Combination 1	30	45
Ultimate	45	65

342.4.1.3.6.2 The maximum contact pressures at the extreme edges of flat and curved TFE elements shall not exceed 1.2 times the values given in Table 342-4.

342.4.1.3.6.3 The average contact pressure at serviceability limit state Combination 1 loads for filled TFE elements used to face mating surfaces for guides for lateral restraint shall not exceed the following:

342.4.1.3.6.3.1 TFE filled with up to 25% by mass of glass fibres 45 MPa.

342.4.1.3.6.3.2 Lead filled TFE in a bronze matrix 60 MPa.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

342.4.1.3.7 Coefficient Of Friction

342.4.1.3.7.1 The coefficient of friction between stainless steel and lubricated virgin TFE shall not exceed the values given in Table 342-5 and shall be interpolated linearly for contact pressures within the range given.

**Table 342-5
Coefficient Of Friction**

Contact Pressure MPa	Coefficient of Friction
10	0.06
25 and above	0.03

342.4.1.4 Guide For Lateral Restraint

342.4.1.4.1 The guides for lateral restraint shall be arranged to permit the required rotations about both the horizontal and the vertical axis.

342.4.1.4.2 Unless the guide bars are machined from the solid they shall be bolted and recessed not less than 5 mm into the plate to which they are attached.

342.4.1.4.3 The translational elements of guides for lateral restraint shall be faced with stainless steel and shall provide lateral restraint by sliding against mating surfaces faced with TFE conforming to 342.2.12 and 342.2.13.

342.4.1.4.4 Lead filled TFE shall be at least 2 mm thick and shall be mechanically fastened and bonded to the substrate.

342.4.1.4.5 Glass fill or virgin TFE shall be recessed and bonded to the substrate to conform to 342.4.1.3.5.

342.4.1.5 Shoe and Base Plates

342.4.1.5.1 The shoe plate and base plate which are permanently attached to the Structure shall be provided with the bearings and shall conform to the requirements of the bearing and the Structure.

342.4.1.6 Fasteners and Anchorage

342.4.1.6.1 Fasteners, used to attach the bearing to the top and base plates, and anchorage devices shall be capable of resisting the greater of the lateral loads as specified or either of the following:

342.4.1.6.1.1 For bearings with a capacity of 5000 kN or less at serviceability limit state Combination 1, 10% of the vertical load capacity.

342.4.1.6.1.2 For bearings with capacity over 5000 kN at serviceability limit state Combination 1, 500 kN plus 5% of the vertical load capacity in excess of 5000 kN.

342.4.1.6.2 The beneficial effect of friction shall be neglected in proportioning the fasteners and anchors.

342.4.1.7 Replaceability

342.4.1.7.1 The entire bearing assembly, except for the top plate used to attach it to the Superstructure and the base plate used to anchor it to the Substructure but including both contact surfaces of the sliding interface, shall be replaceable without damage to the Structure and without removal of any concrete, welds or anchorages permanently attached to the Structure and without lifting the Superstructure more than 5 mm.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

- 342.4.1.7.2 Bearings shall not be recessed into plates that are permanently attached to the Structure.
- 342.4.1.8 Durability
- 342.4.1.8.1 The bearings shall be fabricated from materials which are durable and are protected against corrosion so to perform their intended function.
- 342.4.1.8.2 Bearings shall be designed to prevent moisture and dirt from entering the internal surfaces.
- 342.4.1.9 Concrete Bearing Pressure
- 342.4.1.9.1 At serviceability limit state Combination 1 loads the average concrete bearing pressure shall not exceed 17 MPa.
- 342.4.1.9.2 At ultimate limit states, the average concrete bearing pressure shall not exceed 24 MPa.
- 342.4.1.9.3 The top and base plates of the bearing shall be proportioned to ensure that the permissible bearing pressures are not exceeded.
- 342.4.1.9.4 The effective area for distributing the bearing load shall be taken as the contact area of the elastomer or TFE transferring the load to the plate plus the area within the uninterrupted dispersal lines drawn at 45° to the line of application of the load from the contact area.
- 342.4.2 Fabrication
- 342.4.2.1 Welding
- 342.4.2.1.1 Welding of structural quality steels shall conform to 335.4.
- 342.4.2.1.2 Welding of stainless steel shall be done with appropriate electrodes conforming to CAN/CSA W48.2 or AWS A5.22.
- 342.4.2.1.3 The welding procedure shall be approved by the Canadian Welding Bureau.
- 342.4.2.1.4 The stainless steel sheets which will be in contact with TFE shall be one piece continuously welded around the perimeter to its backing plate to prevent ingress of moisture.
- 342.4.2.1.5 The weld shall be clean, uniform and without overlaps and shall be located outside the area in contact with TFE.
- 342.4.2.2 Fasteners
- 342.4.2.2.1 The threaded portion of the bolts shall be coated with silicone grease prior to installation.
- 342.4.2.3 Anchors
- 342.4.2.3.1 When the Contract Documents specify that bearings shall be supplied from a listed source, the top and base plate anchorage to concrete may be provided by studs, using the fusion welding process, unless otherwise indicated in the Contract Documents.
- 342.4.2.3.1.1 The anchorage for steel structures shall be provided with bolts and anchor bolts as indicated on Standard Drawing 342-1 and in the Contract Documents.
- 342.4.2.3.2 Alternative methods of anchoring these plates may be approved.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

- 342.4.2.4 Machining
- 342.4.2.4.1 Machining shall be carried out after welding wherever possible.
- 342.4.2.4.2 Metal to metal contact surfaces shall be machined or fine ground.
- 342.4.2.4.3 The pots and pistons for confined elastomer bearings shall be machined from solid metal plate or castings.
- 342.4.2.4.4 There shall be no openings or discontinuities in the metal surfaces in contact with the elastomer or TFE.
- 342.4.2.5 Roughness Of Metal Surface
- 342.4.2.5.1 The roughness of metal surface in contact with TFE, measured to conform to CAN/CSA B95, shall not be greater than 0.25 μm arithmetic average for plane surfaces.
- 342.4.2.5.2 The roughness of metal surfaces in contact with elastomers measured to conform to CAN/CSA B95, shall not be greater than 3.0 μm arithmetic average.
- 342.4.2.6 Attachment of TFE
- 342.4.2.6.1 Virgin or glass filled TFE elements shall be recessed in a rigid backing material and shall be bonded over the entire area with an adhesive.
- 342.4.2.6.2 The rigid backing material shall be grit blasted prior to applying the adhesive.
- 342.4.2.6.3 Lead filled TFE shall be mechanically fastened, and bonded to the backing plates.
- 342.4.2.7 Corrosion Protection
- 342.4.2.7.1 All exposed metal surfaces except stainless steel, and components permanently attached to steel Superstructures shall be protected against corrosion by an inorganic/aluminum epoxy mastic system conforming to 335.2 and 335.4.
- 342.4.2.7.2 Steel fasteners shall be galvanized or protected by other approved methods.
- 342.4.2.7.3 For corrosion protection purposes, bearing components permanently attached to steel Superstructures shall be considered part of the structural steel.
- 342.4.2.8 Identification
- 342.4.2.8.1 The bearings shall be supplied with each bearing marked with the date of manufacture and an individual alphanumeric identification.
- 342.4.2.8.2 The latter shall consist of the designated identification letter of the supplier and source followed by a sequential five digit number.
- 342.4.2.8.3 The characters shall be stamped or engraved into two adjacent sides and shall be clearly legible after installation.
- 342.4.2.8.4 The characters shall not be less than 10 mm high with the indentations not less than 1 mm in width and 0.5 mm in depth.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

BRIDGE POT BEARINGS

ITEM: 342

342.4.2.9 Tolerances

342.4.2.9.1 General

342.4.2.9.1.1 The deviation from flatness of stainless steel or aluminum alloy surfaces in contact with TFE for plane surfaces and from the theoretical surface for spherical surfaces shall not exceed 0.0003 LH mm for rectangular bearing nor 0.0006 RH mm for circular TFE elements, where L is the greater plan dimension for a rectangular bearing, R is the radius of a circular bearing and H is the free height of TFE element.

342.4.2.9.1.2 For confined elastomer bearings, the tolerance of fit between the piston and the pot shall be +0.75 mm to +1.25 mm.

342.4.2.9.1.3 The inside diameter of the pot cylinder shall be the same as the nominal diameter of the elastomer and shall be machined to a tolerance of -0, +0.125 mm for diameters up to and including 500 mm and -0, +0.175 mm for diameters over 500 mm.

342.4.2.9.1.4 The plan dimensions of the recess for the TFE shall be the same as the nominal plan dimensions of the TFE and shall be machined to a tolerance of 0, +0.2% of diameter or diagonal.

342.4.2.9.1.5 Overall bearing plan dimension ± 3 mm.

342.4.2.9.1.6 Overall bearing height ± 3 mm.

342.4.2.9.1.7 Machined surfaces except where otherwise specified ± 0.4 mm.

342.4.2.9.2 Elastomer

342.4.2.9.2.1 Diameter +0.0 / -1.5 mm for diameters ≤ 500 mm
 +0.0 / -2.0 mm for diameters > 500 mm

342.4.2.9.2.2 Thickness -0.0 / +1.0 mm

342.4.2.9.2.3 Brass rings

342.4.2.9.2.3.1 Difference between internal diameter of brass ring and diameter of recess in the moulded elastomer shall be -0 / + 0.5 mm.

342.4.2.9.2.3.2 Difference between sum of thickness of brass rings and recess depth in the moulded elastomer shall be -0 / + 0.25 mm.

342.4.2.9.2.4 Recessed Guide Bars - American Standard Clearance Locational Fit Class LC3.

342.4.2.9.2.5 Guides for Lateral - Gap between metal surfaces Restraints and mating TFE elements shall be 0.50 mm ± 0.25 mm.

342.4.2.9.2.6 TFE plan dimension + 0 / - 0.2% of diameter or diagonal

342.4.2.9.2.7 TFE thickness - 0 / + 10.0% of thickness

342.4.2.9.2.8 Depth of recess for TFE - 0 / + 0.3 mm

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

- 342.4.3 Installation
- 342.4.3.1 General
- 342.4.3.1.1 The Contractor shall carry out the Work at the locations as indicated in the Contract Documents.
- 342.4.3.1.2 The Contractor shall ensure that all materials, workmanship, construction and inspection shall conform to the requirements of 335.2 and 335.4, except as further modified and expanded upon by this Item and/or submission under 342.3.1.1.
- 342.4.3.1.3 All steel plates shall be pressed or machined flat prior to manufacture of the bearings.
- 342.4.3.1.4 The bottom portion of the bearing (the pot), which contains the elastomer, shall be machined from a solid piece of steel.
- 342.4.3.1.5 Tabs for bolting the pot to the masonry plate shall be machined from the same plate as the pot.
- 342.4.3.1.5.1 Welding of the tabs for attachment of the tabs to the pot will not be permitted.
- 342.4.3.1.6 Structural steel components of the bearings shall have a minimum dimension in any direction of 25 mm.
- 342.4.3.1.7 The Contractor shall ensure that all bearings shall be installed in the Bridge under the direct supervision of a Qualified Technical Representative of the bearing manufacturer.
- 342.4.3.1.8 The bearings shall be shipped and stored in accordance with the manufacturers recommendations.
- 342.4.3.1.8.1 As a minimum the bearings shall be stored at the site in weatherproof shelters and kept out of direct sunlight.
- 342.4.3.2 Grouting of Bearings
- 342.4.3.2.1 Prior to the grouting, the bearing base plates shall be carefully levelled within a tolerance of 1 in 200 and locked by means of the levelling and top nuts provided on the anchor bolts.
- 342.4.3.2.1.1 All concrete surfaces to be grouted are to be roughened to an amplitude of ± 5 mm and all dirt, rust, oil, grease, and other such contaminants are to be removed from the grout area prior to the commencement of grouting.
- 342.4.3.2.2 The annular space between the anchor bolts and sleeves shall be grouted with grout of flowable consistency mixed and placed in accordance with the manufacturer's instruction.
- 342.4.3.2.3 The space between the bearing base plates and top of concrete shall be filled with the "dry pack" grout mixed in accordance with the manufacturer's instructions.
- 342.4.3.2.3.1 Following dry packing, the grout shall be covered for 4 Days with wet burlap.
- 342.4.3.2.3.2 Grout shall be maintained at a temperature of at least 10°C during the curing period.
- 342.4.3.2.3.2.1 No grouting shall be done when the concrete or steel is below freezing.
- 342.4.3.2.4 Superstructure components shall not be placed on the bearings until the grout has obtained a minimum strength of 80% of the specified 28-day strength.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

BRIDGE POT BEARINGS

ITEM: 342

342.5 MEASUREMENT FOR PAYMENT

342.5.1 The fabrication, supply, and installation of all confined elastomer (pot) Bridge bearings in accordance with this Item shall be on a lump sum basis.

342.6 BASIS OF PAYMENT

342.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

342.6.2 The Owner will make partial payment for confined elastomer (pot) Bridge bearings in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SEALED EXPANSION JOINT ASSEMBLIES

ITEM: 343

343.1 DESCRIPTION

343.1.1 This Item consists of the supply and installation of sealed expansion joint assemblies including modular assemblies.

343.2 MATERIALS

343.2.1 All materials shall be supplied by the Contractor.

343.2.2 The approved expansion joint assemblies to be supplied shall be as noted in the Contract Documents.

343.2.3 Cast in place type anchors or inserts, steel cover plates and cap screws shall be supplied with the expansion joint assemblies.

343.2.4 All steel surfaces, with the exception of anchor studs, shall be sandblasted to a white metal finish and coated with an approved inorganic zinc coating conforming to CGSB 1 GP 171B Type 1 (100 μm \pm 12 μm thick) or zinc metalized in accordance with CSA G189 (125 μm thick).

343.2.5 The support boxes for the sliding plates in modular expansion joints shall be designed such that the bottom plate transfers the load to the side plates, assuming no support from the thin layer of concrete beneath the support boxes.

343.2.6 All centre beams (separation beams) and edge beams shall be solid or voided steel extrusions or machined shapes and shall not be built-up welded members.

343.2.7 The design loading for sealed expansion joint assemblies and for centre beams shall be CL-625-ONT plus the dynamic load allowance, and all stresses shall be within the limits specified in CSA S6.

343.2.8 The round bar anchorages and cover plates shall conform to CSA G40.21 Grade 260 W.

343.2.9 All steel used for extrusions, edge beams and support bars shall conform to the minimum requirements of CSA G40.21 Grade 350A or ASTM A588, unless grades of higher yield strength are required to satisfy the stresses resulting from the loading specified.

343.2.9.1 All other steel components shall conform to the minimum requirements of CSA G40.21 - Grade 300 W.

343.2.10 Welded anchor studs, when required, shall be the size indicated in the Contract Documents and shall be made from steel meeting the requirements of ASTM A 108.

343.2.11 Cover plates are to be galvanized by hot dipping in accordance with CSA G 164, to a minimum thickness of 175 μm and/or a minimum application of 1 kg/m².

343.2.12 Anchors for cover plates shall be Richmond Insert Type LFW (closed ferrule) or approved equivalent, a minimum of 70 mm long sized for 13 mm diameter x 32 mm long threaded cap screws with Allen socket head or approved equivalent.

343.2.13 Sealed expansion joint assemblies shall be stored at least 150 mm off the ground in a manner to maintain the cross slope and avoid permanent distortion.

343.3 SUBMITTALS

343.3.1 The Contractor shall submit the shop drawings for the sealed expansion joint assembly in accordance with Item 956.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SEALED EXPANSION JOINT ASSEMBLIES

ITEM: 343

- 343.3.2 The Contractor shall submit proof of certification for the welders conducting the Work, prior to commencing the Work.
- 343.3.2.1 All welders shall be certified by the CWB to CSA W47.1 specifications, and/or to a certification level of Qualified Welder as issued by the Province of New Brunswick.
- 343.4 **CONSTRUCTION**
- 343.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 343.4.2 A representative from the expansion joint assembly(s) manufacturer or supplier shall be present when modular expansion joints are installed.
- 343.4.2.1 All materials, anchor bolt spacing and the recesses formed to receive the assemblies shall meet the representative's approval before the Contractor may place the assemblies.
- 343.4.3 The inserts for attaching the steel cover plates at curb(s), Sidewalk(s) and/or barrier wall(s), are to be cast in the concrete and the steel plates are to be fastened for final installation after the concrete has attained a minimum 24 hour set.
- 343.4.4 All welding shall conform to the requirements of CSA W59.
- 343.4.5 Cover plates are to be anchored on the approaching traffic side of the joint.
- 343.4.6 The steel portions of the expansion joint assemblies shall be fabricated in one piece in the fabricating shop, unless otherwise specified.
- 343.4.7 Portions of inorganic zinc coating, damaged in the field, shall be mechanically cleaned and recoated in the field.
- 343.4.8 Spacing hardware shall be released within 2 hours maximum of the placing of the adjacent concrete.
- 343.4.9 The steel portions of the expansion joint assemblies shall be fabricated to the dimensions indicated in the Contract Documents and are subject to the tolerances indicated in Table 343-1.

**Table 343-1
Expansion Joint Fabrication Tolerances**

Dimensions	Face of curb to back of curb	± 6 mm
	Face to face of curbs	± 6 mm
Crown		± 1 mm in 1 m

- 343.4.10 The expansion joint assemblies shall be installed in the position indicated in the Contract Documents and are subject to the tolerances indicated in Table 343-2.

**Table 343-2
Expansion Joint Installation Tolerances**

Elevation	- 3 mm
This tolerance shall not be considered additive with the tolerances presented in Table 343-1	
Joint Opening	± 3 mm

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SEALED EXPANSION JOINT ASSEMBLIES

ITEM: 343

343.4.11 The Contractor shall provide 7 Days written notice prior to commencement of any fabrication or change in fabrication schedule.

343.5 MEASUREMENT FOR PAYMENT

343.5.1 The supply and installation of the complete sealed expansion joint assemblies in accordance with this Item shall be on a lump sum basis.

343.6 BASIS OF PAYMENT

343.6.1 Payment for Work under this Item shall be at the Lump Sum Price for each type of sealed expansion joint assembly, as identified under the Contract.

343.6.2 The Owner shall make partial payment for sealed expansion joint assemblies in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FINGER JOINT ASSEMBLIES

ITEM: 344

344.1 DESCRIPTION

344.1.1 This Item consists of the supply and installation of steel finger joint assemblies.

344.2 MATERIALS

344.2.1 All materials shall be supplied by the Contractor.

344.2.2 All steel surfaces, with the exception of anchor studs, shall be sandblasted to a white metal finish and coated with an approved inorganic zinc coating.

344.2.2.1 Carbozinc 11 and Dimecote 9 are approved coatings.

344.2.2.2 Sandblasting shall not be used on stainless steel.

344.2.3 The round bar anchorages and cover plates shall conform to CSA G40.21 Grade 260 W.

344.2.4 Welded anchor studs, when required, shall be the size indicated in the Contract Documents and shall be made from steel meeting the requirements of ASTM A 108.

344.2.5 Cover plates are to be galvanized by hot dipping in accordance with CSA G 164, to a minimum thickness of 100 µm and/or a minimum application of 1 kg/m².

344.2.6 Anchors for cover plates shall be Richmond Insert Type LFW (closed ferrule) or approved equivalent, a minimum of 75 mm long sized for 13 mm diameter x 50 mm long threaded cap screws with Allen socket head.

344.2.7 Structural steel in finger plate assemblies shall meet the requirements of CSA G40.21M Grade 350WT Category 3 or with a certified Charpy V-notch impact energy of 27 joules when tested at minus 30°C.

344.2.8 Stainless steel shall conform to the requirements of ASTM A240 :AISI Type 316.

344.2.9 Steel finger joint assemblies shall be stored at least 150 mm off the ground in a manner to maintain the cross slope and avoid permanent distortion.

344.3 SUBMITTALS

344.3.1 The Contractor shall submit the shop drawings for the finger joint assemblies in accordance with Item 956.

344.3.2 The Contractor shall submit proof of certification for the welders conducting the Work, prior to commencing the Work.

344.3.2.1 All welders shall be certified by the CWB to CSA W47.2 specifications, and/or to a certification level of Qualified Welder as issued by the Province of New Brunswick.

344.4 CONSTRUCTION

344.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

344.4.2 The inserts for attaching the steel cover plates at curb(s), Sidewalk(s) and/or barrier wall(s), are to be cast in the concrete and the steel plates are to be fastened for final installation after the concrete has attained a minimum 24 hour set.

344.4.3 All welding shall conform to the requirements of CSA W59.

344.4.4 Cover plates are to be anchored on the approaching traffic side of the joint.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FINGER JOINT ASSEMBLIES

ITEM: 344

- 344.4.5 The steel trough shall be sealed to the finger joint assembly to construct a durable watertight joint.
- 344.4.6 Steel finger joint assemblies shall be fabricated in one piece in the fabricating shop, unless otherwise specified.
 - 344.4.6.1 All expansion joint assemblies field welded shall be ground flush.
 - 344.4.6.2 Portions of inorganic zinc coating, damaged by field welding, shall be mechanically cleaned and recoated in the field.
 - 344.4.6.3 Inorganic zinc shall have all curing solution and residue removed by water and bristle brush, prior to installation of assemblies.
 - 344.4.6.4 Stud anchors on steel expansion joint assemblies shall conform to the requirements of CSA W59.
 - 344.4.7 Steel finger joint assemblies shall be fabricated to the dimensions indicated in the Contract Documents and are subject to the tolerances indicated in Table 344-1.
 - 344.4.7.1 After fabrication and before application of coatings, finger joint assemblies shall be test fitted to verify operation.
 - 344.4.7.1.1 Test fitting shall be carried out in the presence of the Engineer with the joint compressed to a maximum gap of 25 mm, from end of fingers to root of opening, across the entire joint.
 - 344.4.7.1.1.1 Joints not meeting this tolerance shall be reworked until acceptable.

**Table 344-1
Finger Joint Fabrication Tolerances**

Dimensions	Face of curb to back of curb	± 6 mm
	Face to face of curbs	± 6 mm
Crown		± 1 mm in 1 m

- 344.4.8 Steel finger joint assemblies shall be installed in the position indicated in the Contract Documents and are subject to the tolerances indicated in Table 344-2.

**Table 344-2
Finger Joint Installation Tolerances**

Elevation	- 3 mm
This tolerance shall not be considered additive with the tolerances presented in Table 344-1	
Joint Opening	± 3 mm

- 344.4.9 The Contractor shall provide 7 Days written notice prior to commencement of any fabrication or change in fabrication schedule.
- 344.5 **MEASUREMENT FOR PAYMENT**
- 344.5.1 The supply and installation of the complete steel finger joint assemblies in accordance with this Item shall be on a lump sum basis.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FINGER JOINT ASSEMBLIES

ITEM: 344

344.6 BASIS OF PAYMENT

344.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

344.6.2 The Owner shall make partial payment for steel finger joint assemblies in accordance with 908

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL BALLASTWALL ANGLE

ITEM: 345

345.1 DESCRIPTION

345.1.1 This Item consists of the supply and installation of the steel angle on the top of each abutment ballastwall.

345.2 MATERIALS

345.2.1 All materials shall be supplied by the Contractor.

345.2.2 All steel surfaces, with the exception of anchor studs, shall be sandblasted to a white metal finish and coated with an approved inorganic zinc coating.

345.2.2.1 Carbozinc 11 and Dimecote 9 are approved coatings.

345.2.3 The round bar anchorages and cover plates shall conform to CSA G40.21 Grade 260 W.

345.2.4 Welded anchor studs, when required, shall be the size indicated in the Contract Documents and shall be made from steel meeting the requirements of ASTM A108.

345.2.5 Structural steel in the ballastwall angle shall meet the requirements of CSA G40.21M 300W.

345.2.6 Steel ballastwall angle shall be stored at least 100 mm off the ground in a manner to maintain the cross slope and avoid permanent distortion.

345.3 SUBMITTALS

345.3.1 The Contractor shall submit the shop drawings for the steel ballastwall angle in accordance with Item 956.

345.3.2 The Contractor shall submit proof of certification for the welders conducting the Work, prior to commencing the Work.

345.3.2.1 All welders shall be certified by the CWB to CSA W47.1 specifications, and/or to a certification level of Qualified Welder as issued by the Province of New Brunswick.

345.4 CONSTRUCTION

345.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

345.4.2 All welding shall conform to the requirements of CSA W59.

345.4.3 Steel ballastwall assemblies shall be fabricated in one piece in the fabricating shop, unless otherwise specified.

345.4.3.1 Portions of inorganic zinc coating, damaged by field welding, shall be mechanically cleaned and recoated in the field.

345.4.3.2 Inorganic zinc shall have all curing solution and residue removed by water and bristle brush, prior to installation of assemblies.

345.4.3.3 Stud anchors on steel ballastwall assemblies shall conform to the requirements of CSA W59.

345.4.4 Ballastwall assemblies shall be fabricated to the dimensions and installed in the position indicated in the Contract Documents and Standard Drawing 345-1.

345.4.5 The Contractor shall provide 7 Days written notice prior to commencement of any fabrication or change in fabrication schedule.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STEEL BALLASTWALL ANGLE

ITEM: 345

345.5 MEASUREMENT FOR PAYMENT

345.5.1 The supply and installation of the complete steel ballastwall angle assemblies in accordance with this Item shall be on a lump sum basis.

345.6 BASIS OF PAYMENT

345.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

345.6.2 The Owner will make partial payment for steel ballastwall angle assemblies in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GUIDE RAIL SYSTEM - STRUCTURES

ITEM: 346

346.1 DESCRIPTION

346.1.1 This Item consists of the supply and installation of an aluminum guide rail system on a Highway Structure.

346.2 MATERIALS

346.2.1 All materials shall be supplied by the Contractor.

346.3 SUBMITTALS

346.3.1 The Contractor shall submit shop drawings for the aluminium guide rail system in accordance with Item 956.

346.4 CONSTRUCTION

346.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

346.4.2 The Contractor shall be responsible for the placing and alignment of the anchor bolts in the formwork and concrete at the stage of the Work when this placement must occur.

346.4.3 The Contractor shall install all posts and railing(s) and these shall be secured firmly in place.

346.4.4 All contacting aluminum and concrete surfaces shall be separated by a fabric pad.

346.4.5 Aluminum posts shall be separated from steel bolts by nylon or plastic bushings.

346.4.6 Rail posts bases bearing unevenly on concrete surfaces shall be brought to bear in alignment as specified by grouting under the base plate of the rail post with an approved epoxy grout, as approved by the Engineer.

346.4.6.1 The grout shall provide a smooth bearing surface under the full base plate area and shall form a waterproof seal.

346.4.7 Slings and other lifting apparatus used in the handling of guide rail components shall be of a type which will not cause damage.

346.5 MEASUREMENT FOR PAYMENT

346.5.1 The Quantity to be measured for payment shall be the number of linear metres of aluminum guide rail system on a Highway Structure supplied and installed in accordance with this Item.

346.5.2 The measured Quantity shall be the direct straight line measurement along the centerline of the guide rail system, measured from end cap to end cap of each section and on both sides of the Structure.

346.6 BASIS OF PAYMENT

346.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of aluminum guide rail system on a Highway Structure, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SERVICE DUCT - STRUCTURES

ITEM: 348

348.1 DESCRIPTION

348.1.1 This Item consists of the supply and installation of all service ducts in Structures.

348.2 MATERIALS

348.2.1 General

348.2.1.1 All materials shall be supplied by the Contractor.

348.2.2 Fibreglass Duct

348.2.2.1 Fibreglass duct, couplings, bends and end caps shall be made of fibreglass reinforced epoxy (FRE) and shall conform to CSA C22.2.

348.2.3 Polyvinyl Chloride Duct

348.2.3.1 All PVC duct, bends, couplings and caps shall conform to Bell Canada's Specifications "Semi Rigid Plastic Duct" CT20 286 and shall be Type II (Thick Wall).

348.2.3.2 Each section of PVC duct shall have the following information printed on the duct surface and at intervals not exceeding 1.5 m:

348.2.3.2.1 Manufacturer's name and trademark;

348.2.3.2.2 Inside diameter in millimetres; and

348.2.3.2.3 Type designation.

348.2.4 Steel Supports

348.2.4.1 Steel in supports and sleeves shall conform to CSA G40.21 300.

348.2.4.2 All steelworks shall be galvanized in accordance with CSA G 164.

348.2.5 Fish Rope

348.2.5.1 The fish rope shall be polypropylene not less than 5 mm in diameter and shall be one piece in each duct.

348.2.6 Storage

348.2.6.1 Materials are to be stored in an organized fashion at least 100 mm off the ground with individual pieces contained or strapped.

348.3 SUBMITTALS

348.3.1 The Contractor shall submit to the Engineer, upon request, the manufacturer's certification that the materials meet or exceed the specified grade.

348.4 CONSTRUCTION

348.4.1 General

348.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SERVICE DUCT - STRUCTURES

ITEM: 348

348.4.1.2 The Contractor shall ensure that an inspection of the Work has been completed and the Work is accepted, in writing by the Engineer, prior to the placement of any concrete surrounding and encasing the Work.

348.4.2 FRE Duct

348.4.2.1 The duct shall be of the bell and spigot type with all joints fully seated together.

348.4.2.2 The duct shall be tied with wire to the reinforcing steel at intervals not exceeding 1.5 m.

348.4.2.3 Where external supporting steelworks is detailed in the Contract Documents, the Contractor shall supply and install this Structure at the stage of the Contract most beneficial to complete the Work.

348.4.2.4 A minimum of 3 Days notice prior to placing concrete on the duct shall be given to the Engineer to allow inspection of the FRE service ducts.

348.4.2.5 Expansion sleeves shall be provided at each expansion joint in the Bridge Superstructure and shall be of the type indicated in the Contract Documents.

348.4.3 PVC Duct

348.4.3.1 Joints shall be fitted with push fit type couplings and the duct shall be fully seated into the coupling.

348.4.3.2 The duct shall be tied with wire to the reinforcing steel at intervals not exceeding 1.5 m.

348.4.3.3 Expansion sleeves shall be provided at each expansion joint in the Bridge Superstructure and shall be of the type as indicated on the Contract Documents.

348.4.3.4 Each duct run shall be equipped with two (1 m) 45° bends in each abutment and shall be as shown in the Contract Documents or as directed by the Engineer.

348.4.3.5 A 300 mm long galvanized steel pipe sleeve shall be provided on each PVC duct where it leaves the end of the abutment wingwalls or Sidewalks.

348.4.3.5.1 The galvanized steel sleeve shall be embedded 200 mm in the abutment wingwall or Sidewalk and shall extend 100 mm beyond the concrete surfaces.

348.4.3.5.1.1 The exposed 100 mm of the galvanized steel pipe sleeve shall be threaded on the outside.

348.4.4 Testing

348.4.4.1 General

348.4.4.1.1 After the installation is complete, a mandrel with a diameter of at least 90% of the diameter of the installed duct and a minimum length of 250 mm, shall be passed through the length of the duct system in the presence of the Engineer.

348.4.4.1.2 The Contractor shall be responsible to clear and/or replace any ducts that do not pass the mandrel test.

348.4.4.2 After completion of testing, the Contractor shall thread each duct with a fish rope and terminate at each end in a "screw eye" inserted in the recess provided in the duct cap.

348.4.4.2.1 A surplus of approximately 1 m of fish rope shall be provided at each duct end.

348.4.4.3 Caps shall be affixed to each end of the duct with an appropriate solvent welding cement to the galvanized steel pipe sleeves at the ends of abutment wingwalls or Sidewalks.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SERVICE DUCT - STRUCTURES

ITEM: 348

348.5 MEASUREMENT FOR PAYMENT

348.5.1 The Quantity to be measured for payment shall be the number of linear metres of duct supplied and installed in accordance with this Item.

348.5.2 The linear measurement shall be taken from end to end on each duct and shall be measured along the continuous direct run of the duct.

348.6 BASIS OF PAYMENT

348.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of duct, as identified under the Contract.

348.6.2 The Owner shall make partial payment for duct in accordance with 908.7

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WATERPROOFING

ITEM: 351

351.1 DESCRIPTION

351.1.1 This Item consists of the supply and installation of waterproofing systems on Structures.

351.2 MATERIALS

351.2.1 All materials shall be supplied by the Contractor.

351.2.1.1 The waterproofing system "A" shall be a manufactured waterproofing membrane system consisting of a primer, a membrane and a mastic and shall be used on the decks of Structures.

351.2.1.2 The waterproofing system "B" shall be a manufactured waterproofing membrane system consisting of a primer, a membrane, a mastic and a protection board and shall be used on the ballastwalls of Structures and on concrete box Culverts.

351.2.1.2.1 Protection board shall be Vibraflex Type 70 or IKO 1/8" Protecto Board or approved equivalent and having a maximum absorption of 3%.

351.2.1.3 The approved waterproofing system shall be selected from the list provided in the Contract Documents.

351.2.2 Materials shall be stored at least 100 mm off the ground in a weatherproof enclosure.

351.3 SUBMITTALS

351.3.1 The Contractor shall submit to the Engineer, 7 Days in advance of the commencement of the Work, the proposed type of waterproofing system including the following:

351.3.1.1 The manufacturer's recommended procedures for installation and instructions for handling the waterproofing system and its components.

351.3.1.2 The manufacturer's specified minimum temperature for asphalt concrete during placement on the waterproofing system.

351.3.1.3 The Contractor shall select a product appropriate for the application and field conditions in accordance with the manufacturer's specifications.

351.3.1.4 The waterproofing and asphalt concrete shall perform as a waterproofing system.

351.4 CONSTRUCTION

351.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

351.4.2 All concrete surfaces shall be dry and free of foreign materials prior to priming.

351.4.2.1 Any primed surfaces left overnight shall be re-primed prior to membrane application.

351.4.3 Written permission shall be obtained from the Engineer prior to waterproofing.

351.4.4 The Contractor shall prepare the area and install the waterproofing system in accordance with the manufacturer's installation specifications and instructions.

351.4.5 For all waterproofing applications the following shall apply:

351.4.5.1 The membrane shall be protected, when so noted in the Contract Documents, with the specified protection board, adhered to the waterproofed surface.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

WATERPROOFING

ITEM: 351

- 351.4.5.2 Any protection board which is to be left exposed for more than 48 hours shall be protected from sunlight exposure in accordance with the manufacturer's instructions.
- 351.4.5.3 All exposed edge terminations shall receive a trowelled bead of mastic.
- 351.4.6 For Bridge decks, the edge details shall be constructed as shown on Standard Drawing 351-1 or 351-4.
- 351.4.6.1 Solvent based materials shall be cured for appropriate time period prior to the placing of the waterproofing membrane.
- 351.4.7 For ballast walls the membrane shall be applied in vertical strips starting at the mid-depth of the downward angle of the ballast wall angle.
- 351.4.7.1 The membrane shall cover the entire back face of the ballast wall with a minimum 150 mm overlapping onto the approach slab and wingwalls.
- 351.4.7.2 The details for installation are shown on Standard Drawing 351-2.
- 351.4.8 For concrete box Culverts, the following conditions shall apply:
- 351.4.8.1 The membrane shall be applied in strips perpendicular to the long axis of the Culvert.
- 351.4.8.2 The membrane shall be installed in accordance with Standard Drawing 351-3.
- 351.4.8.3 The protection board shall be applied over the top of the waterproofing system, on both the top and sides and adhered to the membrane by placing gobs of the mastic at 600 mm centres between the two surfaces.
- 351.4.8.4 The protection boards shall be butted tightly and shall be orientated vertically when coverage of the sides is specified and in all cases shall completely cover the applied waterproofing system.
- 351.4.9 The Contractor shall pave a Bridge deck within 3 Days of the installation of the deck slab waterproofing.
- 351.4.10 Prior to placement of asphalt concrete, the Contractor shall survey the entire waterproofed surface using the chain drag method to identify any unbonded areas.
- 351.4.10.1 Unbonded areas shall be repaired according to the Manufacturers recommendations and to the satisfaction of the Engineer, prior to proceeding with the paving operation.
- 351.5 MEASUREMENT FOR PAYMENT
- 351.5.1 The Quantity to be measured for payment shall be the number of square metres of waterproofing system supplied and installed in accordance with this Item.
- 351.5.1.1 Starter strips, flashing, overlapped joints, double plied areas, patches and seams shall be measured as a single layer of the waterproofing system.
- 351.6 BASIS OF PAYMENT
- 351.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of waterproofing system, as identified under the Contract.
- 351.6.2 The Owner shall make partial payment for the waterproofing system in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHORING

ITEM: 361

361.1 DESCRIPTION

361.1.1 This Item consists of the design, supply, construction, and removal of the materials necessary to shore excavations.

361.2 MATERIALS

361.2.1 All materials shall be supplied by the Contractor.

361.2.2 Timber and lumber used in the construction of shoring shall be graded and stamped with the grade mark used by the Canadian Lumber Manufacturing Association and agencies authorized to mark lumber in Canada and/or lumber approved by the Engineer.

361.2.3 Timber piles used in shoring shall meet the requirements of CSA O56.

361.2.4 Steel sheeting shall be free from kinks and bends.

361.2.5 Steel members with reduced cross-sectional areas due to holes, cuts, and other discontinuities differing from those shown in the design submission and/or in the Contract Documents which reduce the design capacity of the members shall not be used.

361.2.6 When the grade of the steel members is not known and/or certified, the Engineer will assume that the yield point of the steel is 200 MPa.

361.3 SUBMITTALS

361.3.1 The Contractor shall be responsible for the design of the shoring and associated bracing and shall submit the design in accordance with Item 956.

361.3.1.1 Shoring shall be designed by the Contractor to meet the requirements of Regulation 91-191 of the Occupational Health and Safety Act.

361.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

361.4 CONSTRUCTION

361.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer and/or as may be required due to Work Site conditions as the Work progresses.

361.4.2 The Contractor shall design and construct all shoring to withstand the anticipated design loadings.

361.4.3 The Contractor shall be responsible for the adequacy of the shoring and the safety of the workmen and the Work Area, continuously from the time of placement of the shoring until such time as the shoring is removed.

361.4.4 The Contractor shall remove the shoring and all materials shall remain the property of the Contractor and he shall dispose of them outside the Work Site.

361.5 MEASUREMENT FOR PAYMENT

361.5.1 The Quantity to be measured for payment shall be the number of square metres of shoring designed, constructed and removed in accordance with this Item.

361.5.2 The area to be measured for payment shall be the extent of the shoring exposed from the base of the excavation to a point vertically upward 300 mm below the surrounding natural grade and horizontally along the edge of the base of the excavation.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SHORING

ITEM: 361

361.6 BASIS OF PAYMENT

361.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENGINEERED FILL

ITEM: 365

365.1 DESCRIPTION

365.1.1 This Item consists of the supply and placement of engineered fill.

365.2 MATERIALS

365.2.1 All materials shall be supplied by the Contractor.

365.2.2 Engineered fill shall consist of clean hard sound durable crushed rock, crushed gravel or pit run gravel, composed of clean, uncoated particles, free of mud, mudstone, siltstone or other unconsolidated rock material, organic materials and other deleterious material, and when tested in accordance with ASTM C117 and/or C136, shall conform to the grading limits of 31.5 mm crushed rock base or 31.5 mm crushed gravel base per 201.2.

365.2.3 Engineered fill shall not contain any friable, soluble, or reactive minerals or other deleterious materials or conditions that would make the aggregate prone to decomposition or disintegration.

365.2.4 Engineered fill shall not present any environmental hazard, from the presence of the parent material or its by-products, when exposed to the natural elements after placement in the Work.

365.2.5 The material, when tested by the Micro-Deval test method in accordance with MTO LS-618, shall have a Micro-Deval loss not greater than 30%.

365.2.6 The Owner reserves the right to reject any source of supply of engineered fill solely on the basis of past field performance, documented by the records and experience of the Owner and/or the Engineer, regardless of compliance with gradation or physical requirements.

365.3 SUBMITTALS

365.3.1 The Contractor shall advise the Engineer a minimum of 7 Days prior to start of placing of any engineered fill.

365.3.2 Where engineered fill placement occurs between November 1st and May 1st, the Contractor shall submit, for approval, the proposed method of protection to prevent freezing of the engineered fill.

365.4 CONSTRUCTION

365.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

365.4.2 The excavation for; and the placement of; the engineered fill must be one continuous operation, from commencement of the Work up to and until the engineered fill placement is completed up to the specified elevation.

365.4.3 The in-situ material, on which the engineered fill is to be founded, shall be compacted to a depth of 300 mm below the placement grade in accordance with Item 936 and to a minimum of 98% of the maximum dry density.

365.4.4 The engineered fill shall be placed on a firm, dry base and shall be placed in lifts not exceeding 200 mm and compacted in accordance with Item 936, to a minimum of 95% of the ASTM D1557 (modified Proctor) maximum dry density.

365.4.4.1 Adjacent fill material shall be placed simultaneously and maintained at the same elevation as the engineered fill.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENGINEERED FILL

ITEM: 365

- 365.4.5 Neither the excavation below existing grade, nor the engineered fill as supplied or after placement, shall be permitted to freeze until after the bearing concrete has been cast.
- 365.4.6 The tolerances in elevation for the placement of the engineered fill shall meet the requirements of Table 365-2.

**Table 365-2
Tolerances For Placement Of Engineered Fill**

Surface	Tolerance in Elevation
Base of Engineered Fill	± 5% of the nominal thickness of the engineered fill specified in the Contract Documents
Top of Engineered Fill	± 25 mm

365.5 MEASUREMENT FOR PAYMENT

- 365.5.1 The Quantity to be measured for payment shall be the number of cubic metres of engineered fill supplied and placed in accordance with this Item.
- 365.5.2 The measurement shall be calculated based on the payment lines as indicated in the Contract Documents.

365.6 BASIS OF PAYMENT

- 365.6.1 Payment for Work under this Item shall be at the Unit Price.
- 365.6.2 Haulage for engineered fill shall be paid for in accordance with Item 801.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FREE-DRAINING BACKFILL

ITEM: 366

366.1 DESCRIPTION

366.1.1 This Item consists of supply and placement of free-draining backfill.

366.2 MATERIALS

366.2.1 The Contractor shall supply all materials.

366.2.2 Free-draining backfill shall be clean, sound durable crushed rock, crushed gravel or pit run gravel.

366.2.3 Free-draining backfill shall meet the grading requirements shown in Table 366-1, when tested in accordance with ASTM C136.

366.2.3.1 Concrete aggregates meeting the requirements of Item 302.2 may be approved for supply under this Item.

**Table 366-1
Free-Draining Backfill Gradation**

ASTM Sieve Size	Percent Passing
63 mm	100
50 mm	90 - 100
25 mm	35 - 100
19 mm	15 - 85
12.5 mm	0 - 53
9.5 mm	0 - 30
4.75 mm	0 - 4
1.18 mm	0 - 2

366.3 SUBMITTALS

366.3.1 The Contractor shall submit the source of material for approval in advance of obtaining the free-draining backfill.

366.3.2 The Contractor shall submit a request in writing for approval of the use of concrete aggregates as a source of supply for this Item.

366.4 CONSTRUCTION

366.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

366.4.2 When the water table is below the bottom of the free-draining backfill, positive drainage of the free-draining backfill shall be provided as indicated in the Contract Documents and/or on the Standard Drawing 366-1.

366.4.3 Free-draining backfill shall be placed simultaneously with the placing of adjacent embankment material.

366.4.4 The free-draining backfill shall be placed to the dimensions as indicated in the Contract Documents and/or on the Standard Drawing 366-1.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FREE-DRAINING BACKFILL

ITEM: 366

366.5 MEASUREMENT FOR PAYMENT

366.5.1 The Quantity to be measured for payment shall be the number of cubic metres of free-draining backfill supplied and placed in accordance with this Item.

366.5.2 The measurement shall be calculated based on the payment lines as indicated in the Contract Documents.

366.6 BASIS OF PAYMENT

366.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF ASPHALT CONCRETE - STRUCTURES

ITEM: 371

371.1 DESCRIPTION

371.1.1 This Item consists of the removal and disposal of the existing asphalt concrete, including the waterproofing system, from a Bridge deck.

371.2 MATERIALS

371.2.1 None identified.

371.3 SUBMITTALS

371.3.1 None identified.

371.4 CONSTRUCTION

371.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

371.4.2 All removed materials shall become the property of the Contractor and shall be disposed of outside of the Work Site.

371.4.3 The Contractor must take care when removing the existing asphalt concrete so as not to damage the concrete Bridge deck, steel orthotropic Bridge deck, Roadway drains, joints, curbs and other abutting components of the Structure.

371.4.3.1 The Contractor shall be responsible, at his/her own expense, for the repair and/or replacement of such damage resulting from the Work.

371.4.4 All asphalt concrete shall be completely removed, including any deck waterproofing system which may be in place, to expose and leave bare the Portland cement concrete surface or steel orthotropic Bridge deck.

371.4.5 The Contractor shall not be allowed to remove the existing asphalt from the Bridge deck by cold milling.

371.4.6 The approach asphalt shall be removed in a stepped fashion to avoid a vertical face full depth of the asphalt at the interface of new and old asphalt.

371.5 MEASUREMENT FOR PAYMENT

371.5.1 The removal and disposal of the asphalt concrete carried out in accordance with this Item shall be on a lump sum basis.

371.6 BASIS OF PAYMENT

371.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF CONCRETE

ITEM: 372

372.1 DESCRIPTION

372.1.1 This Item consists of the removal and disposal of concrete from a Structure.

372.2 MATERIALS

372.2.1 None identified.

372.3 SUBMITTALS

372.3.1 The Contractor shall submit the proposed method and sequencing of the removal at least 14 Days prior to the commencement of the Work.

372.4 CONSTRUCTION

372.4.1 General

372.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

372.4.1.2 The removal of the asphalt concrete to bare exposed concrete surface shall be carried out under Item 371.

372.4.1.3 All removed materials generated as a result of the Work shall be the property of the Contractor and shall be disposed of outside the Work Site.

372.4.1.4 Unless otherwise specified the railing and rail posts are to remain in place during the construction operations and the Contractor shall ensure that no damage to these articles occurs during the Work.

372.4.1.5 The Contractor shall take all care not to damage any portion of the Superstructure and supports during the Work.

372.4.1.6 The Contractor shall pay particular attention to the flow of traffic through the construction zone and any damage incurred to vehicles or their cargo or injury sustained to their occupants as direct or indirect result of the Contractor's action, procedures or negligence, shall be the sole responsibility of the Contractor.

372.4.1.6.1 The Contractor shall indemnify and save harmless the Owner with regards to claims arising from damages or injuries.

372.4.1.7 The Contractor shall be responsible to ensure the security of the fall area below the Structure.

372.4.1.8 The Contractor shall be required to remove all concrete rubble and other waste from piers and abutments and from the Work Site before the Contract is completed.

372.4.1.9 The Contractor shall be responsible, at his/her own expense, for any damage or loss of adjacent and abutting features.

372.4.2 Equipment

372.4.2.1 All Equipment used to remove concrete from the repair areas shall be subject to the approval of the Engineer.

372.4.2.2 Chipping hammers

372.4.2.2.1 Chipping hammers shall weigh less than less than 15 kg.

372.4.2.2.2 Chipping hammers shall be permitted in all areas of concrete removal.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF CONCRETE

ITEM: 372

372.4.2.3 Jackhammers

372.4.2.3.1 Jackhammers shall weigh less than 40 kg.

372.4.2.3.2 Concrete removal utilizing a jackhammer shall not be permitted in the following areas:

372.4.2.3.2.1 Within 100 mm of concrete that is to remain in place;

372.4.2.3.2.2 Within 100 mm of the edges and faces of structural steel members that are to remain in place; and

372.4.2.3.2.3 Within 25 mm of reinforcing steel that is to remain in place.

372.4.2.4 Rig-Mounted Breakers

372.4.2.4.1 Utilizing a rig-mounted breaker for concrete removal shall not be permitted in the following areas:

372.4.2.4.1.1 For barrier walls, parapet walls and deck slabs supported by concrete girders, unless the girders are to be removed;

372.4.2.4.2 For barrier walls and parapet walls supported by steel beams, unless the deck slab is to be removed;

372.4.2.4.3 Within deck joint assembly;

372.4.2.4.4 Located within a distance from concrete to remain in place equal to the sum of 600mm and the lap length of steel reinforcement to remain in place as specified in the Contract Documents; and

372.4.2.4.5 Within 600 mm from the edge and faces of structural steel members including shear studs to remain in place.

372.4.3 Type A - Partial Depth Removal

372.4.3.1 This section consists of the partial depth removal and disposal of loose and unsound concrete.

372.4.3.2 The actual locations, area and extent of removal shall be determined on the site by the Engineer.

372.4.3.3 Partial depth removal shall apply to but is not limited to:

372.4.3.3.1 Sidewalks and curbs;

372.4.3.3.2 The top surface of decks; and

372.4.3.3.3 Barrier walls, endposts and ballastwalls.

372.4.3.4 Concrete shall be removed in such a manner as to prevent damage to adjacent concrete, other components and utilities that are to remain in place.

372.4.3.5 Reinforcing steel, prestressing tendons, shear connectors, structural steel and other components to remain in place shall not be damaged or loosened.

372.4.3.6 Hammers shall not come in contact with reinforcing bars in a manner which will cause debonding of bars in adjacent concrete areas not being repaired.

372.4.3.7 Concrete removal shall not be permitted within 1 m of newly placed concrete for a period of 72 hours and to a minimum compressive strength of 20 MPa.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF CONCRETE

ITEM: 372

- 372.4.3.8 The unsound and delaminated areas of the concrete deck slab, curbs and endposts, as determined by the Engineer, shall be saw cut along all edges to a depth of approximately 15 mm orientated perpendicular to the original concrete surface.
- 372.4.3.8.1 Concrete shall be removed to a minimum of 20 mm below the bottom bar of the top mat of reinforcing steel.
- 372.4.3.8.1.1 Any additional unsound concrete, beyond the minimum specified, shall also be removed from these areas.
- 372.4.3.8.2 Removal of concrete beyond the specified limit shall only be carried out when directed by the Engineer.
- 372.4.3.9 All of the exposed reinforcing steel within these repair areas shall be cleaned by sandblasting (or Engineer approved alternate method) such that it is free of scale, rust and concrete.
- 372.4.3.10 The maximum size of the air hammer to be used when removing concrete around reinforcing steel shall be 156 N.
- 372.4.3.11 In areas where the top mat of reinforcing steel is completely exposed, the bars shall be retied at each intersection point.
- 372.4.3.12 All of the exposed concrete removal surface areas shall be sandblasted (or Engineer approved alternate method) such that unsound concrete material, dust, loose particles, and contamination are removed.
- 372.4.4 Type B - Full Depth Removal
- 372.4.4.1 This section consists of the full depth removal and disposal of concrete.
- 372.4.4.2 The actual locations, area and extent of removal shall be determined on the site by the Engineer.
- 372.4.4.3 Full depth removal areas shall be saw cut along all edges, perpendicular to the existing concrete surface to a depth of 25 mm or to the top layer of reinforcing steel, whichever is less.
- 372.4.4.4 All of the exposed reinforcing steel within these repair areas shall be cleaned by sandblasting (or Engineer approved alternate method) such that they are free of scale, rust and concrete.
- 372.4.4.5 Care shall be taken not to damage, cut or loosen the reinforcing steel.
- 372.4.4.6 Exposed reinforcing steel shall be retied at each intersection point.
- 372.4.4.7 The Contractor must take care during the removal of deck concrete in the curb areas so as not to damage the existing reinforcing steel, granite curbing, railposts and railing in any way.
- 372.4.4.8 The Contractor shall employ methods approved by the Engineer to protect the steel Superstructure from falling concrete debris.
- 372.4.4.9 All of the exposed concrete removal surface areas shall be sandblasted (or Engineer approved alternate method) such that unsound concrete material, dust, loose particles, and contamination are removed.
- 372.4.5 Type C - Complete Removal
- 372.4.5.1 This section consists of the complete removal and disposal of concrete above the girders/floor stringers of a Structure.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF CONCRETE

ITEM: 372

- 372.4.5.2 The use of explosives shall not be permitted.
- 372.4.5.3 The Contractor shall not drop any materials from the Bridge deck area.
- 372.4.5.4 The Contractor shall clearly mark, on the surface of the Bridge deck, the locations of the supporting members in advance to performing saw cutting and/or jack hammering operations in order to prevent cutting, nicking or spalling of the supporting members.
- 372.4.5.5 Where supporting members have shear connections or stirrups embedded in the deck slab, the Contractor shall employ concrete removal methods that will not result in damage to those embedded elements nor the supporting members.
- 372.5 MEASUREMENT FOR PAYMENT
- 372.5.1 The Quantity to be measured for payment shall be the number of square metres of deck concrete removed and disposed of in accordance with this Item.
- 372.6 BASIS OF PAYMENT
- 372.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of removal, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF STRUCTURES

ITEM: 381

381.1 DESCRIPTION

381.1.1 This Item consists of the removal of Structure(s) including the disposal of all debris.

381.2 MATERIALS

381.2.1 None identified.

381.3 SUBMITTALS

381.3.1 The Contractor shall submit drawings and design calculations in accordance with Item 956.

381.3.2 The Contractor shall submit to the Engineer, upon request, at least 14 Days prior to the commencement of the Work, the proposed method and sequencing of the removal of the Structure for approval by the Engineer and the Department of Environment and Local Government.

381.3.2.1 The submittal shall include the proposed method for the capture and removal of the debris from the Structure, the proposed retention system for preventing the material from falling into the wetted portion of the watercourse and techniques to be used for the removal of any material which inadvertently falls into the watercourse.

381.4 CONSTRUCTION

381.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

381.4.2 For Structures in or over watercourses, the Contractor shall carry out the Work in accordance with Item 948 and the following:

381.4.2.1 The Structure shall be removed without releasing harmful materials or contaminants into the watercourse.

381.4.2.2 The removal of material which falls into the river shall be accomplished without stationing equipment in the wetted portion of the watercourse or disturbing the riverbed.

381.4.3 The Contractor shall protect public traffic from the dust and debris resulting from the Work.

381.4.4 Explosives will not be permitted for demolition.

381.4.5 All Work shall be carried out in accordance with CSA S350 - "Code of Practice for Safety in Demolition of Structures".

381.4.5.1 The Structure shall be removed in such a manner to eliminate contact with the riverbed.

381.4.6 The following conditions shall apply for buried portions of the Structures:

381.4.6.1 Foundation excavation for the Work shall be carried out in accordance with 161.4.

381.4.6.2 Backfilling of the Work Area shall be carried out in accordance with 106.4 or 108.4, depending on the backfill material to be placed.

381.4.7 All waste and demolition debris shall become the property of the Contractor and shall be disposed of outside the Work Site at an approved Construction and Demolition Material Disposal Site.

381.4.7.1 Waste and demolition debris shall be recycled where possible.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF STRUCTURES

ITEM: 381

381.4.8 Any damage to the riverbed or to portions of the Structure which are to remain in place shall be repaired by the Contractor at his/her own expense.

381.5 MEASUREMENT FOR PAYMENT

381.5.1 The removal of a Structure(s) in accordance with this Item shall be on a lump sum basis.

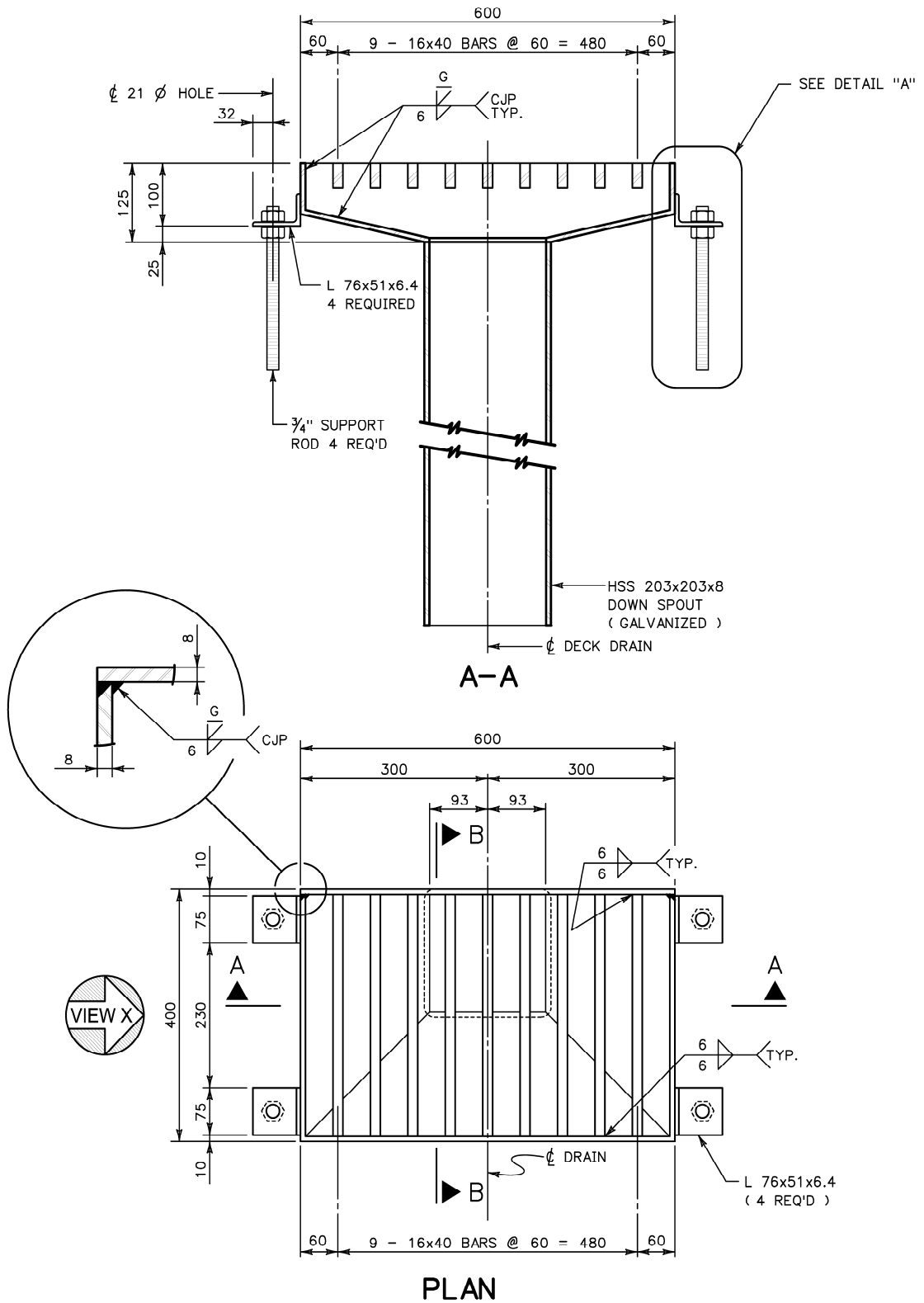
381.6 BASIS OF PAYMENT

381.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 399

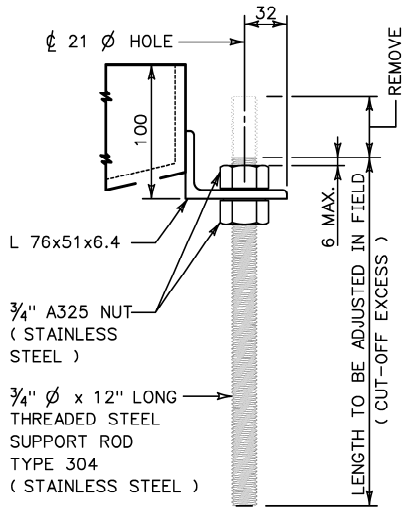


Roadway Drain for Structures

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

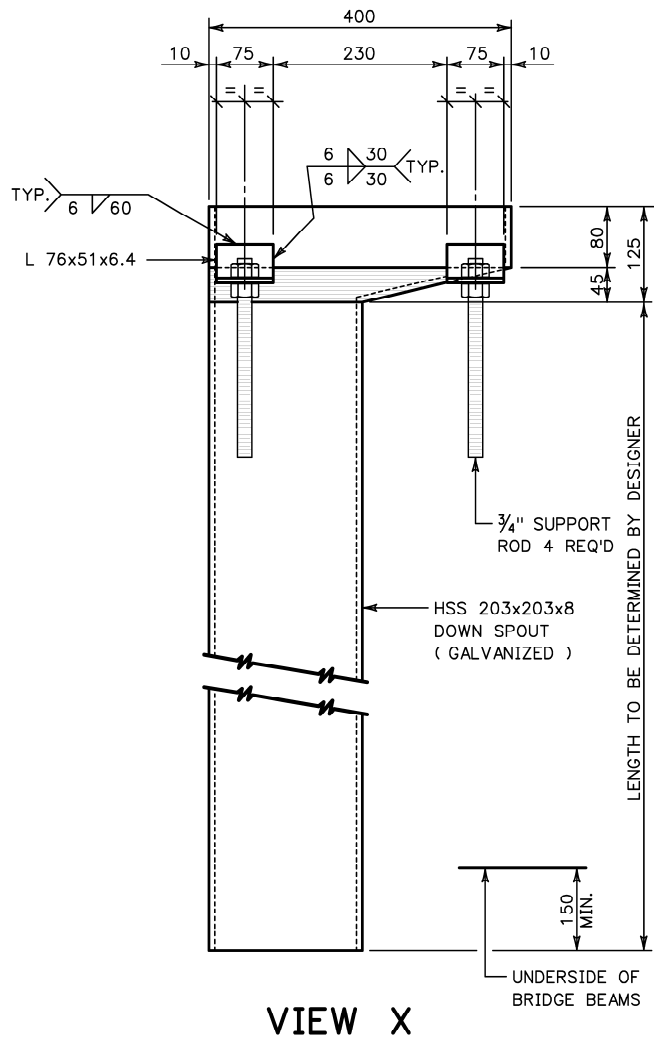
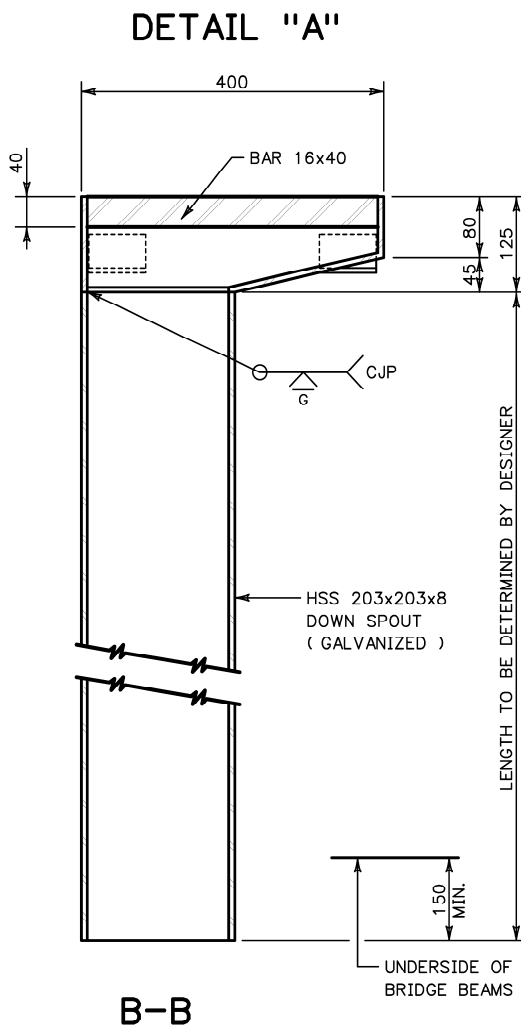
STANDARD DRAWINGS

ITEM: 399



NOTES:

- MATERIALS = STEEL: CAN/CSA - G40.20/G40.21 - TYPE 300W
- ALL STEEL PLATES ARE TO BE 8mm THICK UNLESS OTHERWISE NOTED.
- ALL WELDERS SHALL BE CERTIFIED BY THE CWB TO CAN/CSA W47.1 SPECIFICATIONS, AND/OR TO A CERTIFICATION LEVEL OF QUALIFIED WELDER AS ISSUED BY THE PROVINCE OF NEW BRUNSWICK.
- DECK DRAIN ASSEMBLIES TO BE GALVANIZED BY HOT DIPPING, AFTER FABRICATION IN ACCORDANCE WITH CAN/CSA G-164, TO A MINIMUM THICKNESS OF 175 μ m AND/OR A MINIMUM APPLICATION RATE OF 1 kg/m².



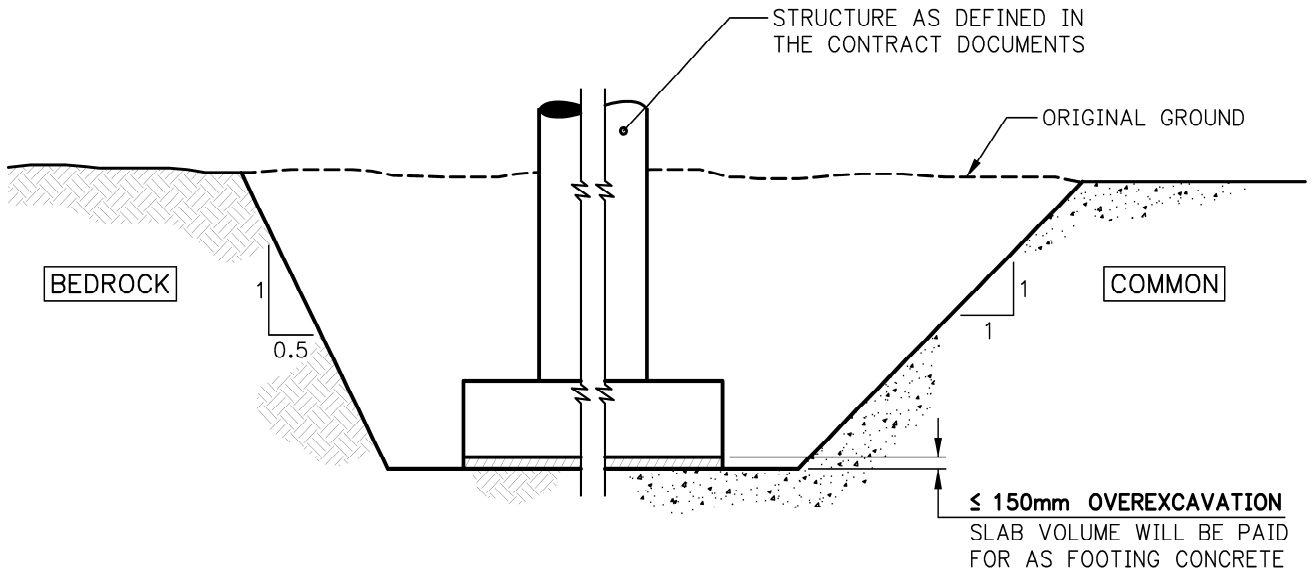
PLAN VIEW AND SECTION ON STANDARD DRAWING 302-1

Roadway Drain Details

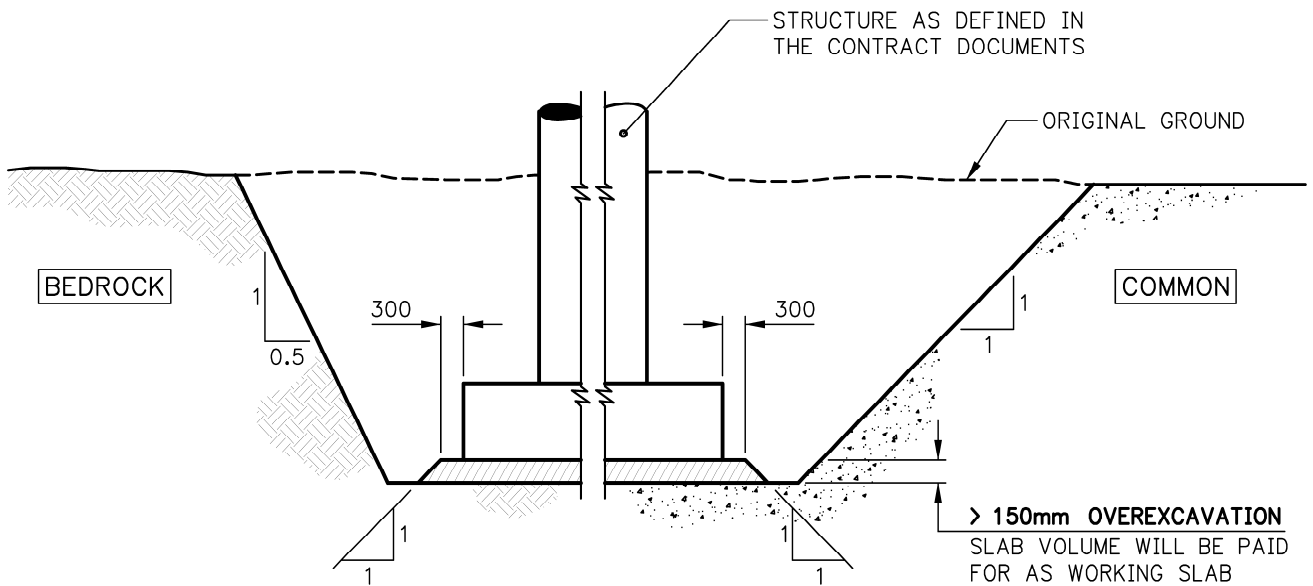
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 399



LIMITS OF FOOTING CONCRETE



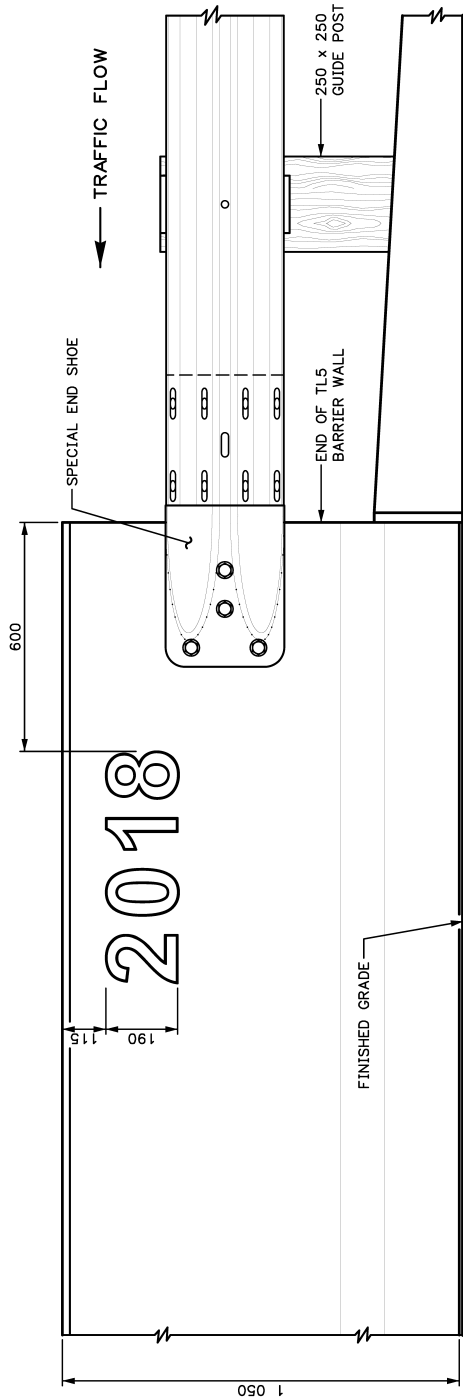
LIMITS OF WORKING SLAB CONCRETE

Concrete Limits for Foundation Overexcavation

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

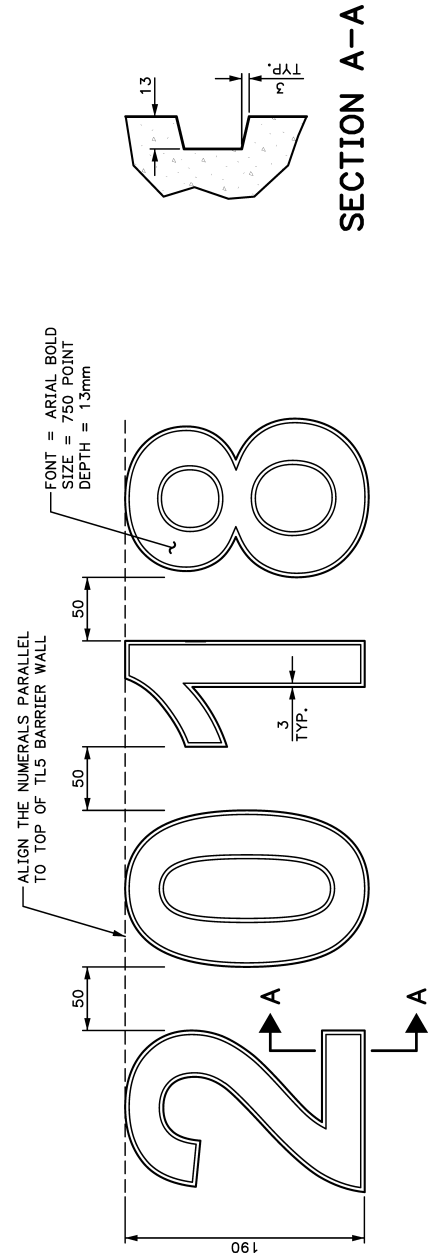
ITEM: 399



DATE LOCATION ELEVATION

NOTES:

- BRIDGE DATES ARE TO BE LOCATED AT START OF BARRIER WALL, (TO THE RIGHT OF APPROACHING TRAFFIC)
- DATE SHOWN IS FOR ILLUSTRATED PURPOSES ONLY, ACTUAL DATE SHALL BE USED.



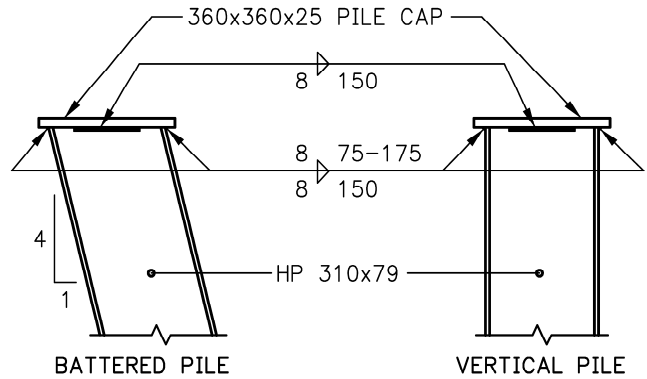
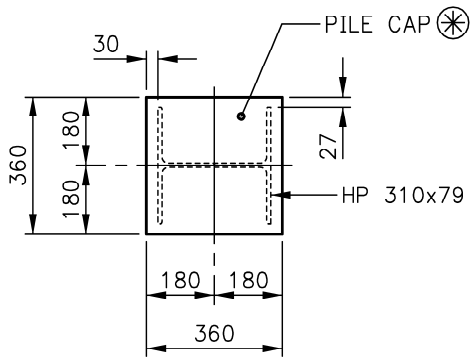
TYPICAL DATE NUMERALS

Date Location for Structures

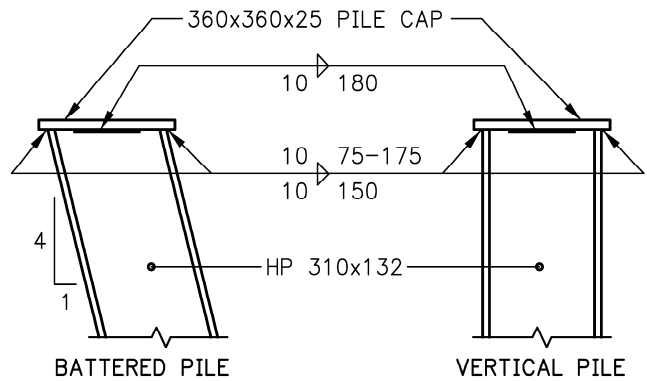
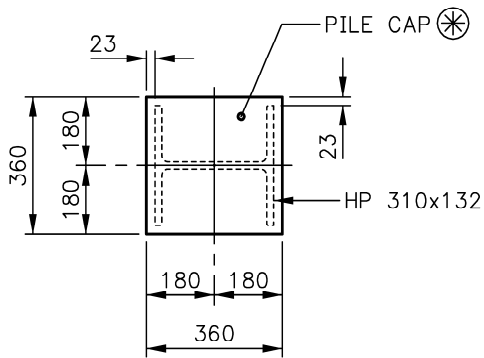
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

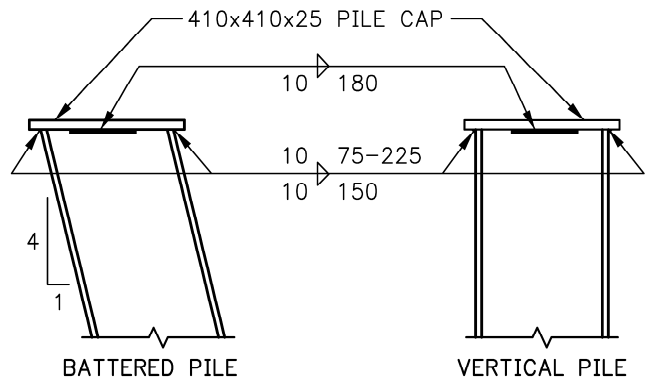
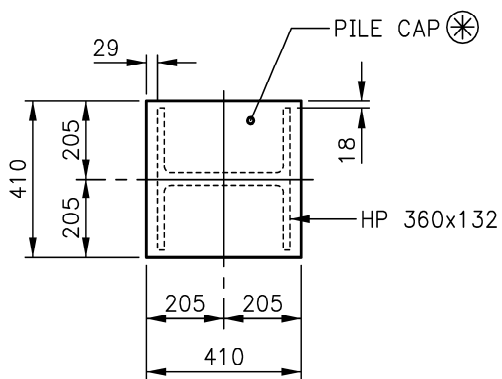
ITEM: 399



PILE CAP DETAILS FOR HP 310x79



PILE CAP DETAILS FOR HP 310x132



PILE CAP DETAILS FOR HP 360x132

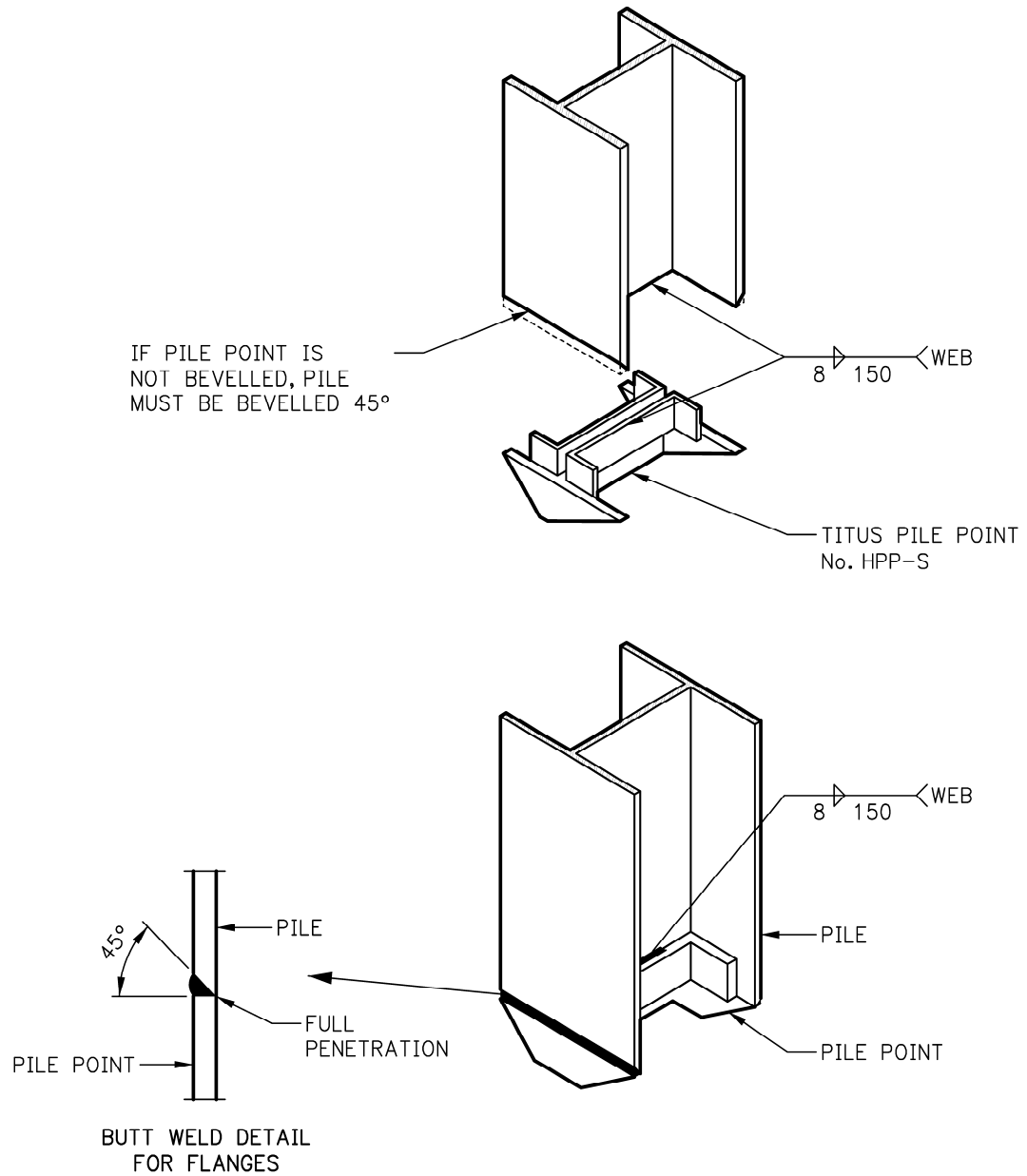
⊗ PILE CAP PLATE SIZE BASED ON NOMINAL PILE DIMENSIONS

**Steel H Piles
Pile Cap Details**

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 399

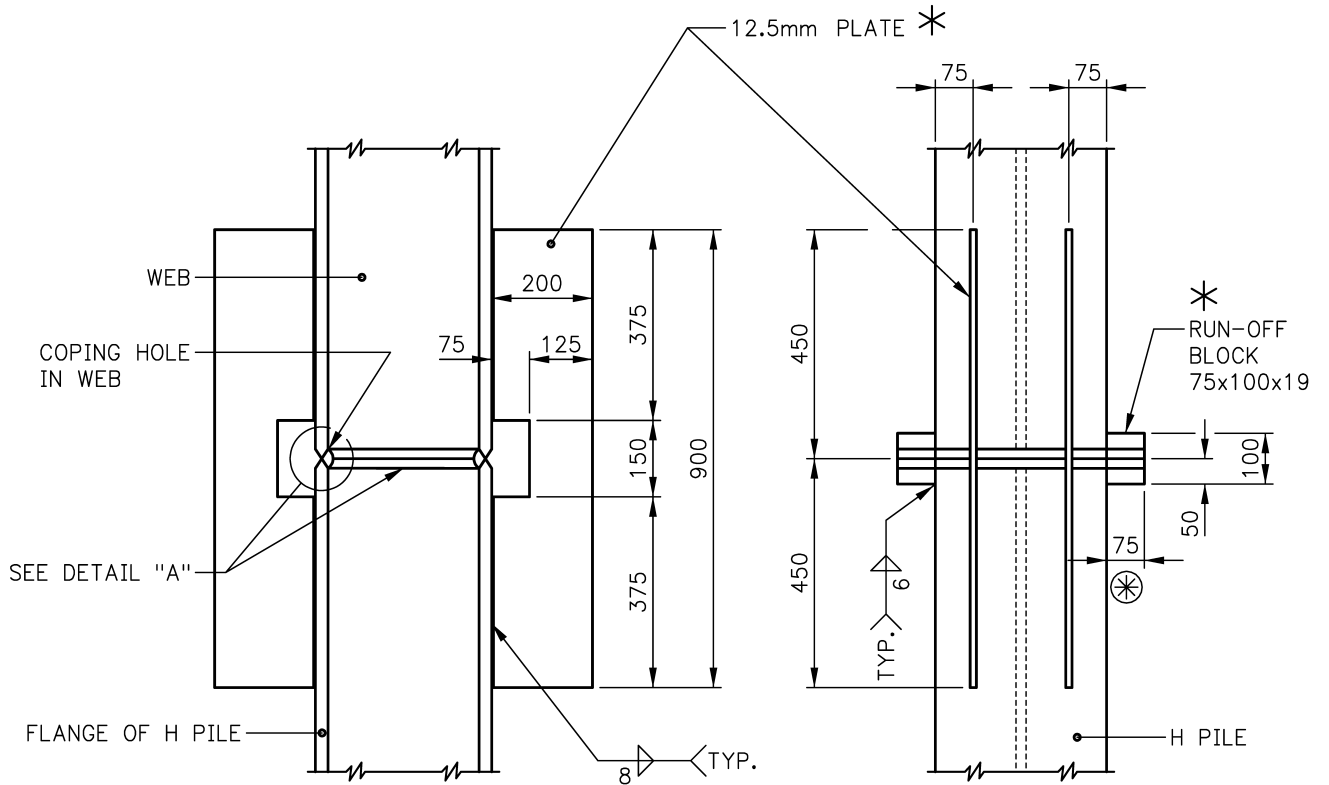


Steel H Piles
Pile Point Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

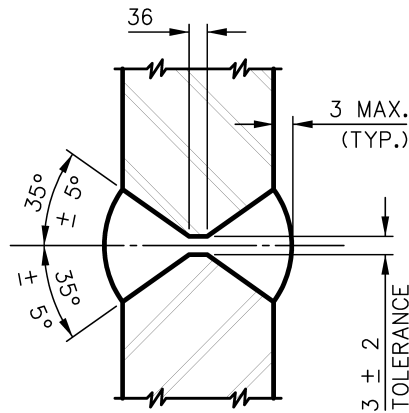
STANDARD DRAWINGS

ITEM: 399



⊗ MAY BE REDUCED TO 50 WHEN SPLICES ARE CHECKED BY NON-DESTRUCTIVE TEST METHOD.
 * REMOVE AFTER SPLICE IS FINISHED AND GRIND FLUSH.

VERTICAL ALIGNMENT FOR H PILE SPLICING



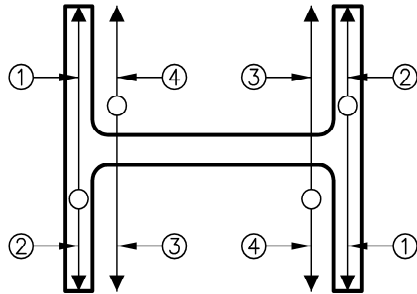
DETAIL "A"

**Steel H Piles
Splice Details**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

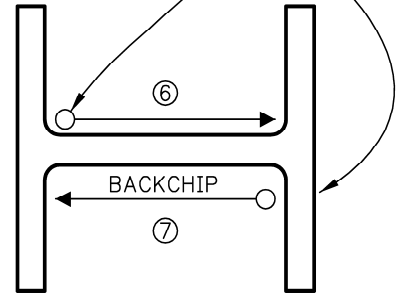
STANDARD DRAWINGS

ITEM: 399



**SEQUENCE OF
WELDING FLANGES**

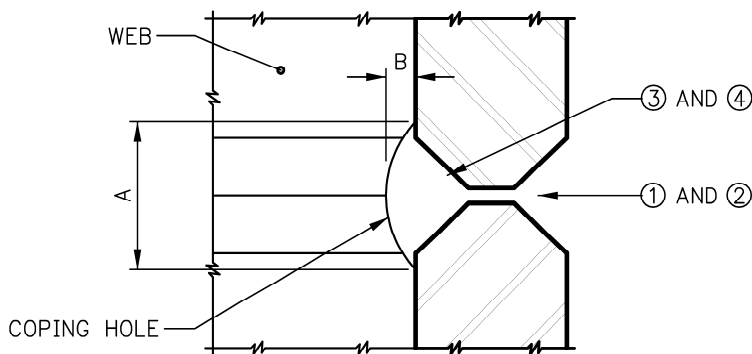
CORNER FILLED FIRST
ON ALTERNATE SIDES



**SEQUENCE OF
WELDING WEB**

NOTE:

WELD PASSES ① AND ② ARE AT
THE CENTER LINE OF THE FLANGES
AND WELD PASSES ③ AND ④ ARE
ON THE INSIDE OF THE FLANGES



COPING HOLE DETAIL

"A" APPROX. 4mm LARGER THAN
EDGE OF GROOVE

"B" LARGE ENOUGH TO ALLOW
THE WELD TO START BEYOND
THE WEB WITH A MAX. TIP
OF 7° OF THE ELECTRODE

BACKCHIP ① AND ② TO SOUND
METAL BEFORE DEPOSITION OF
PASSES ③ AND ④

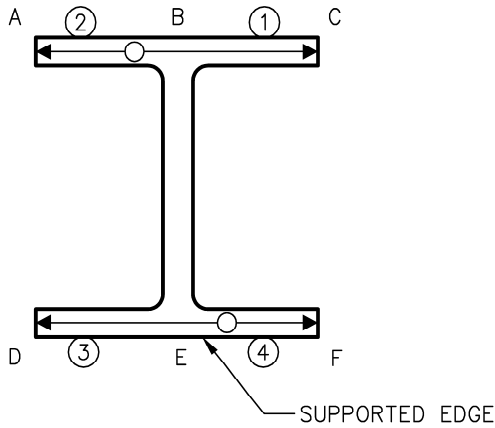
**Steel H Piles
Sequences for Welds for Horizontal Position**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

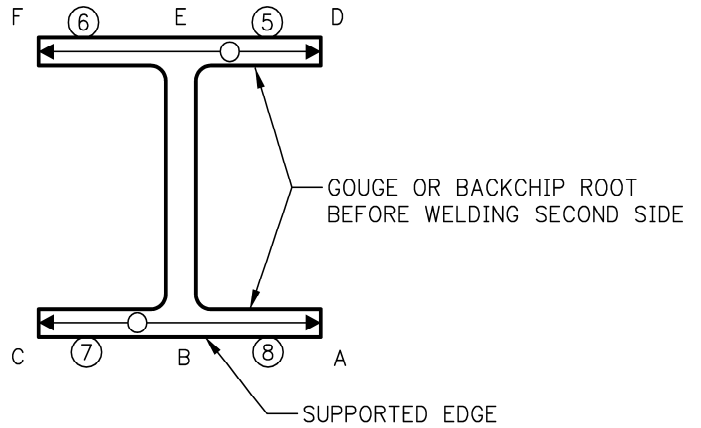
STANDARD DRAWINGS

ITEM: 399

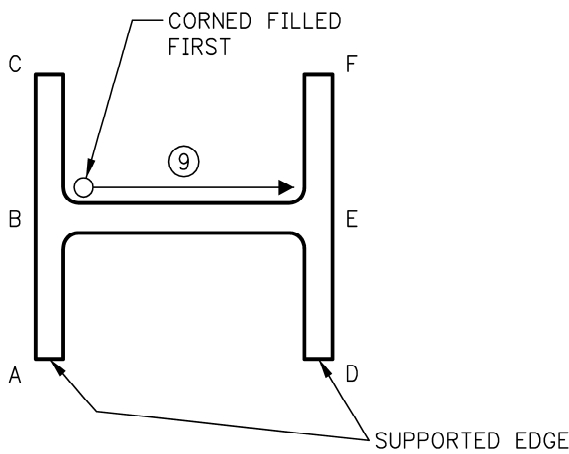
NOTE:
WELD TO BE COMPLETE AS SHOWN
BY THE NUMBERED SEQUENCE



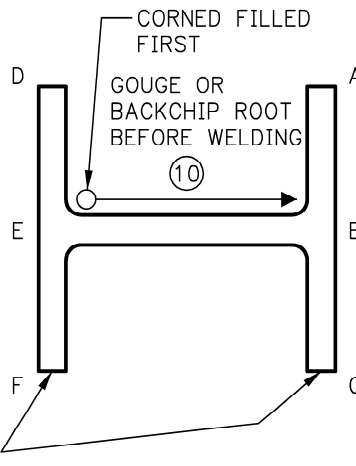
POSITION No. 1



POSITION No. 2



POSITION No. 3



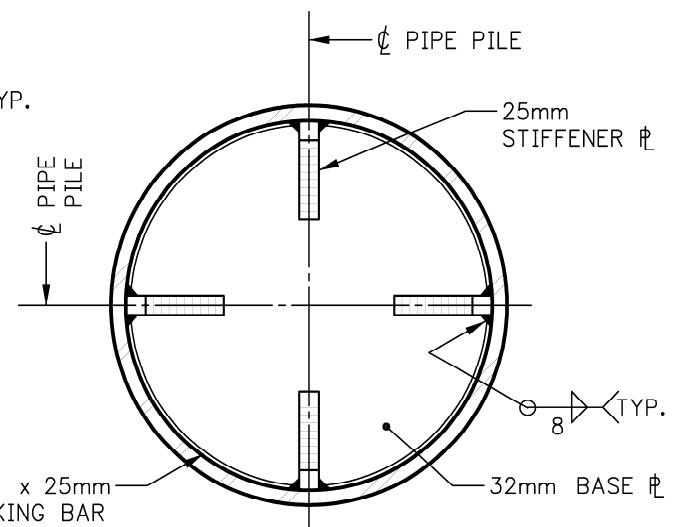
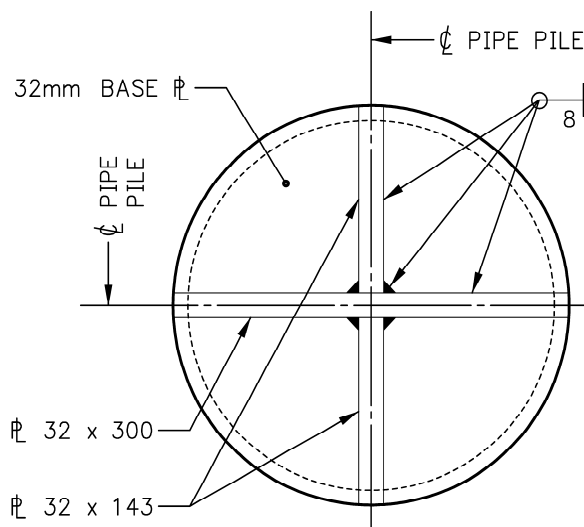
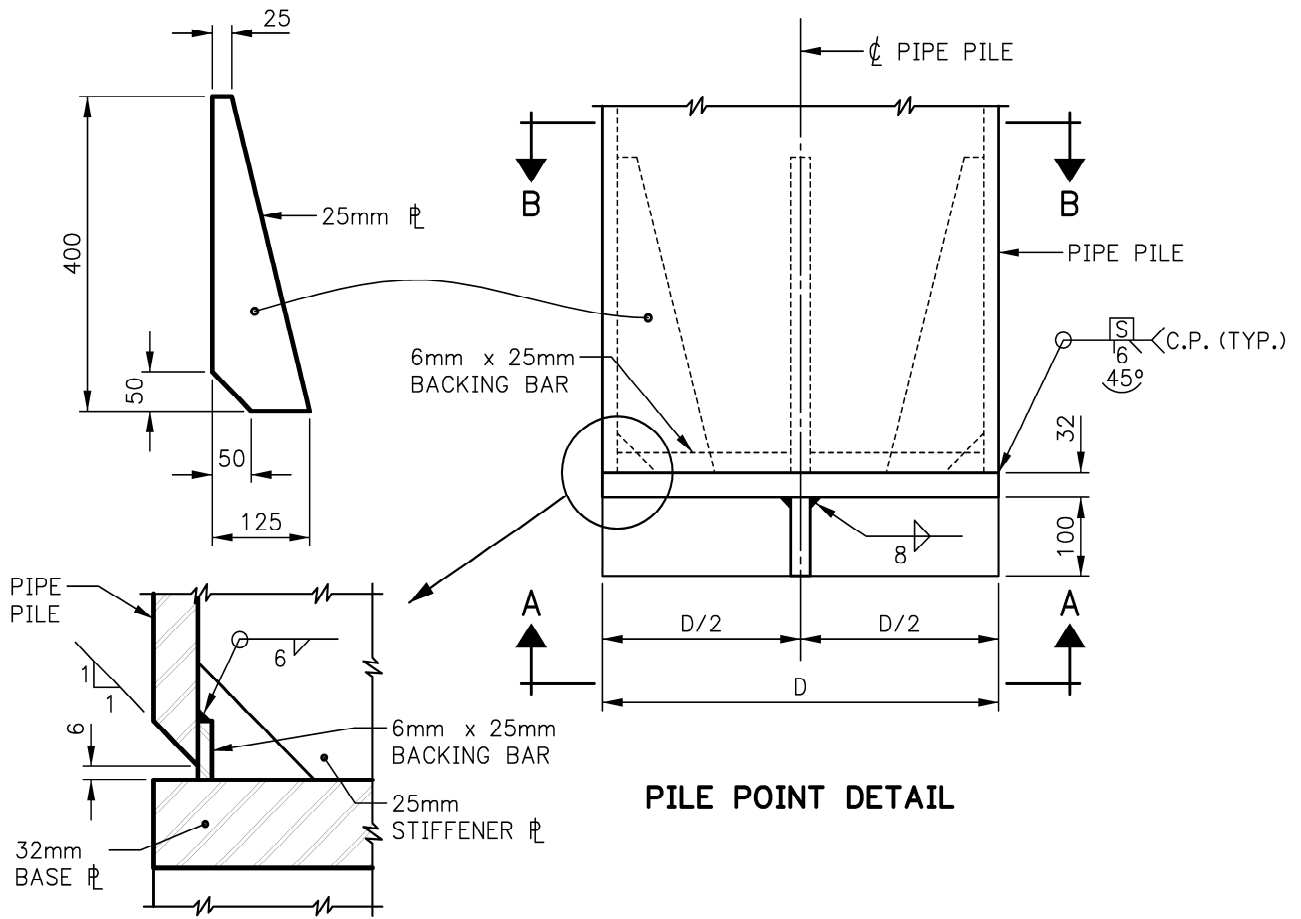
POSITION No. 4

**Steel H Piles
Sequences for Welds for Flat Position**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 399

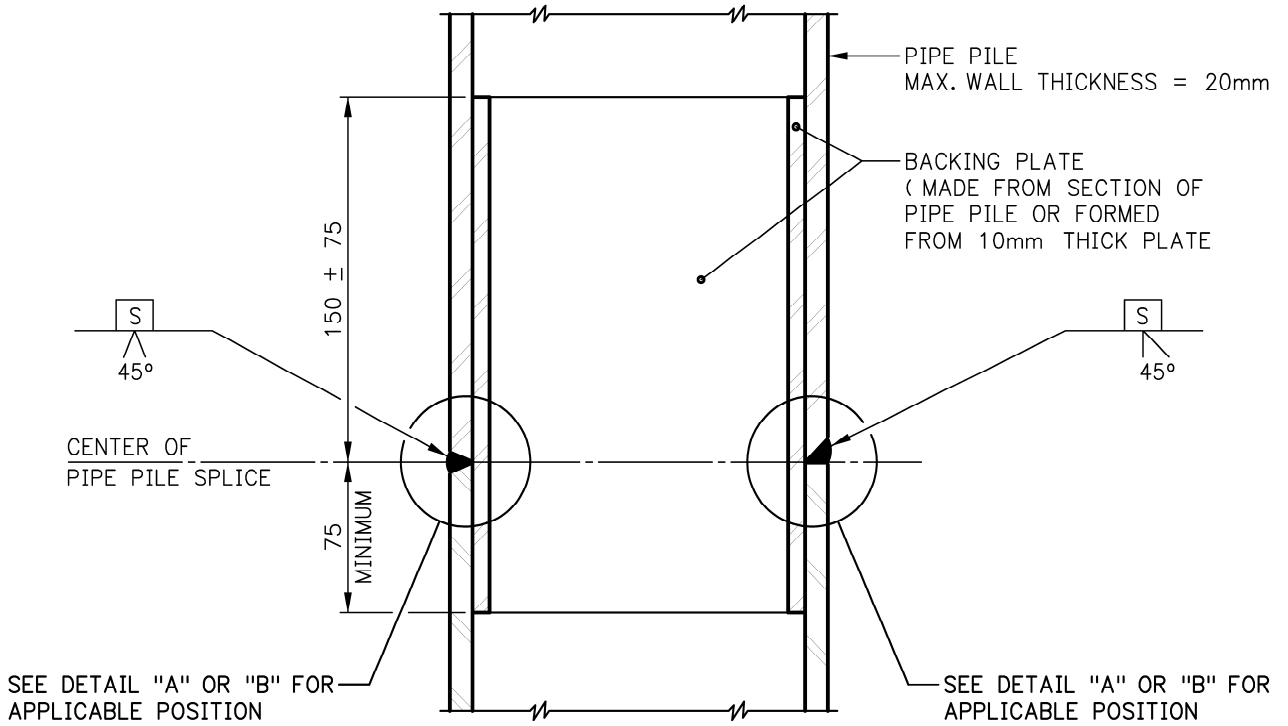


**Steel Pipe Piles
Pile Point Details**

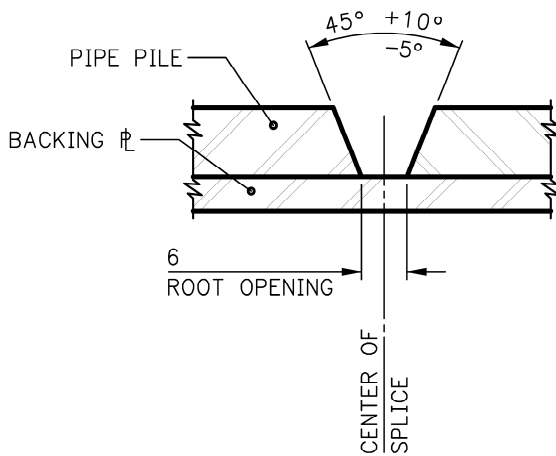
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 399

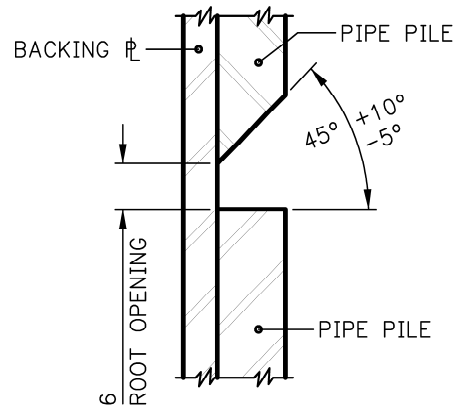


SECTION OF PILE



DETAIL "A"

FLAT, VERTICAL OR OVERHEAD
POSITION



DETAIL "B"

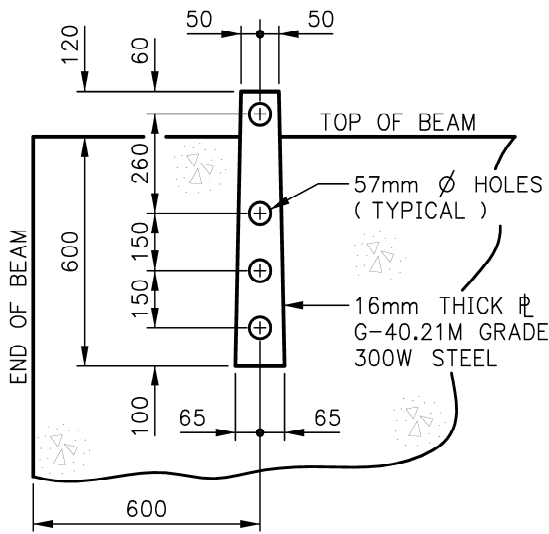
HORIZONTAL POSITION

**Steel Pipe Piles
Splice Details**

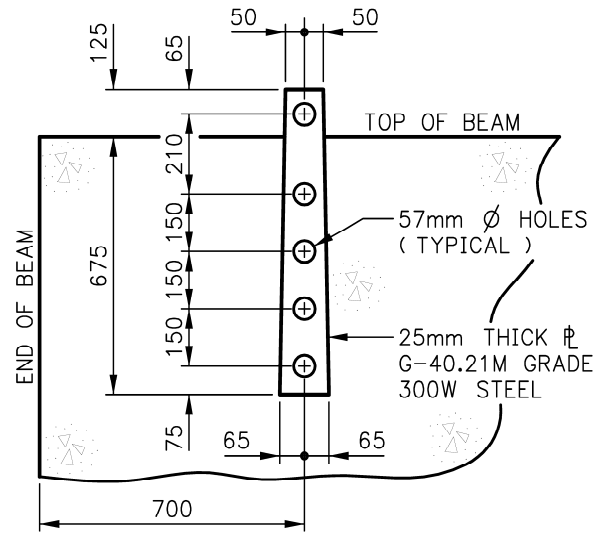
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

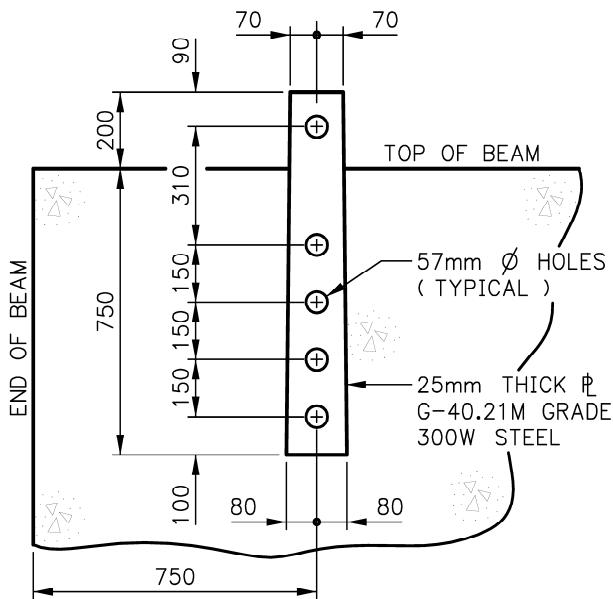
ITEM: 399



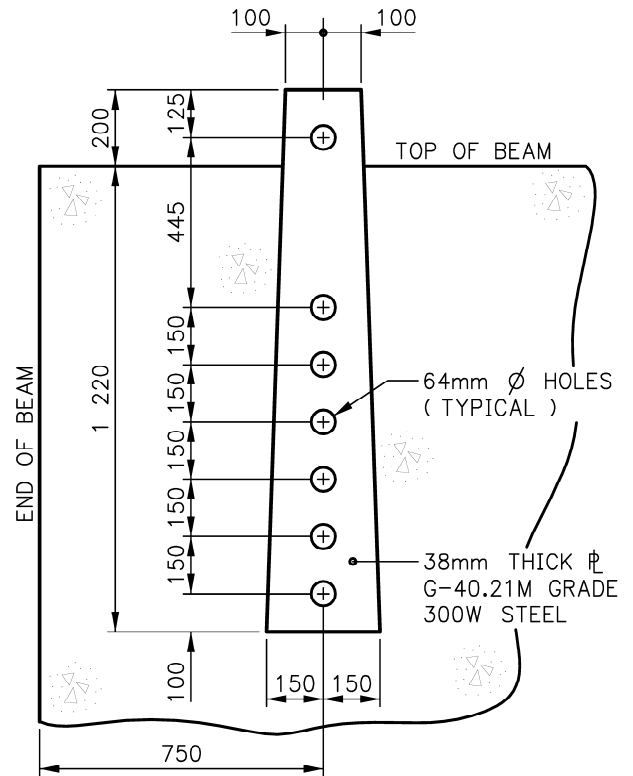
AASHTO TYPE II BEAM



AASHTO TYPE III BEAM



**AASHTO TYPE IV BEAM
NBDOT TYPE I BEAM**



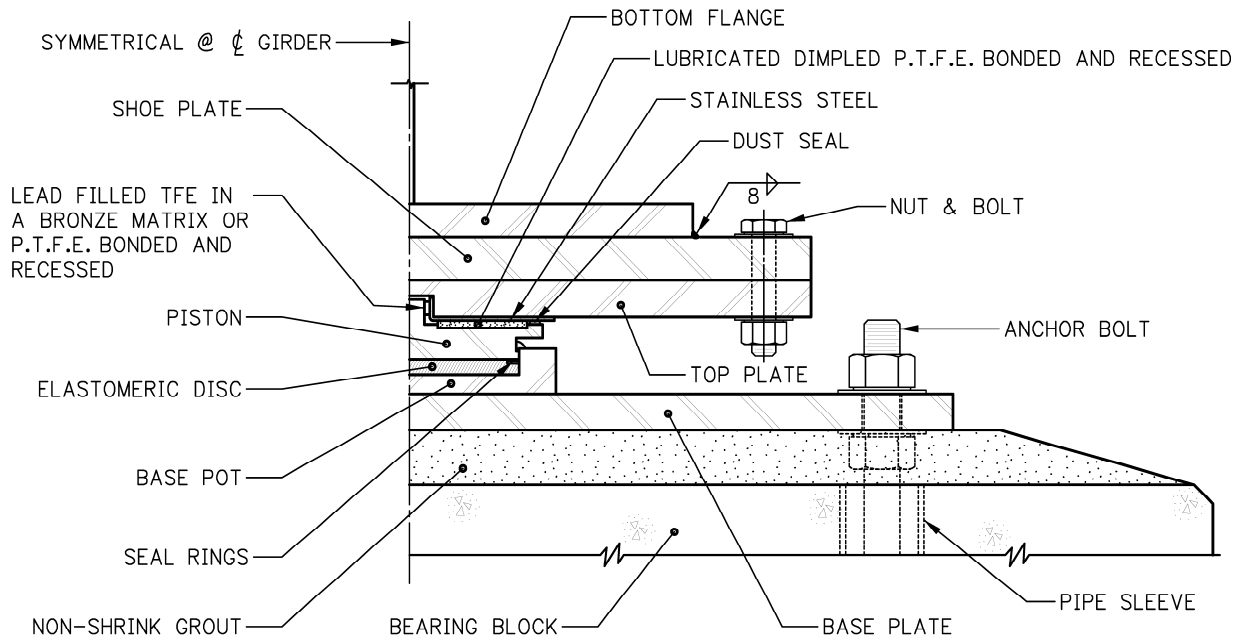
BULB-TEE BEAM

**Prestressed Beam Lifting Device Details
Vertical Only**

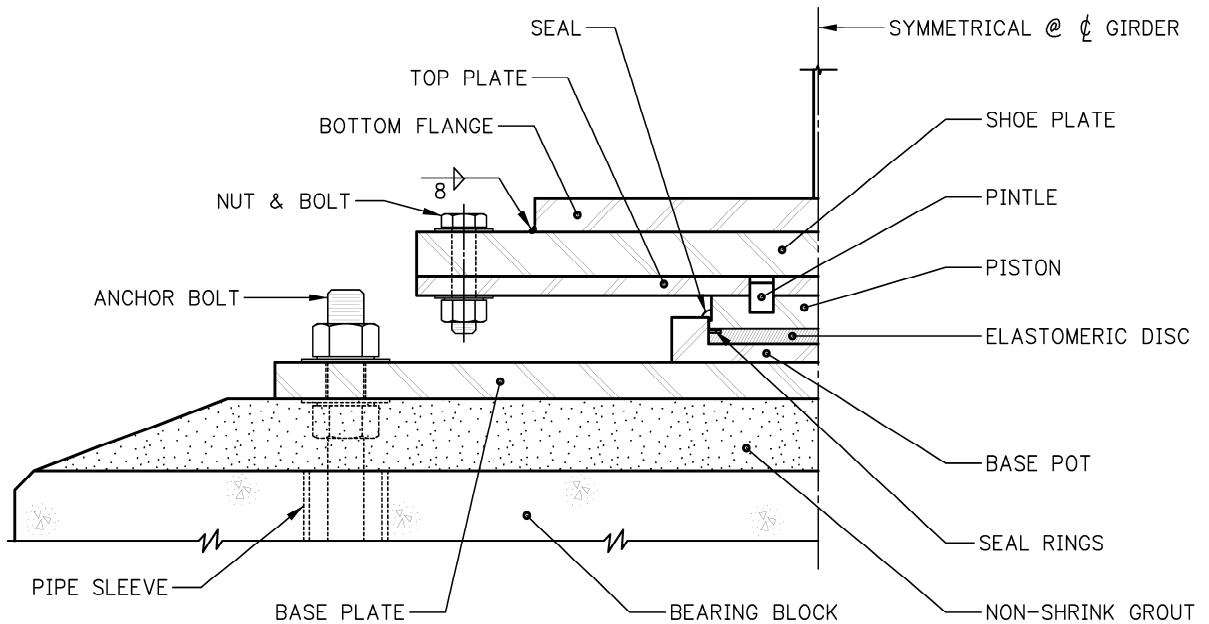
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 399



CONSTRAINED SLIDING BEARING



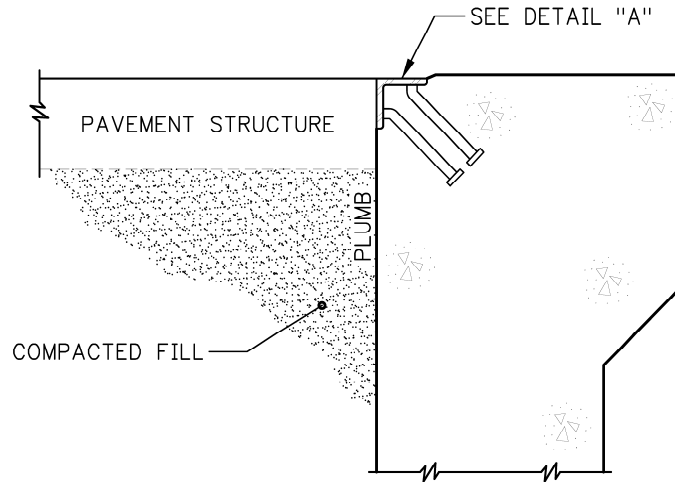
FIXED BEARING

**Bridge Pot Bearing
Nomenclature**

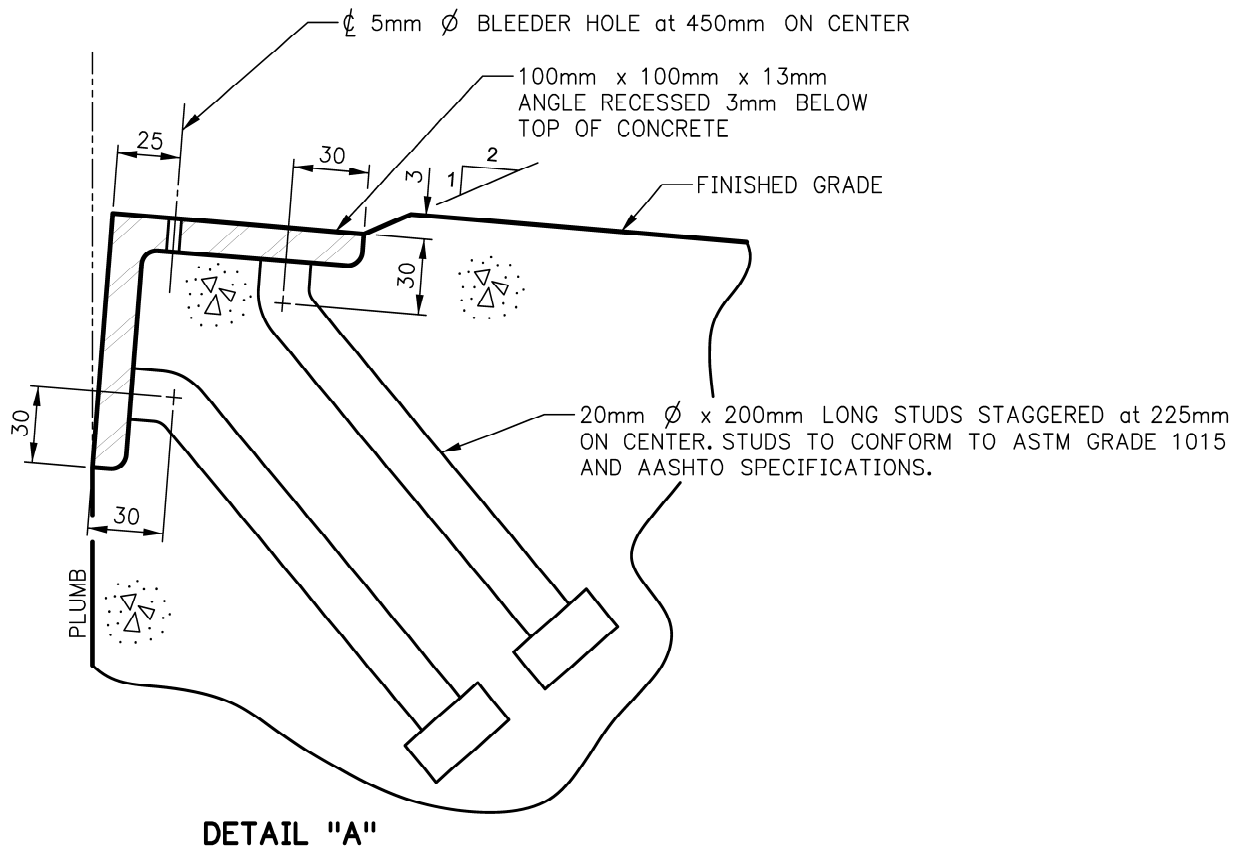
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 399



BALLASTWALL SECTION

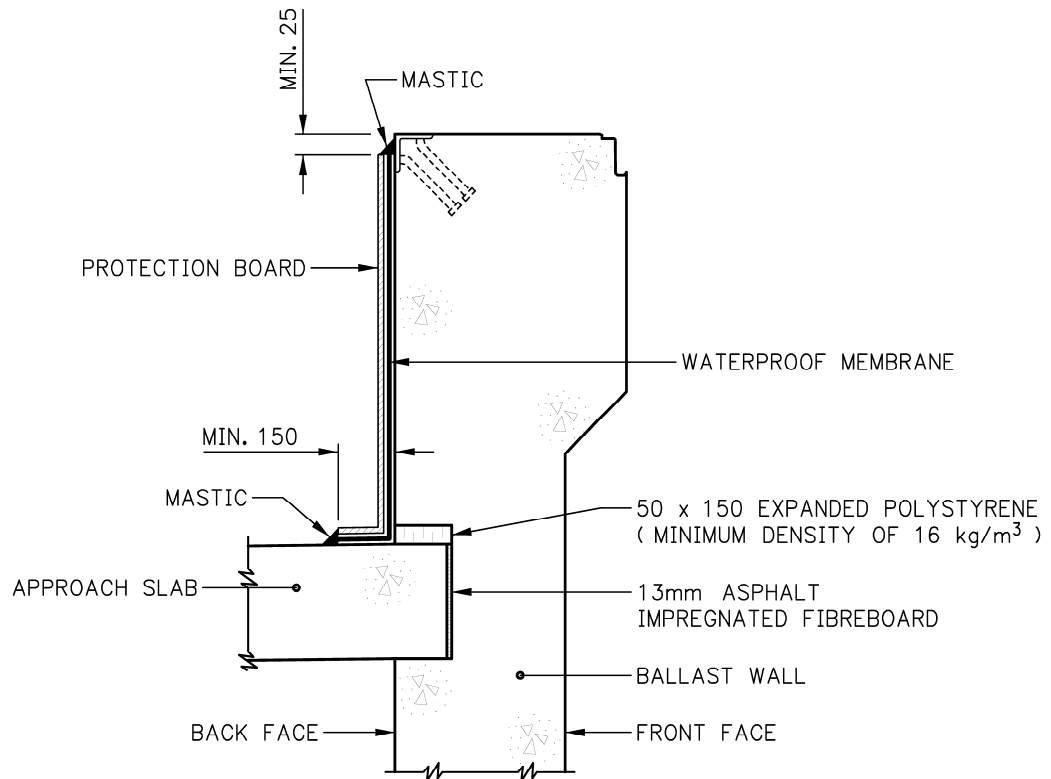


Ballastwall Protection Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 399



**SECTION THROUGH BALLAST WALL SHOWING
WATERPROOFING SYSTEM**

NOTES:

- ALL PROTECTION BOARD TO BE APPLIED ON TOP OF THE WATERPROOFING SYSTEM AND ADHERED TO THE MEMBRANE WITH THE SPECIFIED MASTIC PLACED AS GOBS ON 600mm CENTERS BETWEEN THE TWO SURFACES.
- ALL PROTECTION BOARD TO BE BUTTED TIGHTLY.
- ALL TERMINATIONS TO BE SEALED BY AN EDGE BEAD OF MASTIC.
- ALL MEMBRANE SHALL BE PLACED VERTICALLY AND OVERLAPPED A MINIMUM OF 65mm WITH ADJACENT SHEETS..

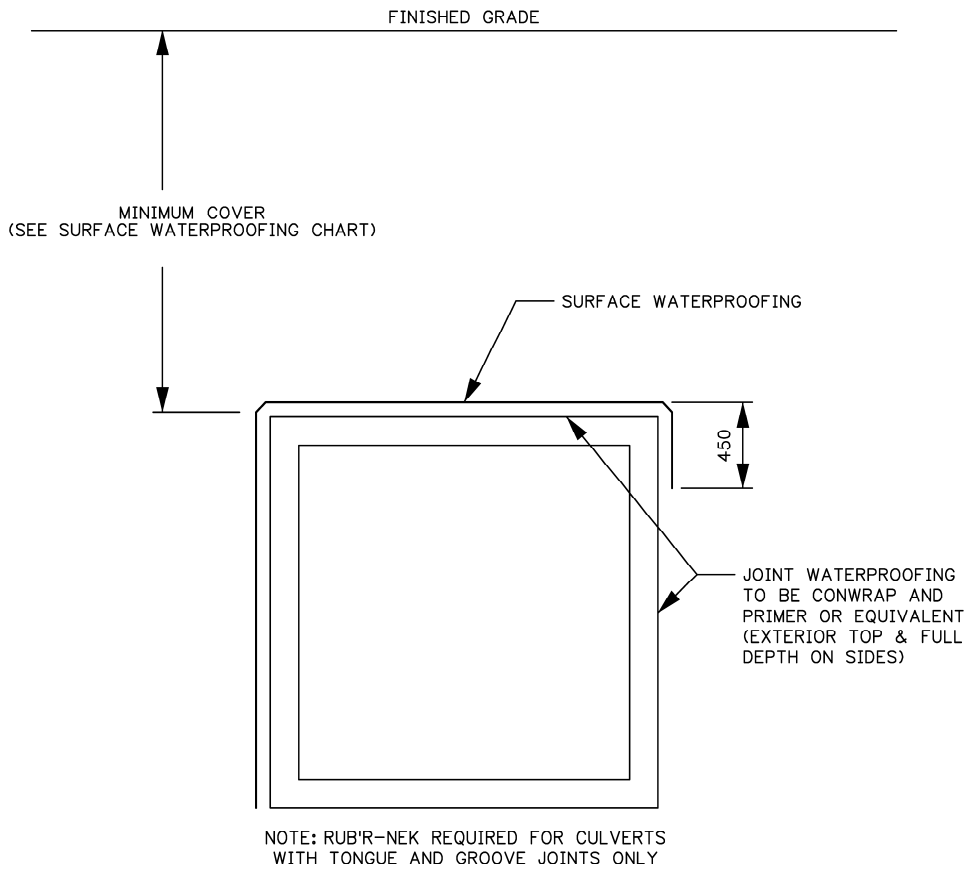
Ballastwall Waterproofing System Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 399

SURFACE WATERPROOFING CHART			
CASE	MINIMUM COVER	REQUIRED WATERPROOFING	TYPE
1	0m to 150mm	TOP AND FULL DEPTH ON SIDES	A
2	150mm to 1.5m	TOP AND FULL DEPTH ON SIDES	B
3	1.5m to 3.5m	TOP AND DOWN 450mm ON SIDES	B
4	OVER 3.5m	NO WATERPROOFING	-

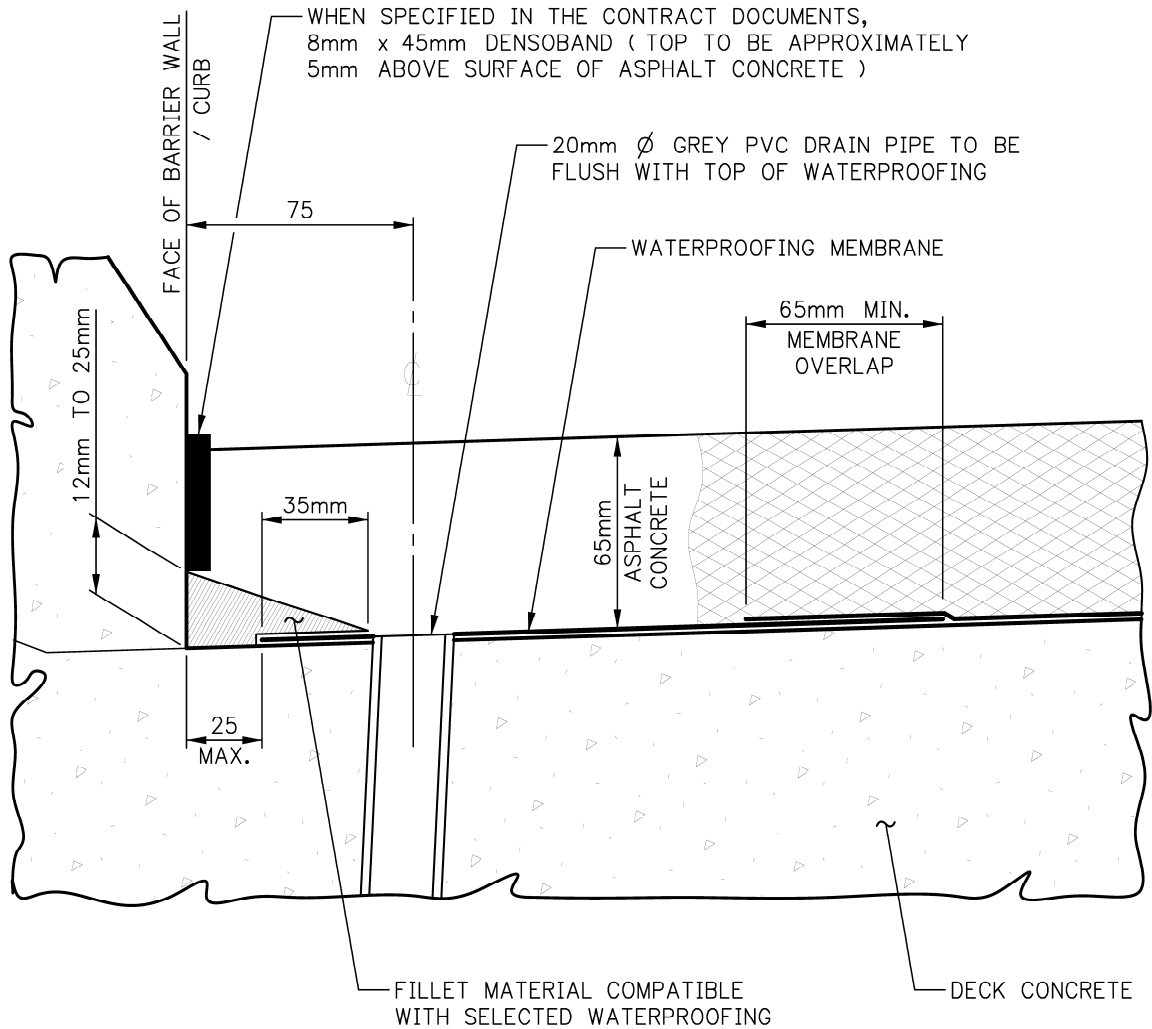


**Waterproofing Requirements on
Box Culvert or Rigid Frame**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 399



**SECTION THROUGH DECK AT BARRIER WALL / CURB
SHOWING WATERPROOFING SYSTEM**

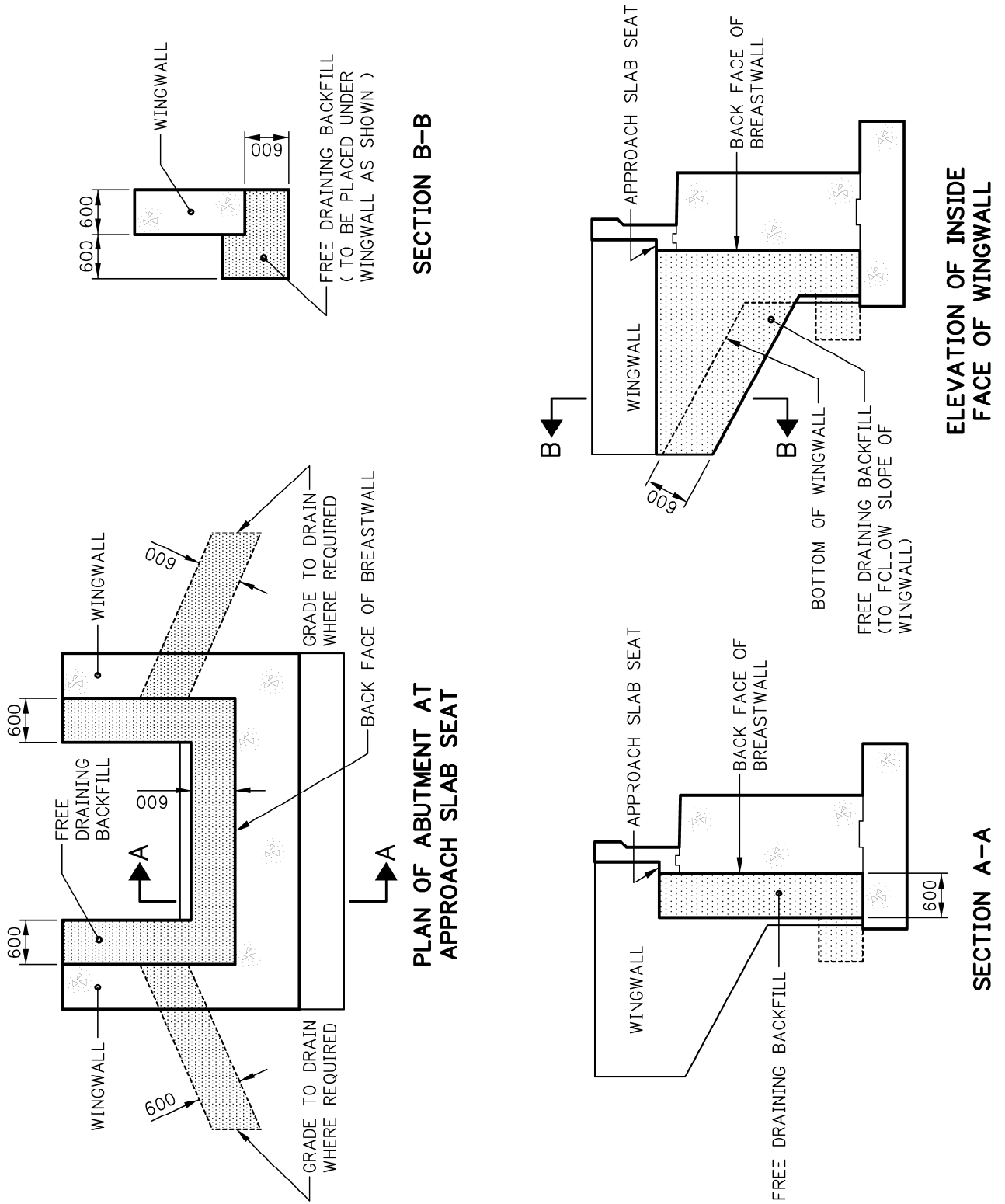
NOTE:
OVERLAP MEMBRANE IN PRINCIPLE DIRECTION OF WATER FLOW AND IN DIRECTION OF ASPHALT CONCRETE PLACEMENT.

Deck at Barrier Wall / Curb – Waterproofing Detail

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 399



Free Draining Backfill Placement Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 400

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
401	Storm Sewer Pipe	4
404	Precast Catch Basin	2
406	Sluice Box	2
407	Frame With Grate or Cover	1
408	Adjustment of Catch Basins and Manholes	1
409	Relocation of Catch Basin	1
410	Paving Catch Basin Apron	1
415	Pipe Zone Material	1
416	Curb and Gutter	3
419	Concrete Sidewalk	3
420	Asphalt Sidewalk	2
423	Removal of Curb and Gutter	1
424	Removal of Sidewalk	1
425	Removal of Underground Services	2
499	Standard Drawings	
	401 - 1 Typical Trench Cross Sections	
	404 - 1 Precast Catch Basin Details	
	404 - 2 Typical Catch Basin Excavation	
	406 - 1 Typical Sluice Box and Pipe Detail	
	406 - 2 Typical Sluice Box Installation Behind the Curb and Gutter	
	406 - 3 Typical Sluice Box Installation into the Curb and Gutter	
	407 - 1 Typical Frame with Grate - Square	
	407 - 2 Typical Frame with Cover - Round	
	410 - 1 Paving Catch Basin Apron	
	416 - 1 Curb and Gutter Details	
	416 - 2 Curb and Gutter Details	
	416 - 3 Curb and Gutter Details	
	419 - 1 Concrete Sidewalk Details	
	419 - 2 Joint Layout	
	419 - 3 Joint and Isolation Details	
	420 - 1 Asphalt Sidewalk Details	

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STORM SEWER PIPE

ITEM: 401

401.1 DESCRIPTION

401.1.1 This Item consists of the supply and installation of storm sewer pipe.

401.2 MATERIALS

401.2.1 All materials shall be supplied by the Contractor.

401.2.2 Concrete Pipe

401.2.2.1 All pipe shall conform to CSA-A257.2, Class 65-D.

401.2.2.2 All pipe wrap for the pipe joints shall be a geotextile conforming to 601.2, Type N1.

401.2.3 Metal Pipe

401.2.3.1 All pipe shall be corrugated steel pipe, as specified by CSA-G401.

401.2.3.2 All pipe wrap for the pipe joints shall be a geotextile conforming to 601.2, Type N1.

401.2.4 Plastic Pipe

401.2.4.1 All plastic pipe shall conform to CSA-B182.1.

401.2.4.2 PVC pipe:

401.2.4.2.1 Smooth wall PVC pipe shall conform to CSA-B182.2, ASTM D3034, and/or ASTM F679.

401.2.4.2.2 Profile/ribbed PVC pipe shall conform to CSA-B182.4 and ASTM F794.

401.2.4.3 PE pipe:

401.2.4.3.1 PE pipe shall conform to ASTM F405 and/or F667.

401.2.4.3.2 Profile PE pipe and fittings shall conform to CSA-B182.6.

401.2.4.4 Specialized Bends:

401.2.4.4.1 Specialized bends as indicated in the Contract Documents shall conform to the requirements of the adjoining pipe.

401.2.5 Pie Zone Materials

401.2.5.1 Pipe zone materials shall conform to the limits established in 415.2 or as detailed in the manufacturer's installation instructions.

401.2.6 Backfill

401.2.6.1 Backfill material shall be selected material, from the excavation, as approved by the Engineer.

401.2.6.2 If additional materials are required for backfilling, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer and in accordance with Item 167.

401.3 SUBMITTALS

401.3.1 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements as detailed in the Contract Documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STORM SEWER PIPE

ITEM: 401

401.3.2 The Contractor shall notify the Engineer, in writing, for approval of the source(s) of supply of backfill and pipe zone materials, at least 14 Days in advance of obtaining material from the source(s) proposed.

401.3.3 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

401.4 CONSTRUCTION

401.4.1 General

401.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

401.4.1.2 The Engineer shall provide control points in the field to provide vertical and horizontal control at selected locations or as may be required.

401.4.1.3 The Contractor shall be responsible for the layout and maintenance of control for all lines and grades for the Work as shown on the Plans.

401.4.1.4 The Contractor shall schedule all Work to minimize interruptions to existing services.

401.4.1.5 The Contractor shall notify the Engineer at least 24 hours before inspection of any phase of the Work is anticipated.

401.4.2 Excavation

401.4.2.1 Trench excavation for pipe laying shall be carried out in accordance with the limits indicated in the Contract Documents and Standard Drawing 401-1.

401.4.2.2 The Contractor shall be responsible for the design and construction of all temporary shoring, bracing and underpinning necessary to complete the Work.

401.4.2.3 The Contractor shall, insofar as is practical, confine the operations and storage of products to the property, rights-of-way or easements provided by the Owner for the Work.

401.4.2.3.1 Any damage resulting from the Work on adjacent property shall be repaired by the Contractor, at her/his own expense, with reasonable promptness.

401.4.2.3.2 Paved driveways, Culverts, hedges, lawns, etc. which are likely to be affected by the Work are shown on the Plans, and the Contractor shall make the repairs to the affected areas identified as part of this Item.

401.4.2.4 The Contractor shall neatly cut Pavement in a straight line, so that the excavation does not disturb the surface beyond the limits of the excavation.

401.4.2.4.1 The Contractor shall be responsible, at his/her own expense, for all removal of, and/or damage to, the Pavement and other surfaces beyond the designated limits of the excavation and for the repair or otherwise restoration of the areas affected.

401.4.2.4.2 The Pavement shall be excavated separately.

401.4.2.5 All other materials shall be excavated by material type and stockpiled separately. Selected stockpiled material shall be reused to backfill the excavation to Subgrade, as directed by the Engineer.

401.4.2.6 The Contractor shall dispose of water resulting from the Work in accordance with Item 948 and in a manner not detrimental to public and private property.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STORM SEWER PIPE

ITEM: 401

- 401.4.2.7 The Contractor may be required to excavate existing pipe and/or catch basin(s) in the location of the new pipe alignment.
- 401.4.2.7.1 The Contractor shall notify the Engineer prior to breaking into existing pipe and catch basins and shall verify that the existing pipe and catch basins are out of service and approved for removal.
- 401.4.2.7.2 Any pipe determined to be salvageable by the Engineer shall remain the property of the Owner and the Contractor shall take all precaution to preserve the pipe sections intact and undamaged.
- 401.4.2.7.2.1 If the pipe is damaged as a result of the Contractor's actions, as determined by the Engineer, the Contractor shall be responsible to replace the pipe.
- 401.4.2.7.3 All pipe removed and salvaged from the Work shall be transported to the nearest DTI Maintenance Depot.
- 401.4.2.7.4 All unsalvageable pipe and/or catch basins shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 401.4.2.8 The Contractor shall not excavate more than 30 metres in advance of installation operations, without the prior approval of the Engineer.
- 401.4.2.9 The Contractor shall not leave open more than 15 metres of trench at the end of any day's operation, without prior approval of the Engineer.
- 401.4.2.10 If Overexcavation occurs, the Contractor shall, at her/his own expense, repair the Overexcavation and shall fill the Overexcavation with an approved backfill material, placed in accordance with Item 936, and compacted to 95% of the maximum dry density.
- 401.4.2.11 Rock encountered within the limits of the excavation shall be excavated in accordance with Item 161.
- 401.4.3 Pipe Zone Material
- 401.4.3.1 Pipe zone material shall be placed as indicated on Standard Drawing 401-1 and in accordance with the pipe manufacturer's instructions.
- 401.4.3.2 Pipe zone material shall not be placed in trenches having soft and unstable bottom conditions.
- 401.4.3.3 All pipe zone material shall be placed, in accordance with Item 936, in lifts of not more than 150 mm in thickness and compacted to a minimum of 95% of its maximum dry density.
- 401.4.3.4 Compaction Equipment for pipe bedding shall be sized so as not to cause damage to the pipe or cause movement of the pipes due to impact and/or vibration.
- 401.4.3.5 The Contractor shall shape the pipe bed true to grade and the grade shall provide a continuous, uniform bearing surface for the barrel of the pipe.
- 401.4.3.6 All placement of pipe zone material shall be carried out such that the pipe is backfilled equally on both sides at the same time.
- 401.4.4 Pipe Laying
- 401.4.4.1 All pipe shall be installed on a prepared bed as indicated on Standard Drawing 401-1 and in accordance with 401.4.2.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STORM SEWER PIPE

ITEM: 401

401.4.4.1.1 In all cases the installation shall proceed upgrade, with the bell ends placed upgrade for concrete and PVC pipe.

401.4.4.1.2 Connections between catch basins and pipe shall be mortared to provide a tight and secure fit.

401.4.4.1.2.1 Precast inserts shall be acceptable for PVC connections.

401.4.5 Joints

401.4.5.1 Joints for concrete and metal pipe storm sewers shall be gasket-free.

401.4.5.1.1 Joints for concrete and metal pipe shall be wrapped with Type - N1 geotextile for a minimum of 150 mm on each side of the joint and the geotextile shall overlap a minimum of 300 mm at the crown of the pipe.

401.4.5.2 Gaskets shall be used in joints for plastic pipe.

401.4.5.3 Joints shall be maintained free of mud, silt, gravel and other foreign materials.

401.4.6 Backfilling

401.4.6.1 Backfill material shall be placed from the top of the pipe zone material to the defined Subgrade, as indicated on the Standard Drawing 401-1, and/or as indicated in the Contract Documents.

401.4.6.2 All backfill material shall be placed, in accordance with Item 936, in lifts of not more than 300 mm in thickness and compacted to a minimum of 95% of its maximum dry density.

401.4.6.3 Excavated material, suitable for and surplus to backfilling, shall be placed or disposed of by the Contractor as directed by the Engineer.

401.4.6.4 Stockpiled material not reused per 401.4.2.5 and excavated material not suitable for backfill, as determined by the Engineer, shall become the property of the Contractor and shall be disposed of outside the Work Site.

401.4.7 Detours

401.4.7.1 Detours required for the Work shall be carried out in accordance with Item 918.

401.5 MEASUREMENT FOR PAYMENT

401.5.1 The Quantity to be measured for payment shall be the number of linear metres of storm sewer pipe supplied and installed in accordance with this Item.

401.5.2 The measurement shall be taken continuously, from end to end, along the centreline of the pipe, starting and ending at the centre of a precast structure (if any), and including in the length any intermediate precast concrete Structures and fittings.

401.6 BASIS OF PAYMENT

401.6.1 Payment for Work under this Item shall include a separate Unit Price for each specified size and type of pipe, as identified under the Contract.

401.6.2 The Owner shall make partial payment in accordance with 908.7 for storm sewer pipe stored at the Work Site.

401.6.2.1 Partial payment shall be made for specialized storm sewer pipe stored at the supplier's yard.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CATCH BASIN

ITEM: 404

404.1 DESCRIPTION

404.1.1 This Item consists of the supply and installation of precast catch basins.

404.2 MATERIALS

404.2.1 All materials shall be supplied by the Contractor.

404.2.2 All materials shall conform to CSA A257.4, ASTM C139 and/or ASTM C478M.

404.2.3 Pipe zone materials shall conform to the limits established in 415.2.

404.2.4 Backfill material shall be selected material from the excavation, as approved by the Engineer.

404.2.4.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer and in accordance with Item 167.

404.3 SUBMITTALS

404.3.1 The Contractor shall submit, upon request, in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements as detailed in the Contract Documents.

404.3.2 The Contractor shall submit, in accordance with Item 956, shop drawings for each precast catch basins, containing but not limited to, the following information:

404.3.2.1 Station of catch basin, DTI Contract number and description;

404.3.2.2 General layout showing catch basin and appurtenances;

404.3.2.3 Length and weight (mass) of individual sections;

404.3.2.4 Joint details;

404.3.2.5 Location of reinforcing steel (including additional reinforcement around large openings); and

404.3.2.6 Concrete design strength, age of test and shipping strength.

404.3.3 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

404.4 CONSTRUCTION

404.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

404.4.2 The Contractor shall be responsible for the design and construction of all temporary shoring, bracing and underpinning necessary to complete the Work.

404.4.3 The Contractor shall schedule all Work so as to minimize interruptions to existing services.

404.4.4 The height of the precast catch basins, the final grade of the frame and grate, and the location in the Work for each catch basin, shall be as indicated in the Contract Documents.

404.4.5 The Contractor shall be responsible to construct all units in accordance with Standard Drawing 404-1, and all units shall be constructed plumb and true to alignment and grade.

404.4.6 All joints are to be made watertight using rubber rings, bituminous compound, epoxy resin cement or cement mortar.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CATCH BASIN

ITEM: 404

- 404.4.7 The Contractor shall maintain the interior of the unit in a clean condition as the Work progresses.
- 404.4.8 Holes shall be cut in the precast sections by means of drilling or other methods approved by the Engineer.
- 404.4.8.1 Holes shall not be more than 50 mm greater in diameter than the outside diameter of the connecting pipe for connecting pipe diameters less than 900 mm, and shall not be more than 100 mm greater in diameter than the outside diameter of the connecting pipe for connecting pipe diameters equal to or greater than 900 mm.
- 404.4.8.2 Holes may be made at the time of the manufacturing of the precast sections; however, it shall be the responsibility of the Contractor to make any adjustments in the field necessary to make the proper connections.
- 404.4.9 Height adjustments to meet the required elevation shall only be made with precast riser sections and/or metal or concrete grade rings as per Standard Drawing 404-1.
- 404.4.9.1 Precast riser sections shall be used if the adjustment to be made is greater than 300 mm.
- 404.4.10 Excavation, pipe zone material, backfilling around the catch basin installation and any detours required, shall be carried out in accordance with 401.4 and as indicated on the Standard Drawing 404-2.
- 404.5 MEASUREMENT FOR PAYMENT
- 404.5.1 The Quantity to be measured for payment shall be the number of linear metres of precast catch basin, exclusive of frames and grates, supplied and installed in accordance with this Item.
- 404.5.1.1 The height of individual catch basins shall be measured from the underside of the precast concrete base to the underside of the frame or grate seat.
- 404.6 BASIS OF PAYMENT
- 404.6.1 Payment for Work under this Item shall include a separate Unit Price for each size (diameter) of precast catch basin, as identified under the Contract.
- 404.6.2 The Owner shall make partial payment for precast catch basins in accordance with 908.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SLUICE BOX

ITEM: 406

406.1 DESCRIPTION

406.1.1 This Item consists of the supply and installation of a storm sewer sluice box and drain pipe to the storm sewer pipe, and/or catch basin.

406.2 MATERIALS

406.2.1 All materials shall be supplied by the Contractor.

406.2.2 The sluice box shall be precast concrete fabricated and supplied to the dimensions indicated on Standard Drawing 406-1, complete with drain pipe, steel frame, a square cast iron grate and a pre-cut opening for the drain pipe.

406.2.3 The drain pipe shall be 200 mm diameter PVC pipe meeting the requirements of DR35, typically up to 4.0 m in length.

406.2.4 Pipe zone materials shall conform to the limits established in 415.2.

406.2.5 Backfill material shall be selected material from the excavation, as approved by the Engineer.

406.2.5.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer and in accordance with Item 167.

406.3 SUBMITTALS

406.3.1 The Contractor shall submit, upon request, in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements as detailed in the Contract Documents.

406.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

406.4 CONSTRUCTION

406.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

406.4.2 The sluice box and drain pipe shall be constructed as indicated on Standard Drawing 406-1.

406.4.3 The drain pipe shall be laid on a prepared bed.

406.4.4 The drain pipe from the sluice box shall be connected to the drainage Structure with the end placed flush with the inside surface of the Structure and secured with mortar or a rubber gasket to provide a tight and secure fit.

406.4.5 Excavation, pipe zone material, backfilling around the sluice box installation shall be carried out in accordance with 401.4.

406.4.6 For installations behind curb and gutter, the sluice box shall be installed with the top grade set at 50 mm below the surrounding ground level as per Standard Drawing 406-2.

406.4.6.1 The area defined by extending a distance of 600 mm from all sides of the sluice box shall be sloped down from the surrounding grade to the sluice box top grade at a constant Slope.

406.4.7 For installations in the gutter, the sluice box shall be installed with the top grade set at 15 mm below the lowest point of the gutter as per Standard Drawing 406-3.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SLUICE BOX

ITEM: 406

406.4.7.1 The area defined by extending a distance of 300 mm from all sides (excluding curbside) of the sluice box, shall be sloped down from the surrounding grade to the sluice box top grade at a constant Slope.

406.5 MEASUREMENT FOR PAYMENT

406.5.1 The Quantity to be measured for payment shall be the number of sluice box units supplied and installed in accordance with this Item.

406.6 BASIS OF PAYMENT

406.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FRAME WITH GRATE OR COVER

ITEM: 407

407.1 DESCRIPTION

407.1.1 This Item consists of the supply and installation of a catch basin frame with grate or cover.

407.2 MATERIALS

407.2.1 All materials shall be supplied by the Contractor.

407.2.2 Frame with grate or cover shall be supplied in accordance with Standard Drawings 407-1 and 407-2 respectively.

407.3 SUBMITTALS

407.3.1 The Contractor shall submit, upon request, in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements as detailed on the Contract Documents.

407.4 CONSTRUCTION

407.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

407.4.2 Frames shall be rigidly fitted onto the drainage Structure.

407.4.3 Frames shall be placed as shown on Standard Drawing 404-1.

407.4.4 Grates or covers shall be set to a tolerance of +0 mm to -12 mm of the adjacent finished elevation.

407.5 MEASUREMENT FOR PAYMENT

407.5.1 The Quantity to be measured for payment shall be the number of catch basin frames with grates or covers supplied and installed in accordance with this Item.

407.6 BASIS OF PAYMENT

407.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of frame with grate or cover, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ADJUSTMENT OF CATCH BASINS AND MANHOLES

ITEM: 408

408.1 DESCRIPTION

408.1.1 This Item covers the adjustment of catch basins and manholes to the final specified grade.

408.2 MATERIALS

408.2.1 All materials shall be supplied by the Contractor.

408.2.2 All adjusting rings supplied shall be concrete conforming to ASTM C478, high density polyethylene conforming to ASTM D1248 or metal.

408.3 SUBMITTALS

408.3.1 The Contractor shall submit, upon request, in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements as detailed on the Contract Documents.

408.4 CONSTRUCTION

408.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

408.4.2 Existing catch basins and manholes shall be adjusted to suit the final grade and cross slope using grade rings and/or precast riser sections.

408.4.3 Existing cast iron frames shall be removed, cleaned, and prepared for re-use in the Work.

408.4.4 The height of adjustments required shall be set out in the Contract Documents.

408.4.5 The grates or covers shall be set to a tolerance of +0 mm to -12 mm of the adjacent finished elevation.

408.5 MEASUREMENT FOR PAYMENT

408.5.1 The Quantity to be measured for payment shall be the number of catch basins and/or manholes adjusted in accordance with this Item.

408.6 BASIS OF PAYMENT

408.6.1 Payment for Work under this Item shall be at the Unit Price

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

RELOCATION OF CATCH BASIN

ITEM: 409

409.1 DESCRIPTION

409.1.1 This Item consists of the relocation of catch basin.

409.2 MATERIALS

409.2.1 Existing catch basin shall be reused.

409.2.2 All materials shall be supplied by the Contractor.

409.2.3 Pipe zone materials shall conform to the limits established in 415.2 or as detailed in the manufacturer's installation instructions.

409.2.4 Backfill material shall be selected material, from the excavation, as approved by the Engineer.

409.2.4.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer and in accordance with Item 167.

409.3 SUBMITTALS

409.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

409.4 CONSTRUCTION

409.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

409.4.2 The Contractor shall relocate the existing structure such that it may be reused in the Work.

409.4.2.1 The Contractor shall take all precaution to preserve the catch basin intact and undamaged.

409.4.2.2 If the catch basin is damaged as a result of the Contractors actions, as determined by the Engineer, the Contractor shall be responsible to replace the catch basin.

409.4.3 Excavation and backfilling of a trench from the catch basin location to the relocation position shall be carried out in accordance with 401.4.

409.4.4 All other Work shall be carried out in accordance with 404.4.

409.4.5 Drain pipe from the existing catch basin shall be relocated by addition or removal of pipe connecting the catch basin and the storm sewer system.

409.4.6 Drain pipe shall be reconnected to the relocated catch basin and the connection shall be secured with cement mortar.

409.4.7 Relocated catch basins shall be adjusted to suit the specified final grade.

409.4.8 Wall heights shall be adjusted solely by the removal of existing spacer materials and/or by the addition of new or replacement grade rings and/or precast riser sections.

409.5 MEASUREMENT FOR PAYMENT

409.5.1 The Quantity to be measured for payment shall be the number of catch basins relocated in accordance with this Item.

409.6 BASIS OF PAYMENT

409.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAVING CATCH BASIN APRON

ITEM: 410

410.1 DESCRIPTION

410.1.1 This Item consists of the supply and placement of Aggregate Base and asphalt concrete for the construction of an apron around a catch basin grate.

410.2 MATERIALS

410.2.1 All materials shall be supplied by the Contractor.

410.2.2 Aggregate Base shall meet the requirements of 201.2.

410.2.3 Asphalt Concrete D and WMA-D shall meet the requirements of 261.2.

410.3 SUBMITTALS

410.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

410.4 CONSTRUCTION

410.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

410.4.2 The Work includes removal and disposal of existing material as required.

410.4.3 Aggregate Base shall be placed and compacted in accordance with 203.4.

410.4.4 The Contractor shall place Asphalt Concrete over the prepared area surrounding the catch basin, in accordance with 261.4.

410.4.5 The apron shall be shaped as shown on Standard Drawing 410-1.

410.5 MEASUREMENT FOR PAYMENT

410.5.1 The Quantity to be measured for payment shall be the number of catch basin aprons constructed in accordance with this Item.

410.6 BASIS OF PAYMENT

410.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PIPE ZONE MATERIAL

ITEM: 415

415.1 DESCRIPTION

415.1.1 This Item consists of the supply of pipe zone material for all underground services.

415.2 MATERIALS

415.2.1 Pipe zone material shall be clean, hard, sound, durable crushed or pit run gravel or stone, free of shale, clay, friable materials, organic matter and other deleterious substances and shall meet the grading limits indicated in Table 415-1, when tested in accordance with

**Table 415-1
Gradation Limits for Pipe Zone Materials**

ASTM sieve size	Coarse Material - Type A percent passing see note 1	Fine material - Type B percent passing see note 2
37.5 mm	100	100
31.5 mm	95 - 100	
25 mm	83 - 100	95 - 100
19 mm	70 - 100	90 - 100
12.5 mm	55 - 90	
9.5 mm	45 - 80	60 - 100
4.75 mm	30 - 65	35 - 80
2.36 mm	20 - 50	15 - 60
300 µm	5 - 20	0 - 30
75 µm	0 - 8	0 - 10
Notes: 1) Use Type A material for PVC pipe larger than 600 mm in diameter, and for all other pipe larger than 450 mm in diameter.		
2) Use Type B for PVC pipe 600 mm or smaller in diameter, and for all other pipe 450 mm or smaller in diameter.		

415.3 SUBMITTALS

415.3.1 The Contractor shall submit to the Engineer for approval, at least 14 Days prior to the delivery of the material to the Work Site, the proposed source of supply and certification of the pipe zone material.

415.4 CONSTRUCTION

415.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

415.5 MEASUREMENT FOR PAYMENT

415.5.1 The Quantity to be measured for payment shall be the number of tonnes of pipe zone material supplied in accordance with this Item.

415.6 BASIS OF PAYMENT

415.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of pipe zone material, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CURB AND GUTTER

ITEM: 416

416.1 DESCRIPTION

416.1.1 This Item consists of the construction of Portland cement concrete curb and gutter.

416.2 MATERIALS

416.2.1 All materials shall be supplied by the Contractor.

416.2.2 Concrete shall be supplied in accordance with 301.2, and CSA A23.1 exposure class C-2.

416.2.3 Joint filler shall consist of an approved 12 mm thick asphalt impregnated fibreboard of good quality cut to fit the required cross sections of the joints formed.

416.2.3.1 Alternate materials shall be submitted to the Engineer for approval.

416.2.4 Pigmented membrane curing compounds shall conform to ASTM C309.

416.2.5 Aggregate Base shall meet the requirements of 201.2.

416.3 SUBMITTALS

416.3.1 Submittals are required in accordance with 301.3 and with any other cross-referenced Item forming part of this Item.

416.4 CONSTRUCTION

416.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

416.4.2 The Engineer shall provide control points in the field for vertical and horizontal control, at selected locations or as may be required.

416.4.3 The Contractor shall be responsible for the layout for all lines and grades for the Work as indicated in the Contract Documents.

416.4.4 Excavation for the foundation preparation for the curb and gutter shall be to the depth and width as shown in the Contract Documents and/or on Standard Drawing 416-1.

416.4.4.1 The Contractor shall neatly cut the existing Pavement in a straight line so that the Work does not disturb the surface beyond the limits of excavation.

416.4.4.2 The Contractor shall be responsible for all removal of and/or damage to the Pavement and other surfaces beyond the designated limits of the excavation and for the repair or otherwise restoration of the areas affected.

416.4.5 Material disturbed in the bottom of the excavation shall be compacted to the maximum density as determined by a test strip or other standard industry methods, and approved by the Engineer prior to the placement of the backfill.

416.4.6 Excavated material may be used as backfill behind and under the new concrete curb and gutter along the limits of the Work subject to the approval of the Engineer.

416.4.6.1 Excavated material, suitable for and surplus to backfilling, shall be disposed of as directed by the Engineer.

416.4.6.2 Excavated material not suitable for backfill, as determined by the Engineer, shall become the property of the Contractor and shall be disposed of outside the Work Site.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

CURB AND GUTTER

ITEM: 416

- 416.4.7 Aggregate Base shall be placed as indicated on Standard Drawings 416-1 and 416-2, and in accordance with 203.4.
- 416.4.7.1 Water shall be uniformly applied to the Aggregate Base immediately ahead of concrete placement so as to thoroughly wet the Aggregate Base surface without the pooling of water.
- 416.4.8 Curb and gutter shall be constructed in accordance with the dimensions shown in the Contract Documents and/or Standard Drawings 416-2 and 416-3.
- 416.4.8.1 Joint layout and joint details shall be laid out and constructed in accordance with Standard Drawings 419-2 and 419-3.
- 416.4.8.1.1 Control joints are partial depth and are used to create a plane of weakness in the concrete to control the location of drying shrinkage cracks.
- 416.4.8.1.2 Isolation joints are full depth and are used to prevent cracking due to differential movement.
- 416.4.8.1.3 Construction joints are full depth and are used at the end of a Day's construction or when the placement of concrete is interrupted by more than 30 minutes.
- 416.4.8.1.4 Dummy joints are tooled partial depth joints and are positioned for aesthetics.
- 416.4.9 Concrete shall be placed in accordance with 301.4.
- 416.4.9.1 The Contractor shall notify the Engineer at least 24 hours prior to the planned placement of any concrete.
- 416.4.9.2 Concrete placed in the Work shall be consolidated to ensure uniformity of the concrete density so that a minimum of voids remain in the placed concrete.
- 416.4.10 Curb and gutter shall be cast in place in sections of 6 m in length, except in slipforming operations, and/or where local conditions dictate otherwise.
- 416.4.10.1 Curb and gutter shall be formed and placed monolithically, without kinks.
- 416.4.10.2 Curvatures in the alignment of the curb and gutter for parking areas and at street intersections and transitions for driveways, crosswalks and other transition areas shall be constructed as indicated in the Contract Documents and/or directed by the Engineer.
- 416.4.10.3 Where the curb and gutter are formed against a building or other fixed structure, a 12 mm prefabricated joint filler shall be placed between the curb and the adjacent structure, to form an isolation joint as indicated in the Standard Drawing 419-3.
- 416.4.10.3.1 Spacing of the control joints should vary to coincide with the centre of manholes or other box-outs.
- 416.4.10.4 Curb and Gutter shall have a control joint formed by cutting a slot to a depth of 50 mm and spaced as indicated on Standard Drawing 419-2.
- 416.4.10.5 Joints shall be cut before uncontrolled shrinkage takes place (which can occur between 4 and 24 hours after placement) and the timing shall be the responsibility of the Contractor.
- 416.4.11 Metal Forms
- 416.4.11.1 The Contractor shall erect all forms to the full depth of the curb and gutter and these shall be securely positioned to the required lines and grade as indicated in the Contract Documents.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CURB AND GUTTER

ITEM: 416

- 416.4.11.2 Formwork shall be thoroughly coated with a commercial quality form coating, which shall permit the ready release of the forms and shall not discolour the concrete.
- 416.4.11.3 Forms shall remain in place for a minimum of 24 hours after concrete is placed if the danger of any disturbance to the placed and partially set concrete exists.
- 416.4.11.4 Top surfaces of the curb and gutter shall be “struck” with a straight edge and floated with a wooden or magnesium float for finish.
- 416.4.12 Slipforming
- 416.4.12.1 Slipform machines shall be capable of placing the concrete as indicated on Standard Drawings 416-1, 416-2 and 416-3.
- 416.4.12.1.1 After slipforming, joints shall be saw cut; insert bars shall not be permitted.
- 416.4.13 Finishing, Curing and Protection
- 416.4.13.1 Finished surfaces of the curb and gutter shall be roughened by brooming lightly or other method, subject to the approval of the Engineer.
- 416.4.13.2 Pigmented membrane curing compounds may be used, upon request, subject to the prior approval of the Engineer.
- 416.4.13.2.1 Pigmented membrane curing compounds shall be applied in two applications immediately after the final finishing.
- 416.4.13.2.2 One application shall be placed in a direction perpendicular to the previous application.
- 416.4.13.3 Voids or surface irregularities shall be repaired using concrete grout from the same concrete load and a float shall be used on the repaired area prior to texturing.
- 416.4.13.4 Edges of concrete shall be rounded with an approved edging tool while the concrete is still plastic and shall leave a true smooth surface.
- 416.4.13.5 The Contractor shall be responsible for the maintenance of the curb and gutter until completion and acceptance of the Work.
- 416.4.14 Repair and Replacement
- 416.4.14.1 Curb and gutter which does not conform to the Specifications shall be repaired and/or replaced as directed by the Engineer.
- 416.4.14.2 If the repair and replacement results in the need for repairs and adjustments to the materials adjacent to the curb and gutter, the Contractor shall carry out the repairs and adjustments at his/her own expense and to the satisfaction of the Engineer.
- 416.4.14.3 Materials removed shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 416.5 MEASUREMENT FOR PAYMENT
- 416.5.1 The Quantity to be measured for payment shall be the number of linear metres of curb and gutter constructed in accordance with this Item.
- 416.6 BASIS OF PAYMENT
- 416.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of curb and gutter, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE SIDEWALK

ITEM: 419

419.1 DESCRIPTION

419.1.1 This Item consists of the construction of Portland cement concrete Sidewalk.

419.2 MATERIALS

419.2.1 All materials shall be supplied by the Contractor.

419.2.2 Concrete shall be supplied in accordance with 301.2, and CSA A23.1 exposure class C-2.

419.2.3 The joint filler shall consist of an approved 12 mm thick asphalt impregnated fibreboard of good quality cut to fit the required cross sections of the joints formed.

419.2.3.1 Alternate materials shall be submitted to the Engineer for approval.

419.2.4 Pigmented membrane curing compounds shall conform to ASTM C309.

419.2.5 Aggregate Base shall meet the requirements of 201.2.

419.3 SUBMITTALS

419.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

419.4 CONSTRUCTION

419.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

419.4.2 The Engineer shall provide control points in the field for vertical and horizontal control at selected locations or as may be required.

419.4.3 The Contractor shall be responsible for the layout for all lines and grades for the Work as indicated in the Contract Documents.

419.4.4 Excavation for the foundation preparation for the Sidewalk shall be to the depth and width as shown in the Contract Documents and/or on Standard Drawing 419-1.

419.4.5 Material disturbed in the bottom of the excavation shall be compacted to the maximum density as determined by a test strip or other standard industry methods, and shall be approved by the Engineer prior to the placement of the backfill.

419.4.6 Excavated material may be used as backfill behind and under the new concrete Sidewalk along the limits of the Work subject to the approval of the Engineer.

419.4.6.1 Excavated material, suitable for and surplus to backfilling, shall be disposed of by the Contractor as directed by the Engineer.

419.4.6.2 Excavated material not suitable for backfill, as determined by the Engineer, shall become the property of the Contractor and shall be disposed of outside the Work Site.

419.4.7 Aggregate Base shall be placed as indicated on Standard Drawing 419-1 and in accordance with 203.4.

419.4.7.1 Water shall be uniformly applied to the Aggregate Base immediately ahead of concrete placement so as to thoroughly wet the Aggregate Base surface without the pooling of water.

419.4.8 A cross Slope of 20 mm per metre shall be formed and the direction of the Slope shall, in general, be towards the curb, however local conditions may result in the necessity to vary this Slope and the Contractor is to advise the Engineer if this Slope condition must be altered.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE SIDEWALK

ITEM: 419

- 419.4.9 Concrete Sidewalk shall be constructed in accordance with the dimensions shown in the Contract Documents and/or Standard Drawing 419-1.
- 419.4.9.1 Joint layout and joint details shall be constructed in accordance with Standard Drawings 419-2 and 419-3.
- 419.4.9.1.1 Control joints are partial depth and are used to create a plane of weakness in the concrete to control the location of drying shrinkage cracks.
- 419.4.9.1.2 Isolation joints are full depth and are used to prevent cracking due to differential movement.
- 419.4.9.1.3 Construction joints are full depth and are used at the end of a Day's construction or when the placement of concrete is interrupted by more than 30 minutes.
- 419.4.9.1.4 Dummy joints are tooled partial depth joints and are positioned for aesthetics.
- 419.4.10 Concrete shall be placed in accordance with 301.4.
- 419.4.10.1 The Contractor shall notify the Engineer at least 24 hours prior to the planned placement of any concrete.
- 419.4.10.2 Concrete placed in the Work shall be consolidated to ensure uniformity of the concrete density so that a minimum of voids shall remain in the placed concrete.
- 419.4.11 Concrete Sidewalk shall be cast-in-place in 6 m sections in length, except in slipforming operations, and/or where local conditions dictate otherwise.
- 419.4.11.1 Sidewalk shall be formed and placed in a single operation.
- 419.4.11.2 Curvatures in the alignment of the concrete Sidewalk for parking areas and at street intersections and depressions for driveways, crosswalks and other transition areas shall be constructed as indicated in the Contract Documents and/or as directed by the Engineer.
- 419.4.11.3 Where the concrete Sidewalk is formed adjacent to a building or other fixed structure, a 12 mm prefabricated joint filler shall be placed between the curb and the adjacent structure, to form an isolation joint as indicated in the Standard Drawing 419-3.
- 419.4.11.3.1 Spacing of the control joints should vary to coincide with the centre of manholes or other box-outs.
- 419.4.11.4 Concrete Sidewalk shall have a control joint formed by cutting a slot to a depth of 50 mm and spaced as indicated on Standard Drawings 419-2 and 419-3.
- 419.4.11.5 Dummy joints shall be formed in concrete at intervals equal to the width of the Sidewalk, by cutting a slot in the slab 25 mm deep with a T-bar.
- 419.4.11.6 Every fourth joint shall be to the full depth of the concrete.
- 419.4.11.7 Joints shall be cut before uncontrolled shrinkage takes place (which can occur between 4 and 24 hours after placement) and the timing shall be the responsibility of the Contractor.
- 419.4.12 Metal Forms
- 419.4.12.1 The Contractor shall erect all forms to the full depth of the concrete Sidewalk and these shall be securely positioned to the required lines and grade.
- 419.4.12.2 Formwork shall be thoroughly coated with a commercial quality form coating, which shall permit the ready release of the forms and will not discolour the concrete.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE SIDEWALK

ITEM: 419

- 419.4.12.3 Forms shall remain in place for a minimum of 24 hours after concrete is placed if the danger of any disturbance to the placed and partially set concrete exists.
- 419.4.13 Slipforming
- 419.4.13.1 Slipform machines shall be capable of placing the concrete as indicated on the Standard Drawing 419-1.
- 419.4.13.1.1 After slipforming, the joints shall be saw cut; insert bars shall not be permitted.
- 419.4.14 Finishing, Curing and Protection
- 419.4.14.1 The top surface of the Sidewalk shall be “struck” with a straight edge and floated with a wooden or magnesium float for finish.
- 419.4.14.2 Finished surfaces of the concrete Sidewalk shall be roughened by brooming lightly or other method, subject to the approval of the Engineer.
- 419.4.14.3 Pigmented membrane curing compounds may be used, upon request, subject to the prior approval of the Engineer.
- 419.4.14.3.1 Pigmented membrane curing compounds shall be applied in two applications immediately after the final finishing.
- 419.4.14.3.1.1 One application shall be placed in a direction perpendicular to the previous application.
- 419.4.14.4 Voids or surface irregularities shall be repaired using concrete grout from the same concrete load and a float shall be used on the repaired area prior to texturing.
- 419.4.14.5 A margin of 50 mm in width shall be defined and finished smooth along the perimeter of each slab and the edges shall be rounded to a radius of 6 mm with an approved edging tool.
- 419.4.14.6 The Contractor shall be responsible for the maintenance of the concrete Sidewalk until completion and acceptance of the Work.
- 419.4.15 Repair and Replacement
- 419.4.15.1 Concrete Sidewalk which does not conform to the Specifications shall be repaired and/or replaced as directed by the Engineer.
- 419.4.15.2 If the repair and replacement results in the need for repairs and adjustments to the materials adjacent to the Sidewalk, the Contractor shall carry out the repairs and adjustments at his/her own expense and to the satisfaction of the Engineer.
- 419.4.15.2.1 Materials removed shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 419.5 MEASUREMENT FOR PAYMENT
- 419.5.1 The Quantity to be measured for payment shall be the number of square metres of Sidewalk constructed in accordance with this Item.
- 419.5.2 Measurements shall be taken as the dimension of the Work, as indicated on Standard Drawing 419-1 and no deductions shall be made for areas occupied by light standards, manhole covers, poles or other similar objects.
- 419.6 BASIS OF PAYMENT
- 419.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT SIDEWALK

ITEM: 420

420.1 DESCRIPTION

420.1.1 This Item consists of the construction of asphalt concrete Sidewalk.

420.2 MATERIALS

420.2.1 All materials shall be supplied by the Contractor.

420.2.2 Aggregate Base shall meet to the requirements of 201.2.

420.2.3 Asphalt Concrete D or WMA-D shall conform to the requirements of 261.2.

420.3 SUBMITTALS

420.3.1 The Contractor shall submit the asphalt concrete mix design as set out in 261.2 for approval by the Engineer.

420.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

420.4 CONSTRUCTION

420.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

420.4.2 Asphalt sidewalk shall be constructed as shown on Standard Drawing 420-1.

420.4.3 Material disturbed in the bottom of the excavation shall be compacted to 97% of the maximum density as determined by a test strip, per 936, or other standard industry methods, and approved by the Engineer prior to the placement of the backfill.

420.4.4 Surplus excavated material not required for backfill, as determined by the Engineer, shall become the property of the Contractor and shall be disposed of outside the Work Site.

420.4.5 Aggregate Base shall be placed as indicated on Standard Drawing 420-1, and in accordance with 203.4.

420.4.6 A cross slope of 20 to 30 mm per metre shall be placed and the direction of the Slope shall, in general, be towards the curb, however local conditions may result in the necessity to vary this Slope and the Contractor is to advise the Engineer if this Slope condition must be altered.

420.4.7 The Contractor shall place the sidewalk using an asphalt spreader in accordance with 261.4.

420.4.8 Asphalt concrete shall be compacted to a density not less than 91% of the theoretical maximum relative density, as determined in accordance with ASTM D2041.

420.4.9 The Contractor shall maintain barricades or other suitable measures to ensure that the finished Sidewalk is protected from traffic until the heat of the asphalt concrete mixture has dissipated.

420.5 MEASUREMENT FOR PAYMENT

420.5.1 The Quantity to be measured for payment shall be the number of square metres of asphalt Sidewalk constructed in accordance with this Item.

420.5.2 Measurements shall be taken as the dimension of the Work, as indicated on Standard Drawing 420-1 and no deductions shall be made for areas occupied by light standards, manhole covers, poles or other similar objects.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT SIDEWALK

ITEM: 420

420.6 BASIS OF PAYMENT

420.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF CURB AND GUTTER

ITEM: 423

423.1 DESCRIPTION

423.1.1 This Item consists of the removal of curb and gutter.

423.2 MATERIALS

423.2.1 None identified.

423.3 SUBMITTALS

423.3.1 None identified.

423.4 CONSTRUCTION

423.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

423.4.2 Excavated curb and gutter materials shall become the property of the Contractor and shall be disposed of outside the Work Site.

423.5 MEASUREMENT FOR PAYMENT

423.5.1 The Quantity measured for payment shall be the number of linear metres of curb and gutter removed in accordance with this Item.

423.6 BASIS OF PAYMENT

423.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF SIDEWALK

ITEM: 424

424.1 DESCRIPTION

424.1.1 This Item consists of the removal of asphalt / concrete sidewalk and curb.

424.2 MATERIALS

424.2.1 None identified.

424.3 SUBMITTALS

424.3.1 None identified.

424.4 CONSTRUCTION

424.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

424.4.2 Excavated sidewalk materials shall become the property of the Contractor and shall be disposed of outside the Work Site.

424.5 MEASUREMENT FOR PAYMENT

424.5.1 The Quantity measured for payment shall be the number of square metres of Sidewalk removed in accordance with this Item.

424.6 BASIS OF PAYMENT

424.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF UNDERGROUND SERVICES

ITEM: 425

425.1 DESCRIPTION

425.1.1 This Item consists of the removal of underground services.

425.2 MATERIALS

425.2.1 All materials shall be supplied by the Contractor.

425.2.2 Backfill material shall be selected material from the excavation as approved by the Engineer.

425.2.2.1 If additional materials are required for backfilling, the Contractor shall import materials to the site from a source and of a type approved by the Engineer and in accordance with the appropriate Item.

425.3 SUBMITTALS

425.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

425.4 CONSTRUCTION

425.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

425.4.2 The Contractor shall notify the Engineer prior to breaking into the existing underground services and shall verify that they are out of service and approved for removal.

425.4.3 The Contractor shall be responsible for the design and construction of all temporary shoring, bracing and underpinning found necessary to complete the Work.

425.4.4 The Contractor shall ensure, to the extent practicable, that no contents of any sewer or sewer connection flows into the excavation during the Work.

425.4.5 The Contractor shall confine his/her operations and storage of products to the properties, rights-of-way or easements provided by the Owner for the Work.

425.4.5.1 The Contractor shall repair and restore the properties, rights-of-way or easements provided by the Owner to the satisfaction of the Engineer.

425.4.5.2 Any other damage to adjacent property, resulting from the Work, shall be repaired by the Contractor at her/his own expense.

425.4.6 Excavation shall be carried out in accordance with 401.4 and Standard Drawings 401-1 and 404-2.

425.4.7 Materials from the Work, unless otherwise determined by the Engineer, shall remain the property of the Owner.

425.4.8 Materials that are determined by the Engineer to be unsalvageable shall become the property of the Contractor and shall be disposed of outside the Work Site.

425.4.9 The Contractor shall completely backfill the excavation resulting from the removal of underground services, with an approved material of the quality matching the surrounding material, and shall finish the backfilled area to match the surrounding grade.

425.4.10 Backfill shall be placed in accordance with Item 936 in lifts of not more than 300 mm in thickness, and compacted to a minimum of 95% of its maximum dry density.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF UNDERGROUND SERVICES

ITEM: 425

425.5 MEASUREMENT FOR PAYMENT

425.5.1 The Quantity to be measured for payment shall be the number of linear metres of underground services removed in accordance with this Item.

425.5.2 If more than one service exists in a given trench the length shall only be measured once and the combination of services shall be treated as one unit.

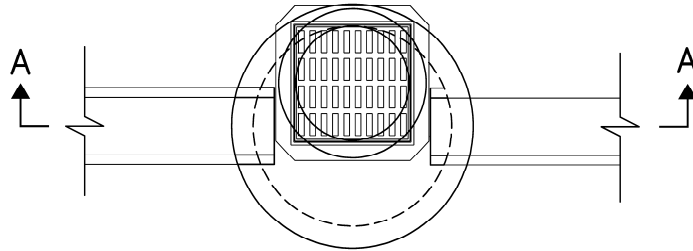
425.6 BASIS OF PAYMENT

425.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of underground service removed, as identified under the Contract.

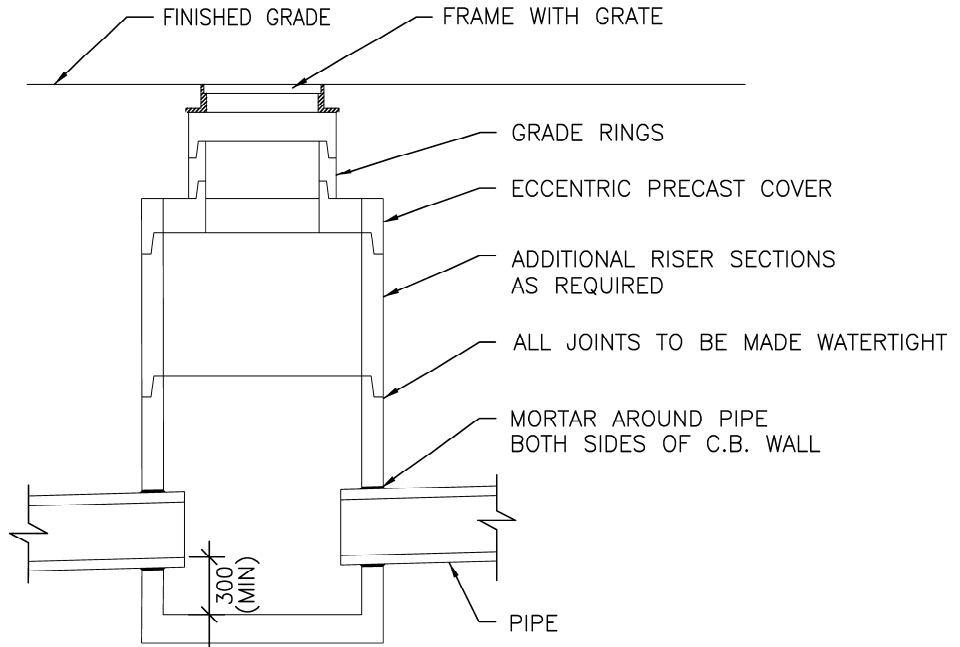
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499



TOP VIEW



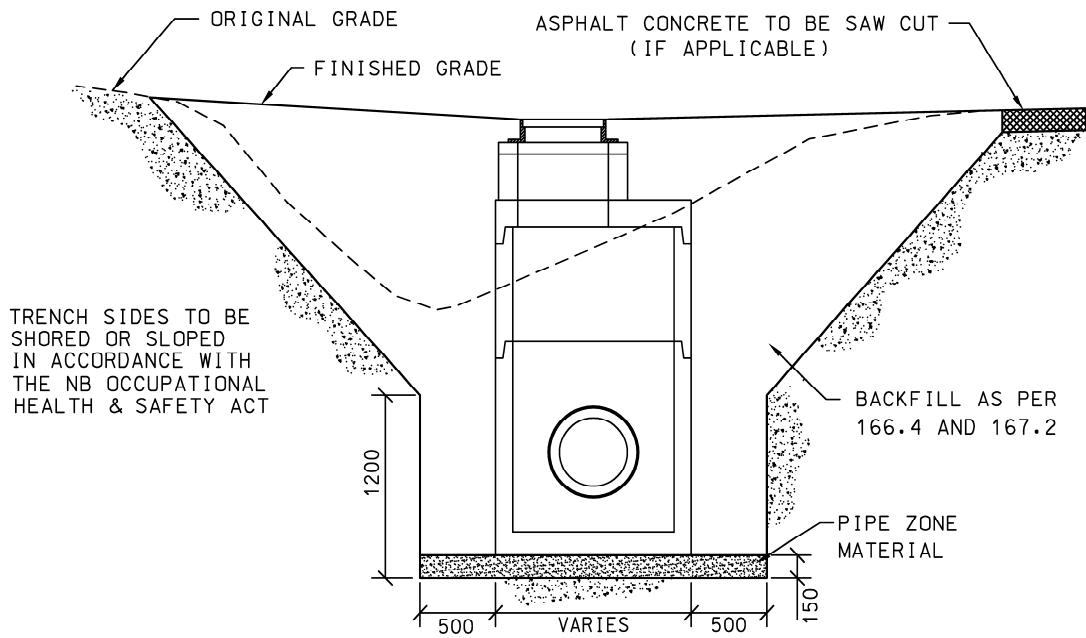
SECTION A-A

Precast Catch Basin Details

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499

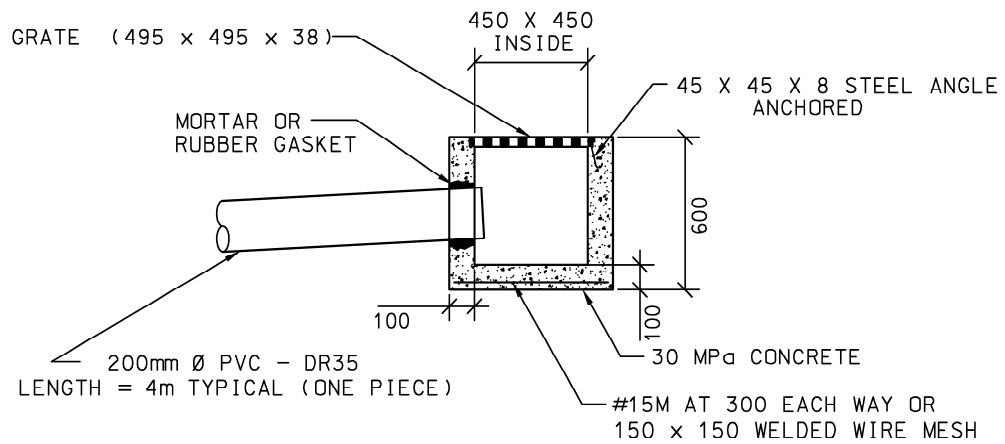
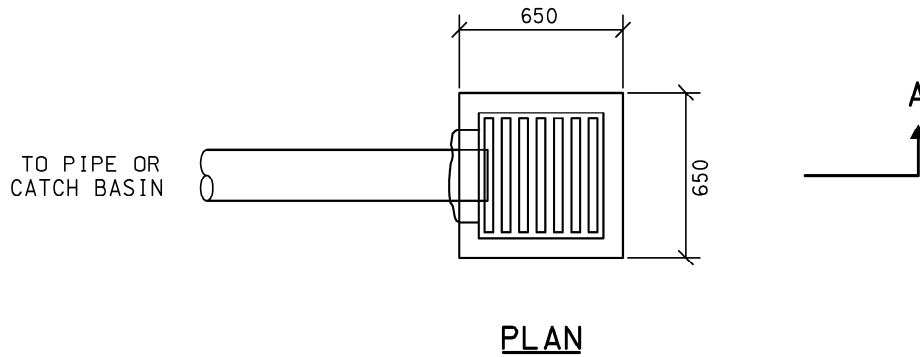


Typical Catch Basin Excavation

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 499

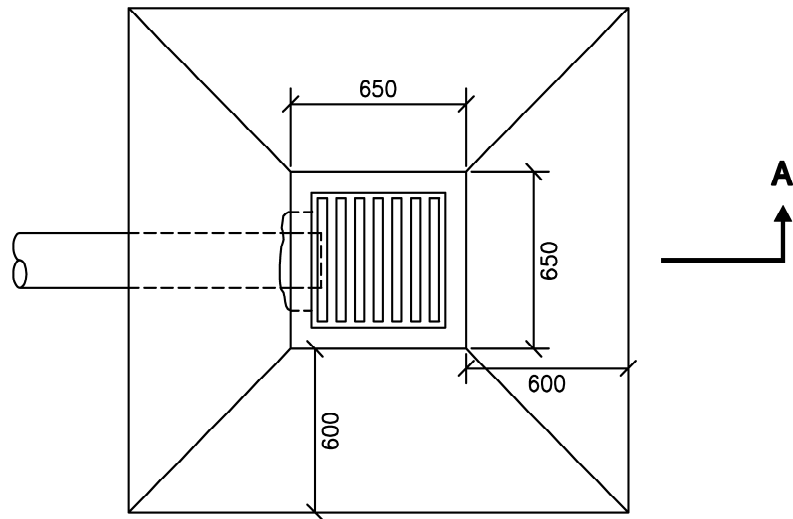


Typical Sluice Box and Pipe Detail

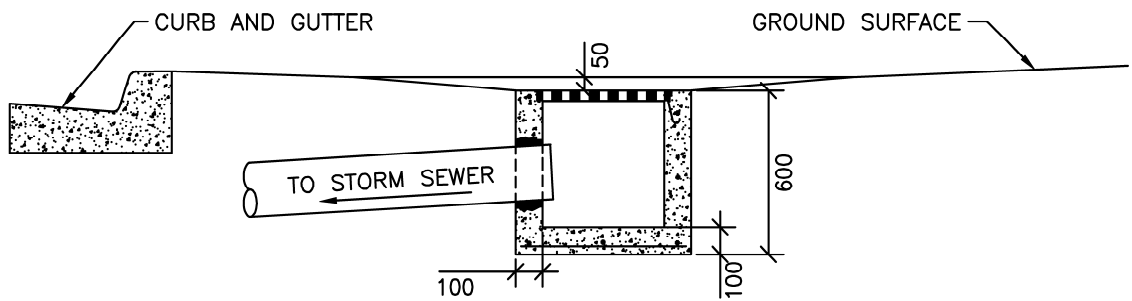
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499



PLAN



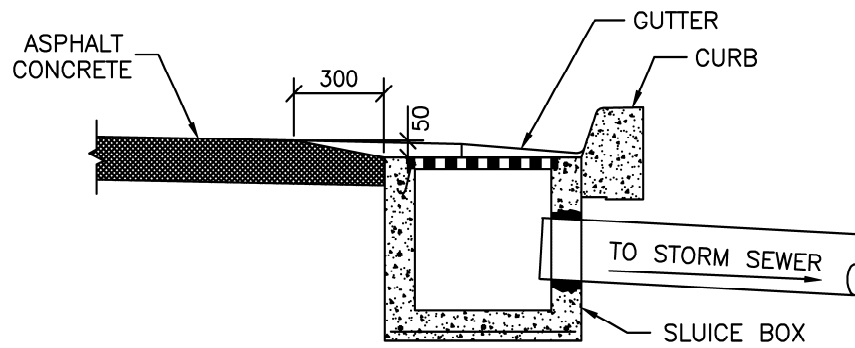
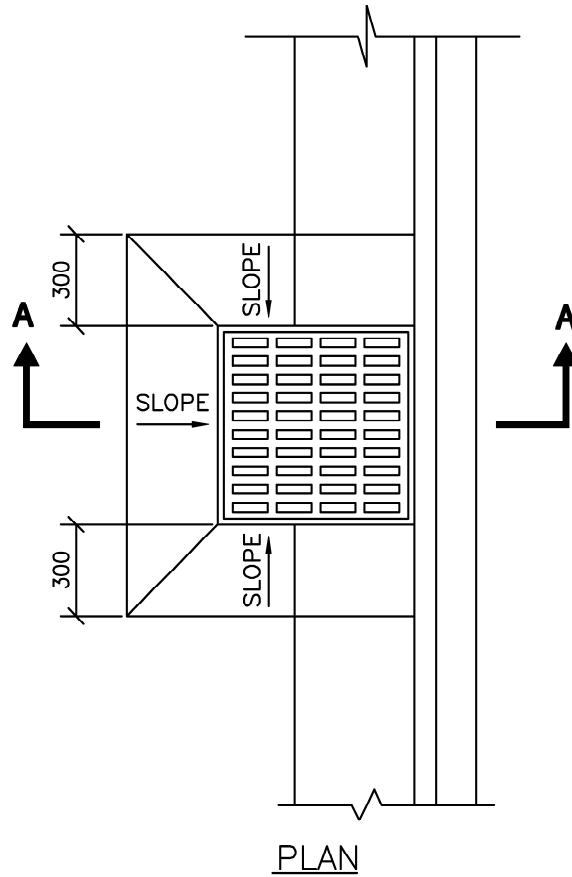
SECTION A

Typical Sluce Box Installation
Behind the Curb and Gutter

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499



SECTION A-A

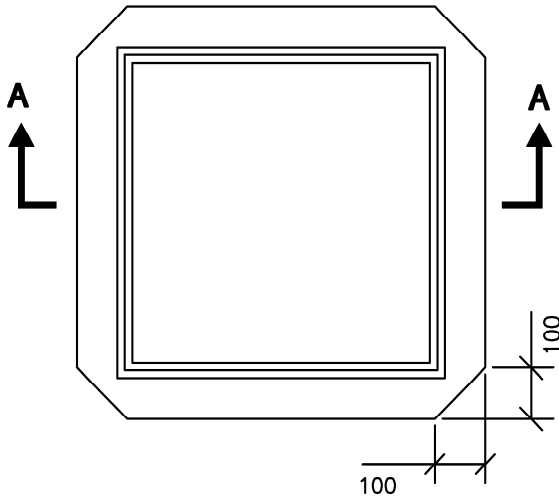
Typical Sluce Box Installation
into the Curb and Gutter

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

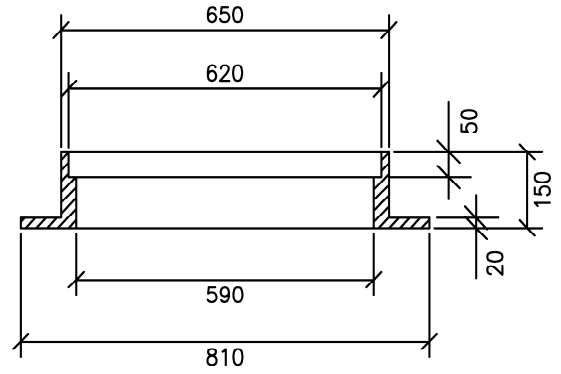
STANDARD DRAWINGS

ITEM: 499

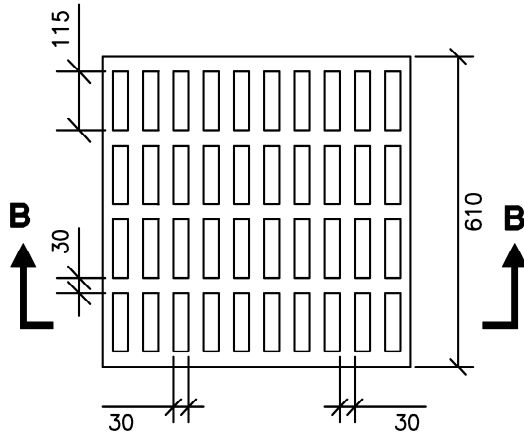
- NOTES: - MATERIAL CAST IRON TO
ASTM A48, CLASS 30
- MINIMUM MASS: FRAME 110 kg
GRATE 85 kg



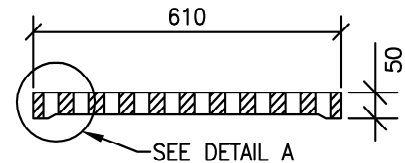
FRAME



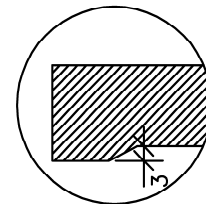
SECTION A-A



GRATE



SECTION B-B



DETAIL A

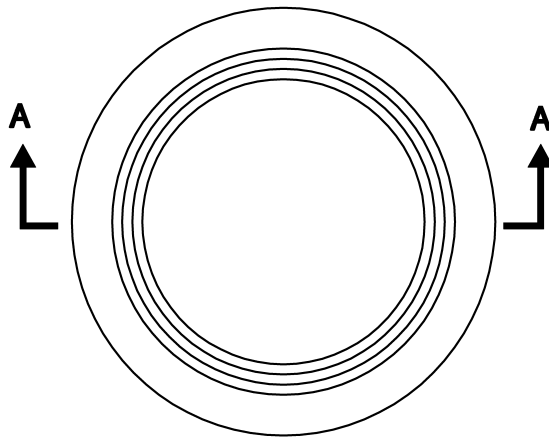
**Typical Frame with Grate
Square**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

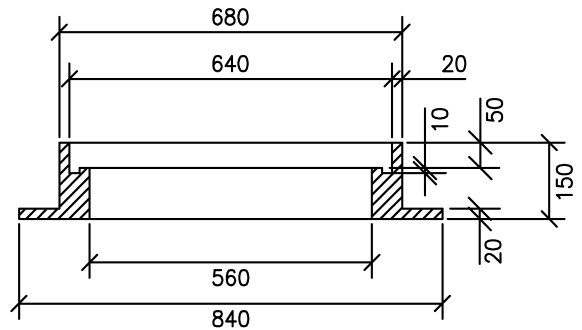
STANDARD DRAWINGS

ITEM: 499

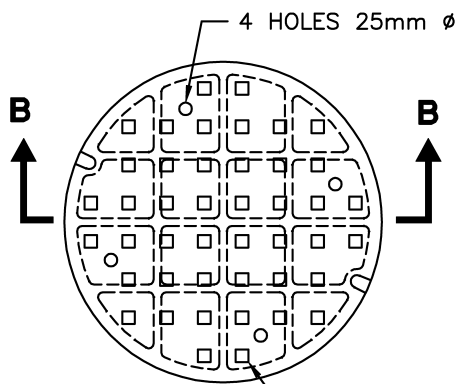
NOTES: - MATERIAL CAST IRON TO
ASTM A48, CLASS 30
- MINIMUM MASS: FRAME 125 kg
COVER 63 kg



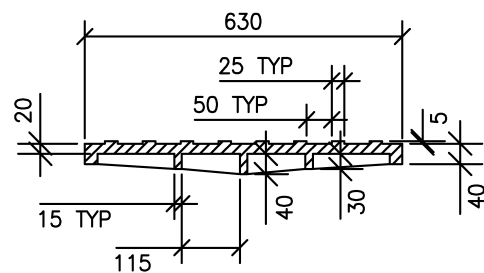
FRAME



SECTION A-A



COVER



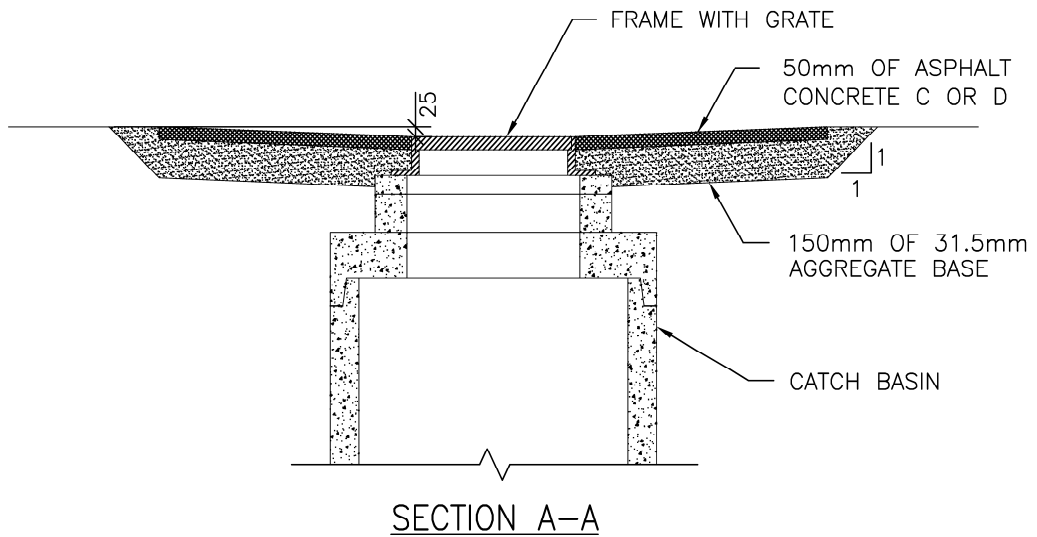
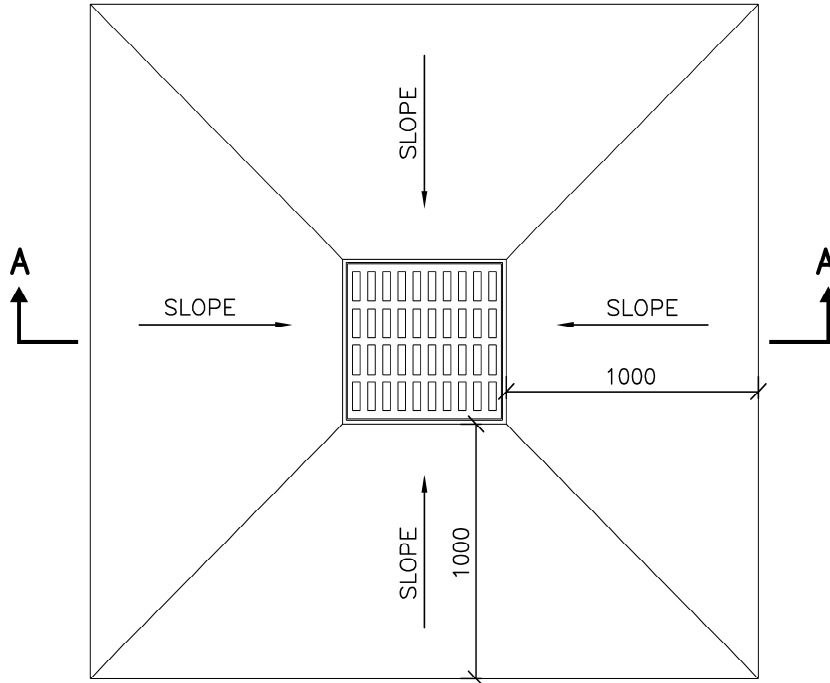
SECTION B-B

**Typical Frame with Cover
Round**

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499

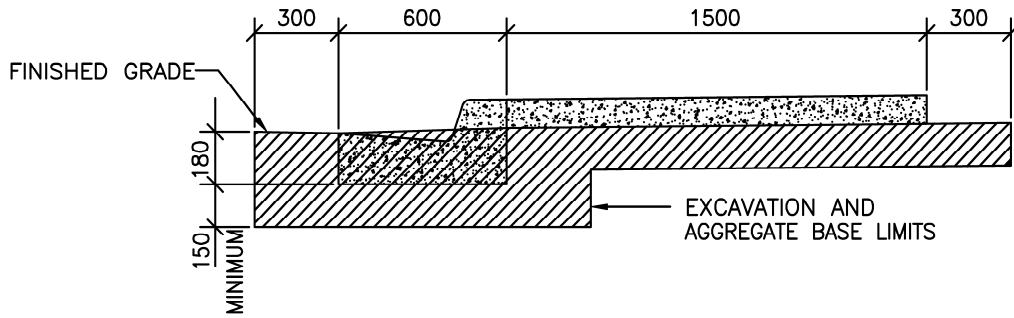


Paving Catch Basin Apron

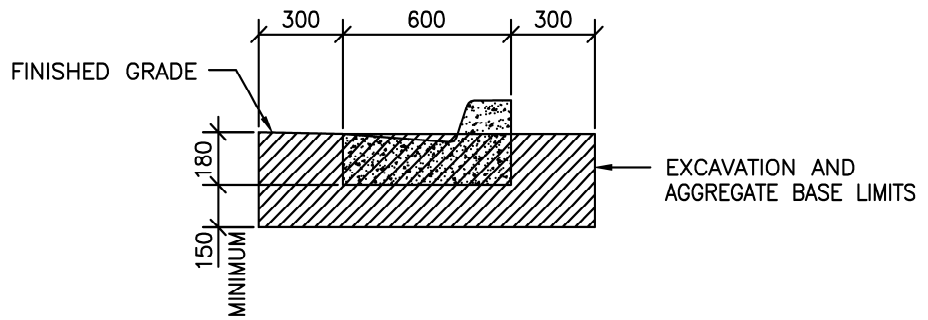
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499



CURB AND GUTTER WITH SIDEWALK



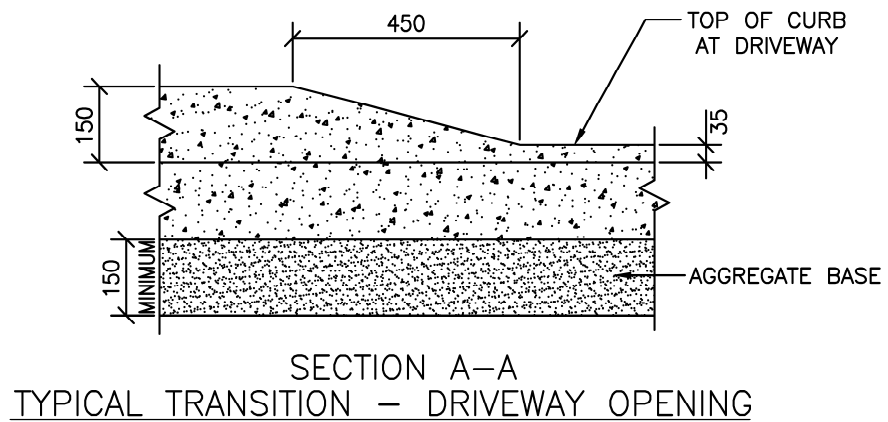
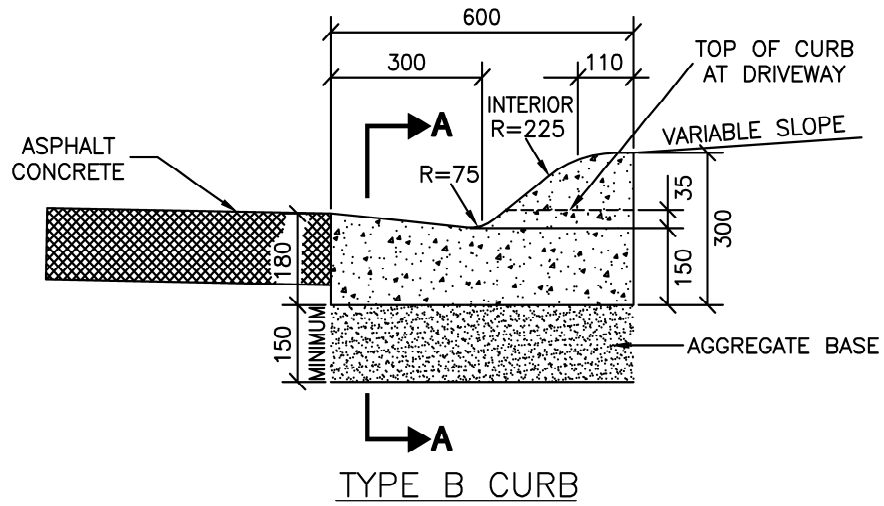
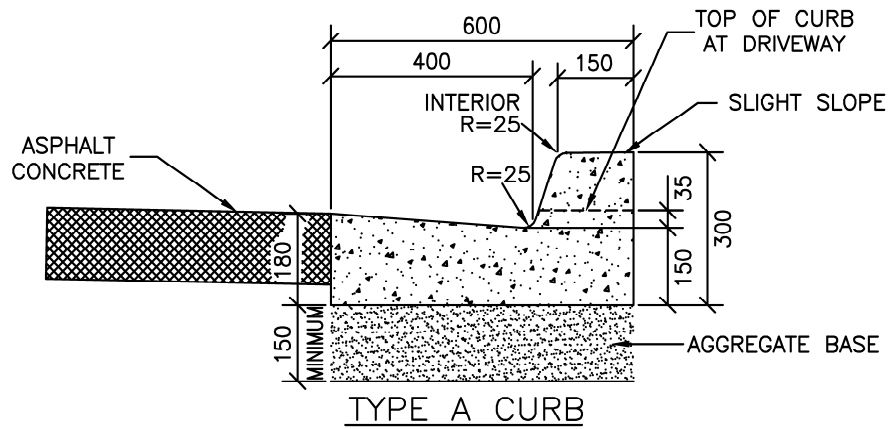
CURB AND GUTTER ONLY

Curb and Gutter Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 499

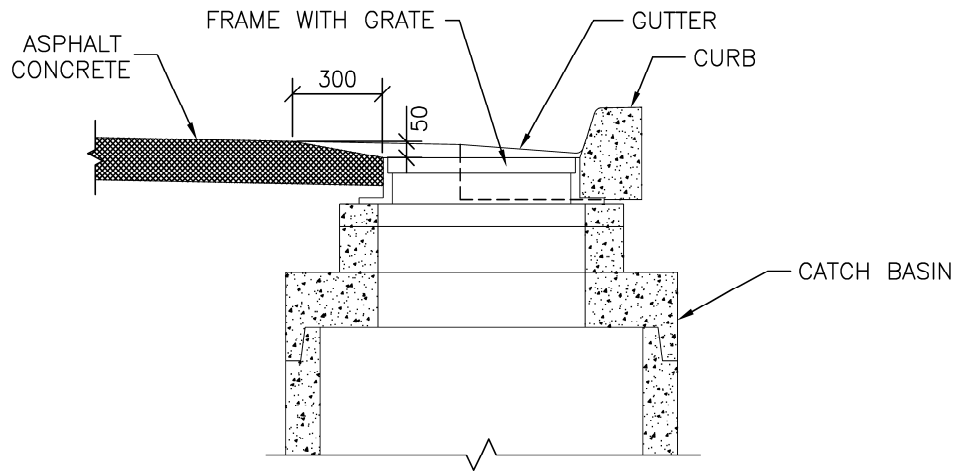
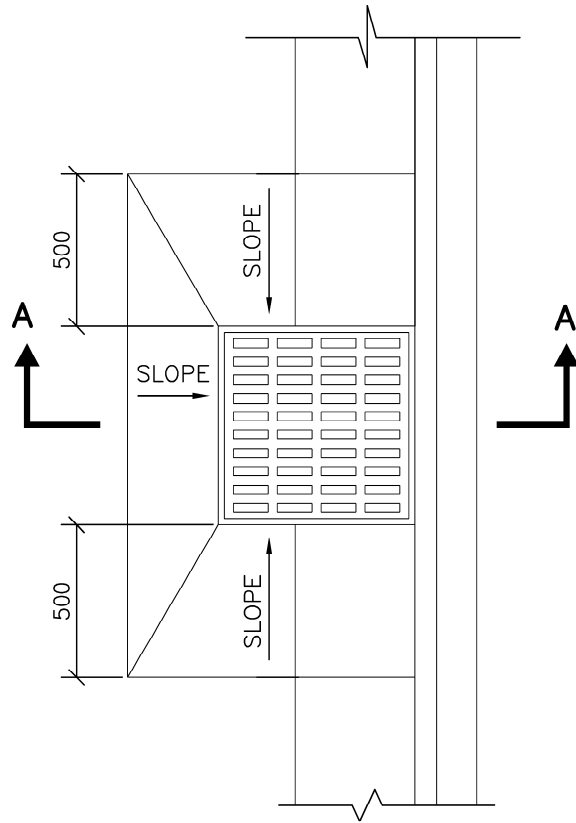


Curb and Gutter Details

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499



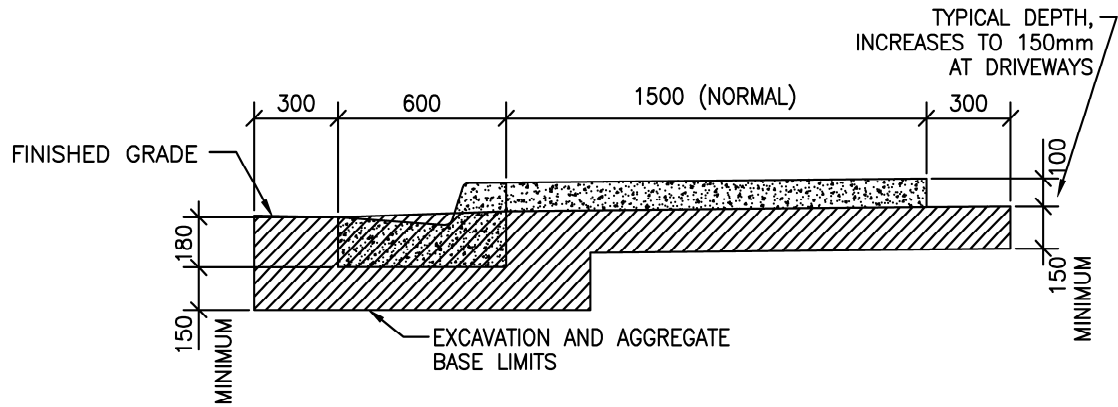
SECTION A-A

Curb and Gutter Details

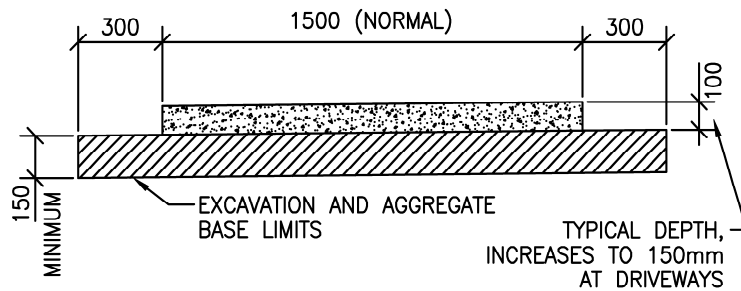
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499



SIDEWALK WITH CURB AND GUTTER



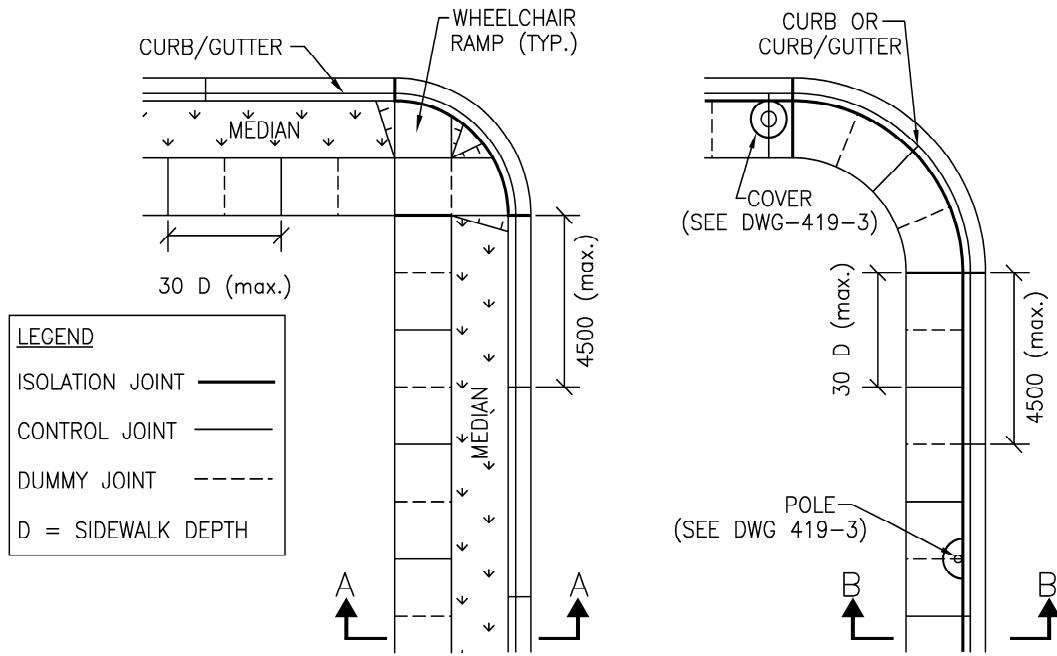
SIDEWALK ONLY

Concrete Sidewalk Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

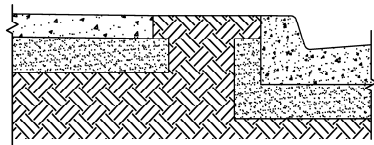
ITEM: 499



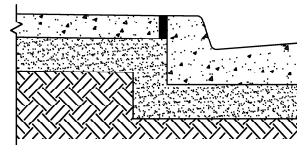
LEGEND	
ISOLATION JOINT	———
CONTROL JOINT	———
DUMMY JOINT	- - - - -
D = SIDEWALK DEPTH	

SEPARATE SIDEWALK
AND CURB/GUTTER

SIDEWALK WITH
CURB/GUTTER



SECTION A-A



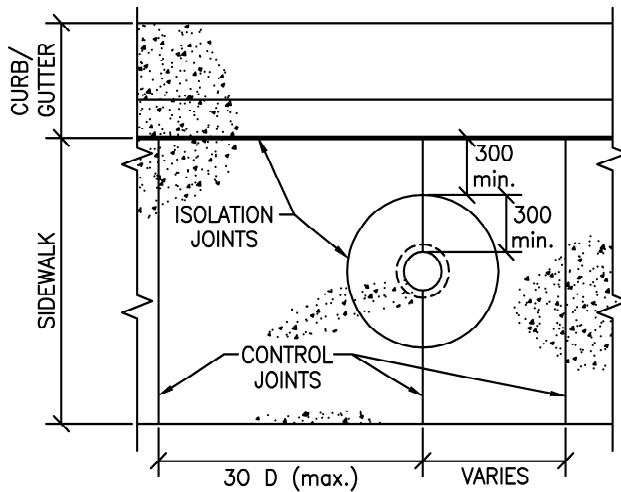
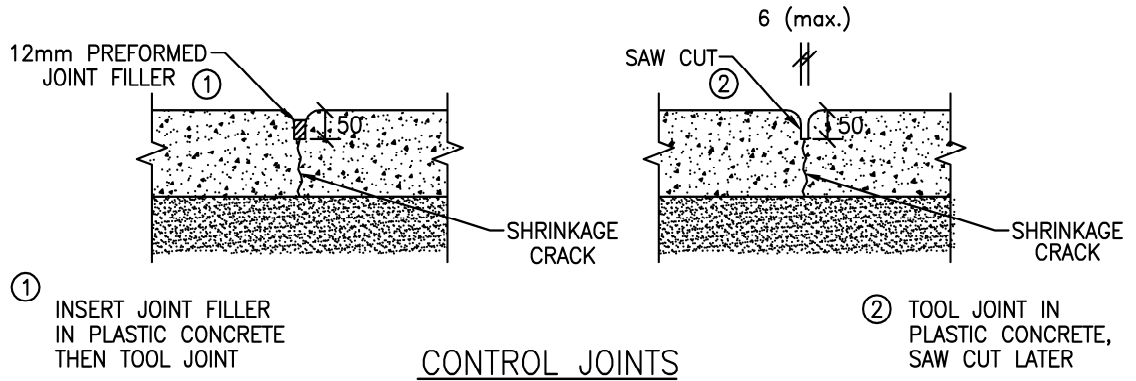
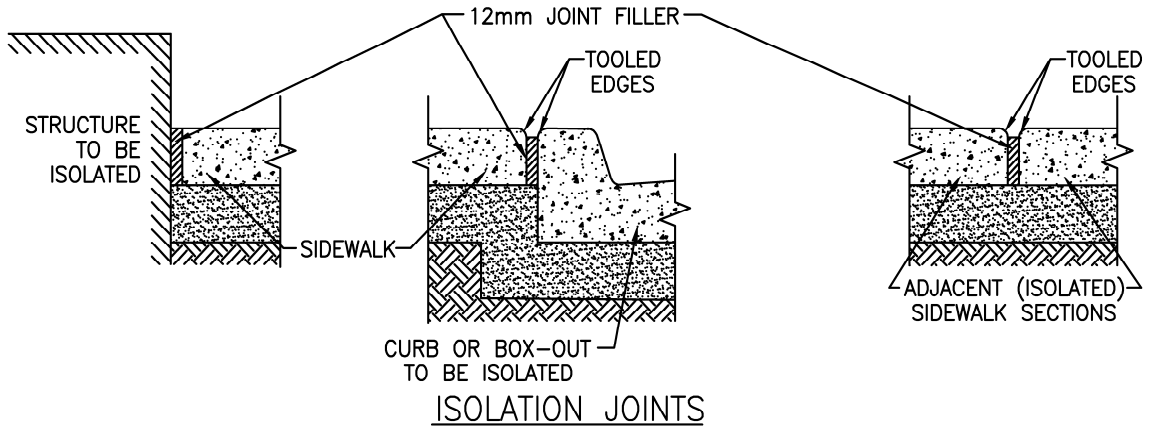
SECTION B-B

Joint Layout

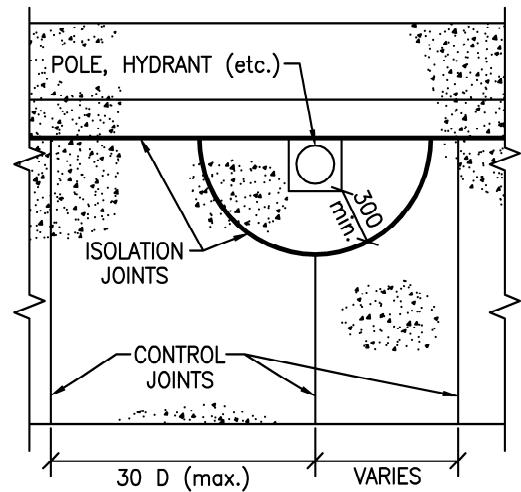
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 499



COVER BOX-OUT DETAIL



POLE BOX-OUT DETAIL

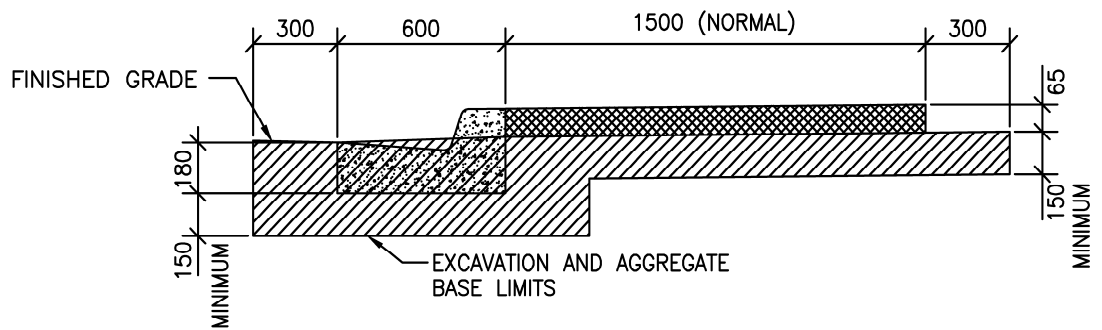
D=SIDEWALK DEPTH

Joint and Isolation Details

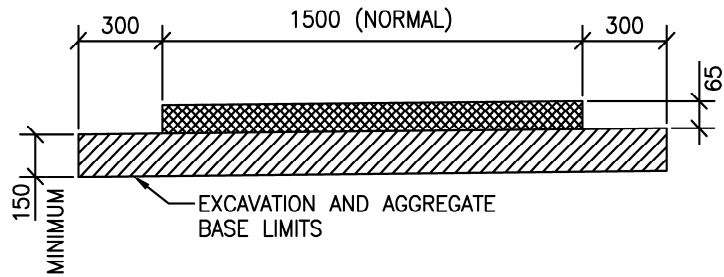
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 499



SIDEWALK WITH CURB AND GUTTER



SIDEWALK ONLY

Asphalt Sidewalk Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 500

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
510	Guide Posts	2
511	Removal of Guide Posts	1
512	Guide Rail	3
513	Removal of Guide Rail	1
515	Energy-Absorbing Guide Rail Terminal	2
516	Removal of Energy-Absorbing Guide Rail Terminal	1
520	Cast-in-Place Concrete Barrier	2
522	Precast Concrete Barrier	5
524	Temporary Barrier	1
529	Concrete-Encased Duct Bank System	3
530	Under Roadbed Duct	2
531	Underground Duct	3
532	Underground Junction Box	2
533	Power Point	1
534	Removal of Power Point	1
538	Screw Base	1
539	Removal of Screw Base	1
540	Sign or Light Base	2
541	Removal of Sign or Light Base	1
542	Light Standard	2
543	Removal of Light Standard	1
544	Median Flashing Light	1
545	Removal of Median Flashing Light	1
550	Sign Post	1
551	Removal of Sign Post	1
552	Roadside Sign	1
553	Removal of Roadside Sign	1
554	Overhead Sign Structure Foundation	2
555	Overhead Sign Structure	2
556	Removal of Overhead Sign Structure	1
557	Overhead Sign	1
558	Removal of Overhead Sign	1
559	Relocation of Sign and Light Bases	1
571	Pavement Markings	9

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS	DIVISION 500
--------------------------	---------------------

575	Timber Pedestrian Rail	2
576	Construction Traffic Control	4
599	Standard Drawings	
	510 - 1 Guide Post Details	
	510 - 2 Guide Post and Guide Rail Details – 530 Height	
	510 - 3 Guide Post and Guide Rail Details – 630 Height	
	512 - 1 Beam Guide Rail Details	
	512 - 2 Guide Rail / Structure Details	
	512 - 3 Guide Rail / Structure Details – 530 Height	
	512 - 4 Guide Rail / Structure Details – 630 Height	
	512 - 5 Guide Rail Height Conversion	
	512 - 6 Typical Guide Post Spacing at Structure	
	515 - 1 Grading for Flared Energy-Absorbing Guide Rail Terminal (EAGRT) Installation	
	520 - 1 Cast-in-Place Concrete Barrier Details	
	529 - 1 Concrete Encased Duct Bank System	
	530 - 1 Under Roadbed Duct Details	
	531 - 1 Underground Duct Details	
	532 - 1 Underground Junction Box Detail	
	533 - 1 Power Point, Multiple Lights	
	533 - 2 Power Point, Single Light	
	538 - 1 Screw Base Detail	
	540 - 1 Type “E” Sign or Light Base Details - Soil Foundation	
	540 - 2 Type “F” Sign or Light Base Details - Soil Foundation	
	540 - 3 Type “G” Sign or Light Base Details - Soil Foundation	
	540 - 4 Sign or Light Base Detail - Bedrock Foundation	
	540 - 5 Angulation of Sign Foundations	
	542 - 1 Light Standard Detail - Single and Double Davit	
	542 - 2 Light Standard Wiring Details - 120 volt	
	542 - 3 Light Standard Wiring Details - 240 volt	
	542 - 4 Light Standard Anchor Details	
	544 - 1 Median Flashing Light Details	
	550 - 1 Roadside Sign Post Anchor Details	
	552 - 1 Roadside Sign Details	
	552 - 2 Roadside Sign Strap Sequence	
	552 - 3 Roadside Sign Strap Sequence	
	552 - 4 Roadside Sign Strap Sequence	
	552 - 5 Roadside Sign Strap Sequence	
	552 - 6 Roadside Sign Strap Sequence	
	554 - 1 Overhead Sign Structure Foundation - Anchorage Details	
	554 - 2 Overhead Sign Structure Foundation - Base Plate and Template Details	

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GUIDE POSTS

ITEM: 510

510.1 DESCRIPTION

510.1.1 This Item consists of the supply and installation of preservative treated hardwood guide posts.

510.2 MATERIALS

510.2.1 All material shall be supplied by the Contractor.

510.2.2 Guide posts shall be of the maple, birch, or beech species of hardwood.

510.2.3 The posts shall be sound and rot-free, and shall meet or exceed the requirements for No. 1 Structural Posts and Timbers, graded in accordance with the National Lumber Grading Authority (NLGA) Standard Grading Rules for Canadian Lumber.

510.2.4 Preparation, handling, and treatment of posts shall be in accordance with CSA O80 and the American Wood Preservers' Association (AWPA) standards.

510.2.5 Prior to pressure treating, posts shall be incised on all four sides and dried to their fibre saturation point of 25 to 30% at 25 mm depth.

510.2.5.1 Guide posts may be pre-cut and drilled prior to pressure treating.

510.2.6 The preservative shall be as follows: for pressure treating, chromated copper arsenate (CCA); and for field-cut surfaces, Wolman End Cut Preservative (Green) or equivalent applied in two coats.

510.2.7 Preservation and wood products supplied shall be in accordance with CSA O80.

510.2.8 Guide posts shall be sized as indicated on Standard Drawing 510-1.

510.2.9 Backfill materials used shall be selected material from the excavation, subject to the approval of the Engineer.

510.2.9.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Site from a source and of a type approved by the Engineer and supplied in accordance with 167.2 - Class A.

510.2.10 Offset blocks shall conform with 510.2 and shall be sized in accordance with the details indicated on Standard Drawing 510-1.

510.2.10.1 Salvaged rail may require the length of the offset block to be greater than the 342 mm shown in the Standard Drawing 510-1 in order to achieve the minimum 15.5 mm above and below the rail.

510.3 SUBMITTALS

510.3.1 The Contractor shall submit, upon request, prior to incorporating the material in the Work, the product name and manufacturer's specifications for the preservative to be applied to the post field cuts.

510.3.2 The Contractor shall submit, upon request and in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements as detailed on the Contract Documents.

510.4 CONSTRUCTION

510.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GUIDE POSTS

ITEM: 510

- 510.4.2 Guide posts shall be installed in accordance with Standard Drawings 510-1, 510-2, 510-3, 512-2, 512-3, 512-4, 512-5, and 512-6.
- 510.4.2.1 If Energy-Absorbing Guide Rail Terminal (EAGRT) systems are specified in the Contract Documents, the flared buried end treatments shown in Standard Drawings 510-2, 510-3, 512-2 and 512-3 shall be replaced with EAGRT systems installed in accordance with Item 515.
- 510.4.2.2 To prevent rotation of the offset block indicated in Standard Drawing 510-1, it shall be additionally fastened to the guide post by toe-nailing with a 100 mm galvanized spike.
- 510.4.3 Alignment of guide posts shall be established by the Engineer.
- 510.4.4 Installation shall be carried out in a manner so as to avoid damage to the adjacent and surrounding Roadway.
- 510.4.4.1 The Contractor shall be responsible, at his/her own expense, to repair any such damage resulting from the Work.
- 510.4.5 Areas around guide posts shall be backfilled with approved material, compacted during placement, and shall be finished to match the surrounding grade.
- 510.4.6 Cut surfaces of all wood products shall be treated with an approved preservative, as detailed in the manufacturer's application instructions.
- 510.4.7 Waste materials shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 510.5 MEASUREMENT FOR PAYMENT
- 510.5.1 The Quantity measured for payment shall be the number of guide posts supplied and installed in accordance with this Item.
- 510.6 BASIS OF PAYMENT
- 510.6.1 Payment for Work under this Item shall include a separate Unit Price for each size of guide post, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF GUIDE POSTS

ITEM: 511

511.1 DESCRIPTION

511.1.1 This Item consists of the removal of guide posts.

511.2 MATERIALS

511.2.1 None identified.

511.3 SUBMITTALS

511.3.1 None identified.

511.4 CONSTRUCTION

511.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

511.4.2 The removal shall be carried out in a manner so as to avoid damage to the adjacent and surrounding Roadway.

511.4.2.1 The Contractor shall be responsible, at his/her own expense, to repair any such damage resulting from the Work.

511.4.3 All materials shall remain the property of the Owner, until such time as the materials are directed for disposal.

511.4.3.1 Salvageable guide posts, as determined by the Engineer, shall be used as offset blocks under 512.2, unless otherwise specified in the Contract Documents.

511.4.3.2 Salvageable guide posts not used for offset blocks shall be transported to the nearest DTI Maintenance Depot.

511.4.3.3 All unsalvageable guide posts and waste shall become the property of the Contractor and shall be disposed of outside the Work Site.

511.4.4 The Contractor shall be responsible to completely backfill the hole resulting from the guide post removal, with an approved material, compacted during placement and shall finish the backfilled area to match the surrounding grade.

511.4.5 The Contractor shall shape and grade the Shoulder by removing the excess materials that have accumulated over time and shall leave the Work Site in a uniform and consistent grade matching the adjacent surface.

511.5 MEASUREMENT FOR PAYMENT

511.5.1 The Quantity measured for payment shall be the number of guide posts removed in accordance with this Item.

511.6 BASIS OF PAYMENT

511.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GUIDE RAIL

ITEM: 512

512.1 DESCRIPTION

512.1.1 This Item consists of the supply and installation of steel beam guide rail.

512.2 MATERIALS

512.2.1 All material shall be supplied by the Contractor.

512.2.2 If specified for use on the Contract, salvaged/straightened rail shall be made available by the Owner under Item 513 from DTI, Fredericton, NB.

512.2.2.1 The Contractor shall be responsible to transport the salvaged rail to the Work Site.

512.2.3 Guide rail delineators shall be 50 mm x 50 mm x 3 mm 6061-T6 aluminum angle stock cut to 50 mm lengths.

512.2.3.1 Delineators shall have a centered 19 mm slot cut in one leg from the outer edge a total of 19 mm inward. The slot shall end with a 9 mm radius.

512.2.3.2 The material shall be degreased and etched to ensure adhesion of reflective materials.

512.2.3.3 The solid leg of each delineator shall have both the outside edge and both faces completely covered with 3M high-intensity silver sheeting No. 3870 or yellow sheeting No. 3871.

512.2.3.4 Reflective materials shall conform to CGSB 62-GP-11 and a written warranty covering the field performance of the product shall be submitted.

512.2.4 Guide rail shall be Class A, Type II, W-section steel beams conforming to AASHTO M180.

512.2.4.1 Each section of guide rail, in accordance with AASHTO M180, requires markings as follows:

- Name or brand of manufacturer;
- Identification symbols or code for heat;
- Number and coating lot;
- AASHTO Spec #; and
- Class and Type.

512.2.5 Guide rail end marker posts shall be W-shaped thermoplastic extrusion comprised of a double-curve profile, a minimum of 95 mm wide with 4 mm walls and shall be 1.5 m long.

512.2.5.1 Approach guide rail marker shall be a red post with a 75 mm x 150 mm red reflector. Termination guide rail marker shall be a green post with a 75 mm x 150 mm green reflector.

512.2.5.1.1 Retro-reflective sheeting shall be ASTM Type IV or higher grade, factory applied by the manufacturer.

512.2.5.2 Guide rail end marker posts shall be capable of sustaining a minimum of ten direct wheel-over impacts at 100 km/hr, without damage to the post or the reflective sheeting applied to the post.

512.2.5.3 Lag screws to attach end markers to guide posts shall be 8 mm x 50 mm galvanized and shall include an 8 mm galvanized flat washer.

512.3 SUBMITTALS

512.3.1 The Contractor shall submit, upon request, prior to incorporating the material in the Work, the product name and manufacturer's specifications for the guide rail.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GUIDE RAIL

ITEM: 512

512.3.2 The Contractor shall submit, upon request, in advance of the commencement of the Work, the manufacturer's certification, for all galvanized metals, that the materials supplied meet the specified requirements as detailed on the Contract Documents.

512.4 CONSTRUCTION

512.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

512.4.2 Guide rail shall be installed in accordance with Standard Drawings 510-1, 510-2, 510-3, 512-1, 512-2, 512-3, 512-4, 512-5 and 512-6.

512.4.2.1 If Energy-Absorbing Guide Rail Terminal (EAGRT) systems are specified in the Contract Documents, the flared buried end treatments shown in Standard Drawings 510-2, 510-3, 512-2 and 512-3 shall be replaced with EAGRT systems installed in accordance with Item 515.

512.4.3 Guide rail sections shall be installed to produce a smooth continuous rail, paralleling the line and grade of the finished Highway surface.

512.4.4 Salvaged guide rail shall not be intermixed or alternated with new guide rail in the same installation.

512.4.4.1 The Contractor shall allow for a two week turn around for straightened rail.

512.4.5 Guide rail sections shall be lapped in direction of the traffic.

512.4.5.1 Each section of salvaged rail shall be installed such that the end that had been overlapped before dismantling is overlapped upon reinstallation.

512.4.5.2 Additional 63 mm x 19 mm slots required in the guide rail shall meet the requirements of AASHTO M180.

512.4.6 Cut surfaces of all wood products shall be treated with an approved preservative, as detailed in the manufacturer's application instructions.

512.4.7 Offset blocks and delineators shall be installed on the guide rail as specified and indicated on Standard Drawing 510-1.

512.4.7.1 The colour of the delineator shall be consistent with the colour of the adjacent Pavement line marking.

512.4.8 Guide rail sections with a typical buried-end treatment, the red approach guide rail marker shall be installed 200 mm onto the second guide post from the end using two lag screws spaced 100 mm apart.

512.4.8.1 Guide rail sections with an energy-absorbing guide rail treatment (EAGRT) shall have approach end markers per Item 515.

512.4.9 The green termination guide rail marker shall be installed 200 mm onto the second last guide rail post using two galvanized lag screws spaced 100 mm apart.

512.5 MEASUREMENT FOR PAYMENT

512.5.1 The Quantity to be measured for payment shall be the number of linear metres of guide rail supplied and installed in accordance with this Item.

512.5.1.1 The Quantity shall be calculated by multiplying the total number of guide rail pieces in the Work by 3.81 m.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GUIDE RAIL

ITEM: 512

512.6 BASIS OF PAYMENT

512.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF GUIDE RAIL

ITEM: 513

513.1 DESCRIPTION

513.1.1 This Item consists of the removal of steel beam guide rail.

513.2 MATERIALS

513.2.1 None identified.

513.3 SUBMITTALS

513.3.1 When salvaged guide rail is delivered to DTI, Fredericton, NB in accordance with 513.4.4 for straightening, the Contractor shall submit a document identifying the quantity of guide rail being delivered and the Contract number of the project under which it was salvaged.

513.4 CONSTRUCTION

513.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

513.4.2 Guide rail, offset blocks, hardware, and delineators shall be dismantled to individual components.

513.4.3 The dismantling shall be carried out in a manner so as to avoid damage to the adjacent and surrounding Roadway.

513.4.3.1 The Contractor shall be responsible, at his/her own expense, to repair any such damage resulting from the Work.

513.4.4 Dismantled guide rail, hardware and delineators shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

513.4.4.1 Any loss or damage to materials during removal, transporting and/or storage shall be Contractor's responsibility and he/she shall replace any materials damaged or lost.

513.4.4.2 Unsalvageable guide rail, hardware, and delineators, as determined by the Engineer, shall become the property of the Contractor and shall be disposed of outside the Work Site.

513.4.5 Dismantled offset blocks shall be stored at a location selected by the Contractor, until reused in the Work and shall be the responsibility of the Contractor.

513.4.5.1 Any loss or damage to materials during removal, transporting and/or storage shall be the Contractor's responsibility and he shall replace any materials damaged or lost.

513.4.5.2 Unsalvageable offset blocks, as determined by the Engineer, shall become the property of the Contractor and shall be disposed of outside the Work Site.

513.5 MEASUREMENT FOR PAYMENT

513.5.1 The Quantity to be measured for payment shall be the number of linear metres of guide rail removed in accordance with this Item.

513.5.2 The Quantity shall be calculated by multiplying the total number of guide rail pieces in the Work by 3.81 m.

513.6 BASIS OF PAYMENT

513.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENERGY-ABSORBING GUIDE RAIL TERMINAL

ITEM: 515

515.1 DESCRIPTION

515.1.1 This Item consists of the supply and installation of an Energy-Absorbing Guide Rail Terminal (EAGRT).

515.2 MATERIALS

515.2.1 All material shall be supplied by the Contractor.

515.2.2 EAGRTs shall meet the requirements of National Cooperative Highway Research Program (NCHRP) Report 350 Test Level 3 or Test Level 3 standards of the AASHTO Manual for Assessing Safety Hardware (MASH), for the finished installed height specified.

515.2.3 EAGRTs shall be the straight/flared type and shall be installed to a finished height of 685/785 mm at the top of rail.

515.2.4 Only proprietary EAGRTs shall be acceptable, including those made by the following:

515.2.4.1 Energy Absorption Systems Inc., Chicago, Illinois.

515.2.4.2 Road System Inc., Big Spring, Texas.

515.2.4.3 Trinity Industries Inc., Dallas, Texas.

515.2.4.4 Lindsay Corporation, Omaha, Nebraska.

515.2.5 A yellow and black hazard marker, minimum 300 mm x 600 mm and made from 3M Hi-Intensity reflective sheeting or equivalent, shall be supplied with each EAGRT.

515.2.6 Backfill material shall be the material excavated from the Roadbed for the installation of the EAGRT, or the material otherwise specified by the manufacturer.

515.2.7 End marker posts shall be W-shaped thermoplastic extrusion comprised of a double-curve profile, a minimum of 95 mm wide with 4 mm walls and shall be 1.5m long.

515.2.7.1 Markers shall be a red post with two 75 mm x 150 mm red reflectors spaced 75 mm apart.

515.2.7.1.1 Retro-reflective sheeting shall be ASTM Type IV or higher grade, factory applied by the manufacturer.

515.2.7.2 Guide rail end marker posts shall be capable of sustaining a minimum of ten direct wheel-over impacts at 100 km/hr, without damage to the post or the reflective sheeting applied to the post.

515.2.7.3 Bolts to attach end marker to a steel post shall be 8 mm x 38 mm galvanized and shall include 8 mm galvanized nuts and washers.

515.2.7.4 Lag screws to attach end markers to wooden post shall be 8 mm x 50 mm galvanized and shall include an 8 mm galvanized flat washer.

515.3 SUBMITTALS

515.3.1 The Contractor shall submit, at least 14 Days in advance of the Work, the type of EAGRT system proposed for the Work, the name of the manufacturer, and at least three copies of Shop Drawings clearly showing in detail the components and installation of the EAGRT.

515.3.2 Prior to delivery of the EAGRT systems to the Work Site, the Contractor shall submit written certification that the EAGRT has been designed to meet the requirements of NCHRP Report 350 Test Level 3 or MASH Test Level 3 standards; have been fabricated of materials consistent with the design; and will function as designed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENERGY-ABSORBING GUIDE RAIL TERMINAL

ITEM: 515

- 515.3.3 Submittals shall be made as required for any cross-referenced Item forming part of this Item.
- 515.4 CONSTRUCTION
- 515.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 515.4.2 Work shall be carried out as indicated in the Shop Drawings.
- 515.4.3 Grading for flared EAGRT's shall be carried out to the dimensions as indicated on Standard Drawing 515-1.
- 515.4.4 The Contractor shall be prepared to arrange for a technical representative of the supplier/manufacturer of the EAGRT to be on site for the initial installation on the Contract to ensure that correct procedures are established.
- 515.4.5 The impact head of each EAGRT shall be cleaned thoroughly as recommended by the manufacturer of the reflective sheeting hazard marker.
- 515.4.6 Hazard markers shall be secured squarely to the impact head.
- 515.4.7 On a straight or flared EAGRT, a red end marker shall be installed 200 mm onto the first steel post using two bolts, nuts and washers spaced 100 mm apart.
- 515.4.7.1 On a flared EAGRT, an additional red marker shall be installed 200 mm onto the first guide post following the flared section of the EAGRT using two lag screws spaced 100 mm apart.
- 515.4.8 Backfilling of posts and other underground units of the EAGRT shall be completed in accordance with 510.4.
- 515.4.9 Installation of any EAGRT shall be performed concurrently with the completion of the guide rail installation to which it will be attached.
- 515.5 MEASUREMENT FOR PAYMENT
- 515.5.1 The Quantity to be measured for payment shall be the number of EAGRTs installed in accordance with this Item.
- 515.6 BASIS OF PAYMENT
- 515.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF ENERGY-ABSORBING GUIDE RAIL TERMINAL

ITEM: 516

516.1 DESCRIPTION

516.1.1 This Item consists of the removal of an Energy-Absorbing Guide Rail Terminal (EAGRT).

516.2 MATERIALS

516.2.1 None identified.

516.3 SUBMITTALS

516.3.1 None identified.

516.4 CONSTRUCTION

516.4.1 The Contractor shall carry out the Work in accordance with the Contract Documents and/or specifically directed by the Engineer.

516.4.2 Guide rail, offset blocks, steel guide posts, bearing plates, anchors, impact head and all related hardware shall be salvaged and dismantled into individual components.

516.4.3 Dismantling shall be carried out in a manner so as to avoid damage to the adjacent and surrounding Roadway.

516.4.3.1 The Contractor shall be responsible, at his/her own expense, to repair any such damage resulting from the Work.

516.4.4 Dismantled components shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

516.4.4.1 Any loss or damage to components during removal, transporting and/or storage shall be Contractor's responsibility and she/he shall replace any components damaged or lost.

516.4.4.2 Unsalvageable components, as determined by the Engineer, shall become the property of the Contractor and shall be disposed of outside the Work Site.

516.5 MEASUREMENT FOR PAYMENT

516.5.1 The Quantity to be measured for payment shall be the number of EAGRTs removed in accordance with this Item.

516.6 BASIS OF PAYMENT

516.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CAST-IN-PLACE CONCRETE BARRIER

ITEM: 520

520.1 DESCRIPTION

520.1.1 This Item consists of the construction of cast-in-place concrete barrier using the slipforming method.

520.2 MATERIALS

520.2.1 Delineators shall be available from the Owner from stock at DTI, Fredericton, NB.

520.2.2 All other materials shall be supplied by the Contractor.

520.2.3 Steel restraining dowels shall meet the requirements of 304.2.

520.2.3.1 Dowels shall be of the size and length, as per Standard Drawing 520-1.

520.2.4 Concrete shall be supplied in accordance with CSA A23.1, class of exposure C-1.

520.2.4.1 Exposure class C-1 shall not include the use of silica fume, unless approved by the Engineer.

520.2.5 Membrane curing compounds shall meet the requirements of ASTM C309 and shall restrict the loss of water to not more than 0.31 kg/m².

520.3 SUBMITTALS

520.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

520.4 CONSTRUCTION

520.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

520.4.2 Concrete barrier shall be constructed in accordance with Standard Drawing 520-1.

520.4.3 Concrete shall be placed in accordance with 301.4.

520.4.4 When slipforming concrete barrier on Aggregate Base, the base shall be fine graded, in accordance with Item 205.

520.4.4.1 Water shall be uniformly applied to the Aggregate Base immediately ahead of concrete placement so as to thoroughly wet the Aggregate Base surface without the pooling of water.

520.4.5 When slipforming concrete barrier on Pavement surfaces, the steel dowels shall be installed to the line established by the Engineer.

520.4.5.1 Dowels shall be embedded to the depth and at the spacing indicated on Standard Drawing 520-1.

520.4.6 The Contractor shall schedule the Work sequence so as to ensure uniform placement of the concrete with a minimum of interruption.

520.4.7 The Contractor shall take all precaution to avoid damage to the Roadway surface (Pavement or Aggregate Base) by the slipform paver, truck mixers or other Equipment.

520.4.7.1 Concrete spilled on the Highway shall be removed and the Highway cleaned to the satisfaction of the Engineer.

520.4.8 Hand finishing will be permitted only on a minimal basis and shall be conducted with a magnesium or wood float.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CAST-IN-PLACE CONCRETE BARRIER

ITEM: 520

- 520.4.8.1 Textured broom or brush finish shall be applied to the approved surface.
- 520.4.8.2 Air holes 15 mm in diameter or larger shall be repaired.
- 520.4.9 Surfaces of the median barrier shall not vary by more than 5 mm when measured with a 3 m straight edge.
- 520.4.10 Curing shall consist of two spray applications of the membrane curing compound immediately after finishing with the second application applied in a direction perpendicular to the first.
- 520.4.11 Contraction joints shall be saw cut, as soon as the concrete has hardened sufficiently to permit sawing without excessive ravelling and before shrinkage cracking takes place.
- 520.4.11.1 Contraction joints shall be cut neatly in a vertical plane to a minimum depth of 50 mm and at a uniform spacing not exceeding 6 m.
- 520.4.12 Work which experiences uncontrolled shrinkage cracking shall be clearly marked and the Contractor shall notify the Engineer of the location and extent of cracking for his/her review.
- 520.4.12.1 For those parts deemed not acceptable, the Contractor shall remove and replace a section of concrete of not less than 1 m surrounding the crack.
- 520.4.12.2 The Contractor may submit, for consideration, alternate repair methods.
- 520.4.13 Vertical construction joints shall include a vertical key in the joint surface.
- 520.4.14 The Contractor shall undertake formwork and hand placement of the Work where slipforming methods cannot be employed.
- 520.4.14.1 Formwork shall be in accordance with 301.4.
- 520.4.14.2 Form and style of the formed barrier shall match the slipformed abutting section.
- 520.4.15 Delineators shall be installed on the median barrier every 15 m on tangents and every 7.5 m on curves.
- 520.5 MEASUREMENT FOR PAYMENT
- 520.5.1 The Quantity to be measured for payment shall be the number of linear metres of cast-in-place concrete barrier constructed in accordance with this Item.
- 520.5.2 Measurement of the barrier shall be along the bottom of the barrier, between the end section limits.
- 520.6 BASIS OF PAYMENT
- 520.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BARRIERS

ITEM: 522

522.1 DESCRIPTION

- 522.1.1 This Item consists of the supply, delivery to the Work Site and installation of F-shape precast concrete barrier sections.
- 522.1.2 The concrete barriers sections shall be supplied in size and type as required in strict conformity with this Item as shown on Contract Document.
- 522.1.3 Precast F-shape concrete barriers shall be based on the design that has been crash tested and meets the requirements of NCHRP 350 Test Level 3 or Test Level 3 standards of the AASHTO Manual for Assessing Safety Hardware (MASH).
- 522.1.3.1 F-shape barriers shall have a 570 mm base width, 810 mm height, 200 mm top width, 2440 mm section length.
- 522.1.3.2 The barriers shall have a 255 mm distance from the ground to the slope break point, that is, the barrier shall begin with 75 mm vertical face at the pavement level, and then breaks a slope face of 55 degree that rises to a vertical height of 180 mm, before changing to 84 degree vertical face to the top of the barrier.
- 522.1.4 The length of any installed barriers system shall be at least three times the length in which impact deformation is predicted but shall not be less than 23 metres.
- 522.1.4.1 Length of the barrier system shall be such that (1) terminals or end anchorage devices do not influence in an abnormal manner the dynamic behavior of the barrier and (2) the ability of the barrier to contain and redirect the impact vehicle into a path parallel to the barriers alignment.
- 522.1.4.2 Exceptions to the recommended lengths per 522.1.4 can be made provided the installation satisfies 522.1.4.1 requirements.

522.2 MATERIALS

- 522.2.1 All materials shall be supplied by the Contractor.
- 522.2.2 Concrete shall meet the requirements of CSA A23.1 and CSA A23.2.
- 522.2.2.1 Exposure Class shall be C-XL.
- 522.2.3 Steel reinforcement bars shall be grade 400W and shall conform to the requirements of 304.2.
- 522.2.4 The welded plain wire fabric shall conform to the requirements of ASTM A1064 for Welded Steel Wire Fabric for Concrete Reinforcement
- 522.2.5 Loop bars shall conform to the requirements of 304.2 with minimum yield strength of 420MPa and minimum tensile strength of 550MPa.
- 522.2.5.1 After bending, loop bars shall be hot-dipped galvanized in accordance with CSA-G164-M92, with a minimum coating thickness of 610 g/m².
- 522.2.5.2 Damaged areas of hot-dipped galvanized materials shall be painted with two coats of similarly coloured inorganic zinc-rich paint in accordance with A780/A780M.
- 522.2.6 The connection pin assemblies shall be at least 32 mm in diameter conforming to ASTM A36 and shall be hot-dipped galvanized in accordance with 522.2.5.1.
- 522.2.7 The ground anchor bolts shall conform to the requirements of 304.2 and not exceed 750 mm in total length.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BARRIERS

ITEM: 522

522.2.8 Lifting devices shall not interfere with the placement, drainage, or final appearance of the elements.

522.2.9 Form coating shall be a commercial quality form varnish or equivalent that permits ready release of the forms and does not discolour the concrete.

522.2.10 Retro-reflective markings shall conform to ASTM Type III, or Engineer approved equivalent.

522.3 SUBMITTALS

522.3.1 The Contractor shall submit shop drawings in accordance with Item 956.

522.3.1.1 The shop drawings shall show concrete barrier shape, steel reinforcement size and placement details, bar bending schedule, barriers' connection system, anchorages of concrete barriers to the ground, and details of the lifting devices for removing the precast barrier element from the form and for installation of the precast concrete barriers.

522.3.1.2 The precast concrete sections shall be produced in accordance with the approved shop drawings.

522.3.1.3 Drawings shall be prepared and stamped by a licensed Professional Engineer registered in the Province of New Brunswick.

522.3.1.3.1 Upon request, the Contractor shall submit precast concrete barrier design calculations stamped by a licensed Professional Engineer registered in the Province of New Brunswick.

522.3.2 The Contractor shall submit for approval, in advance of the work, the type of form coating proposed.

522.3.3 The Contractor shall submit, in advance of the work, the manufacturer's certification that the materials supplied meet the specified requirements.

522.3.4 The Contractor shall submit concrete mix design proportions and appropriate mix design test data.

522.3.5 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

522.4 CONSTRUCTION

522.4.1 General

522.4.1.1 The Contractor shall perform the Work as indicated in the Plans and/or as directed by the Engineer.

522.4.1.2 All barrier sections shall be delivered by the Contractor and installed under this Item.

522.4.1.3 Fabrication, transportation, storage and delivery of the barriers shall be in compliance with CSA A23.4 and CSA A251.

522.4.1.4 All aspects of precast concrete work shall comply with CSA A23.1 and CSA A23.4, and shall be to the approval of the Engineer.

522.4.2 Concrete

522.4.2.1 Concrete quality shall conform to CSA Standard CAN3-A23.1M.

522.4.2.2 A compressive strength test is defined as the average of the strengths of two 56 day compressive test cylinder breaks with a standard cylinder size of 100 mm diameter and height of 200 mm.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BARRIERS

ITEM: 522

522.4.3 Reinforcing Steel

522.4.3.1 Reinforcing steel for bent and hooked connections shall conform to CSA CAN3-G40.21-M Grade 260W and shall be carefully bent to the radii detailed and installed as will be shown on the approved Shop Drawings.

522.4.3.2 The minimum lap for all longitudinal reinforcing bars shall be 300 mm.

522.4.3.3 The reinforcing steel bars shall be tack welded to the welded wire mesh.

522.4.3.4 Supporting chairs for welded steel wire mesh shall be heavy-duty and plastic-tipped, as approved by the Engineer.

522.4.4 Forms

522.4.4.1 The forms used in the manufacture of barrier sections shall be sufficiently rigid to maintain production within the permissible tolerance per 522.4.8.1.

522.4.4.2 Side and bottom forms shall be steel, of a configuration to ensure compliance with the specified tolerances.

522.4.4.2.1 Cover over reinforcement steel shall be a minimum of 50 mm.

522.4.4.3 Forms shall be cleaned and made free of mortar and hardened concrete before application of form coating.

522.4.4.4 Exposed corners shall be chamfered 25 mm x 25 mm either by the shape of the form or by using triangular fillets made of steel, plastic, or clear, straight-grained wood planed on the side exposed to concrete.

522.4.4.5 The Engineer will inspect the completed forms before concrete placement.

522.4.5 Curing and Protection of Concrete

522.4.5.1 Curing shall be carried out by moist curing or by artificially accelerated curing, and shall continue until 70% of the minimum compressive strength is attained and 90% of the minimum compressive strength is attained between November 1st and May 1st.

522.4.5.2 Curing shall be performed per CSA A23.1. Membrane curing compounds shall not be permitted.

522.4.5.3 Artificially accelerated curing shall be performed per CSA A23.4 and as follows:

522.4.5.3.1 The elements shall be kept on the casting bed in an approved enclosure that ensures full circulation of thoroughly saturated air and/or steam around the elements with a minimum loss of moisture and heat.

522.4.5.3.2 For the initial curing period (typically 4 to 5 hours after casting), the enclosure temperature shall be kept at approximately 20°C.

522.4.5.3.3 For the next stage of curing, the enclosure temperature shall be raised at a rate not exceeding 15°C per hour, to a temperature between 40° and 60°C that varies less than 5°C.

522.4.5.3.4 Steam, radiant heat or forced air used for accelerated curing shall not be applied before the initial set or directly to the concrete, forms or cylinders, and shall provide excess moisture for proper hydration of the cement.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

PRECAST CONCRETE BARRIERS

ITEM: 522

- 522.4.5.3.5 Exposed concrete surfaces shall have an excess of moisture while being cured. The temperature of water applied for this purpose shall be within 10°C of the concrete temperature, and shall not exceed 60°C.
- 522.4.5.3.6 The Contractor/manufacturer shall provide a continuous record of curing temperatures for the entire curing period by means of approved accurate automatic recording devices, spaced one per element to record the temperature throughout the length of the curing enclosure(s).
- 522.4.5.3.7 When a barrier has reached its required strength the temperature shall be lowered at a rate of 15°C per hour to the ambient air temperature.
- 522.4.5.3.8 Barriers shall not be exposed to freezing temperatures until they have dried two days in warm temperatures following curing, and cooled at not more than 5°C per hour to the outside air temperature.
- 522.4.6 Barrier Connections
- 522.4.6.1 The precast concrete barrier connections shall be a pin and loop or interlocking plate system.
- 522.4.6.2 Where the joint gap exceeds the manufacturer's specified tolerances, barrier sections shall be removed and reset to meet the specified tolerance, at the Contractor's own expense.
- 522.4.6.3 There shall be six connection loops (three from each barrier) in each barrier's connection that the connection pin shall go through.
- 522.4.6.4 The connection loop shall be embedded to the concrete (coming out of the precast concrete barrier 50 mm) and tied to the barrier's reinforcement.
- 522.4.6.5 Alternative connection systems may be considered provided they meet the requirements of 522.1.3.
- 522.4.7 Finishing of Concrete Surfaces
- 522.4.7.1 The top of the precast section shall have a smooth wood float finish, and all permanently exposed surfaces shall be true and smooth.
- 522.4.7.2 Small surface voids due to entrapped air shall be filled with an approved cement mixture. All ridges at junctions of form panels and all bottom edges shall be ground smooth.
- 522.4.7.3 No patching of defects other than minor surface imperfections shall occur without the Engineer's permission.
- 522.4.8 Tolerances
- 522.4.8.1 Allowable tolerances for the concrete dimensions of the barriers shall be ±3 mm except as otherwise indicate in the Contract Documents.
- 522.4.9 Handling, Storage and Shipping
- 522.4.9.1 Precast concrete units shall be handled and transported in a manner to minimize damage. Lifting devices or holes shall be consistent with industry standards. Lifting shall be accomplished with methods or devices intended for this purpose as indicated on shop drawings.
- 522.4.9.1.1 Upon request, the Contractor shall provide documentation on acceptable handling methods for the barriers.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRECAST CONCRETE BARRIERS

ITEM: 522

- 522.4.9.2 Precast concrete sections shall be stored in a manner that will minimize potential damage.
- 522.4.9.3 Transportation and delivery of the barriers shall be in compliance with CSA A23.4 and CSA A251.
- 522.4.9.3.1 The barriers shall be stored and transported in an upright position at all times and be lifted by the inserts or other approved devices
- 522.4.9.3.2 Barriers shall not be shipped until the specified 28-Day compressive strength has been reached.
- 522.4.9.3.3 During transportation, the barriers shall be supported on a dry firm base with truck bolsters or battens no less than 100 mm wide and padded with 50 mm of rubber to prevent chipping of the concrete.
- 522.4.10 Barrier Installations
- 522.4.10.1 The Contractor shall install the barrier sections as indicated in the plans and/or as directed by the Engineer.
- 522.4.10.2 Barrier sections in association with connection pins shall be supplied by the Contractor.
- 522.4.10.3 Barriers shall be joined together by a pin and loop or interlocking plate system. Connections shall be tight as practicable to limit deformation and rotation of the barriers.
- 522.4.10.4 Barrier sections shall be installed level in the transverse direction to the specified alignments and joined together to form a continuous structure in accordance with 522.4.10.3.
- 522.4.10.5 Each precast concrete barrier sections shall be anchored to the roadway, on traffic side, by three anchor bolts to prevent lateral movement of the barrier.
- 522.4.10.5.1 Precast concrete barrier used in the median less than 200 mm in width (as measured between nearest fog lines) shall be anchored to the roadway on both sides to resist impacts from both sides.
- 522.4.10.5.2 Precast concrete barriers anchor stake shall be driven into predrilled holes through the appropriate blockout holes in the barrier sections to a depth of approximately 585 mm.
- 522.4.10.5.3 All bolts and dowels shall be hot-dip galvanized after fabrication.
- 522.4.10.6 Installed precast concrete barriers shall be supplemented with appropriate retro-reflective markings such as construction markers or other device meeting, as minimum, ASTM Type III.
- 522.5 MEASUREMENT FOR PAYMENT
- 522.5.1 The quantity to be measured for payment shall be the number of linear metres of precast concrete barrier supplied, delivered to the Work Site, and installed accordance with this Item.
- 522.5.1.1 Measurement shall be taken by multiplying the number of barriers by their section length.
- 522.6 BASIS OF PAYMENT
- 522.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TEMPORARY BARRIER

ITEM: 524

524.1 DESCRIPTION

524.1.1 This Item consists of the supply, delivery to the Work Site, installation, maintenance, relocation within the Work and removal of 2.44 m long temporary precast concrete traffic barriers, together with appurtenances.

524.2 MATERIALS

524.2.1 The barriers shall consist of interlocking New Jersey – type concrete median barriers. Each Barrier shall weigh a minimum of 1150 kg.

524.2.1.1 Barrier connectors shall be hook and eye; loop and pin; steel key plate; or interlocking plates.

524.2.2 All materials shall be supplied by the Contractor.

524.2.3 Key plate connectors shall be CSA G40.21M Grade 300W steel.

524.2.3.1 Key plate connectors shall have a thickness of 12 mm.

524.2.4 Retro-reflective markings shall conform to ASTM Type III, or Engineer approved equivalent.

524.3 SUBMITTALS

524.3.1 The Contractor shall notify the Engineer a minimum of 7 Days in advance of the installation of barriers.

524.4 CONSTRUCTION

524.4.1 The Contractor shall carry out the Work in accordance with the Contract Documents and/or as specifically directed by the Engineer.

524.4.1.1 The Contractor shall place the interlocked barriers as shown on the Plans.

524.4.1.2 Barriers deemed by the Engineer to be damaged shall not be used in the Work.

524.4.2 The Contractor shall maintain the barriers and relocate them as necessary to complete the Work.

524.4.3 After completion of the Work and upon written approval from the Engineer, the Contractor shall remove the barriers from the Work within 3 Days.

524.5 MEASUREMENT FOR PAYMENT

524.5.1 The supply, delivery to the Work Site, installation, maintenance, relocation within the Work and removal of the barriers, carried out in accordance with this Item shall be on a Lump Sum basis.

524.6 BASIS OF PAYMENT

524.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE-ENCASED DUCT BANK SYSTEM

ITEM: 529

529.1 DESCRIPTION

529.1.1 This Item consists of the supply and installation of concrete-encased Polyvinyl Chloride (PVC) duct under the Roadbed.

529.2 MATERIALS

529.2.1 All materials shall be supplied by the Contractor unless otherwise indicated on the Plans.

529.2.2 Electrical equipment shall be certified in accordance with New Brunswick Regulation 84-165 under the Electrical Installation and Inspection Act.

529.2.3 Duct and underground service warning tape shall be of the type and size as indicated on Standard Drawing 529-1 and/or as indicated in the Contract Documents.

529.2.4 Backfill material shall be selected materials from the excavation, subject to the approval of the Engineer.

529.2.4.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer.

529.2.5 Bedding material shall be sand having a Dust content not more than 15%.

529.2.6 All concrete-encased PVC duct, bends, couplings and caps shall be as specified in the Contract Documents.

529.2.7 Each section of PVC duct shall have printed on its surface, at intervals not exceeding 1.5 metres, the manufacturer's name and trademark; inside diameter (mm); and type designation.

529.2.8 Concrete shall meet the requirements of 301.2, exposure class C-2.

529.2.9 Rebar shall be 15M bar meeting the requirements of 304.2.

529.2.10 The Contractor shall supply all other appurtenances as required and as indicated on the Plans.

529.3 SUBMITTALS

529.3.1 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification, and/or mill certificates for the duct, that the materials supplied meet the specified requirements as detailed on the Contract Documents.

529.3.2 When requested, the Contractor shall submit the manufacturer's recommended procedures for installation and instructions for handling of the duct.

529.3.3 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

529.4 CONSTRUCTION

529.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

529.4.2 Construction of the trench and the installation of the duct shall be in accordance with Standard Drawing 529-1, and/or as indicated in the Contract Documents.

529.4.2.1 For excavation depths greater than 1.5 m, the Contractor shall notify the Engineer of the schedule of the Work.

529.4.3 Bottom of the excavated trenches shall be uniformly graded and shall be free of sharp rocks, soft spots or disturbed ground prior to placement of the bedding material.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE-ENCASED DUCT BANK SYSTEM

ITEM: 529

- 529.4.3.1 If Overexcavation is carried out, the Contractor shall, at his/her own expense, repair the area of Overexcavation and shall fill this area with an approved backfill material placed in accordance with Item 936, and compacted to a minimum of 95% of the maximum dry density.
- 529.4.4 The Contractor shall install the duct in the formwork and in accordance with the manufacturer's recommended procedures such that the duct is free of sharp bends, kinks and breaks.
- 529.4.4.1 Joints shall be watertight.
- 529.4.5 The Engineer shall be notified at least 3 Days in advance of the concrete Work so that inspection of the concrete-encased duct bank system can be carried out.
- 529.4.6 Formwork and concrete placement shall conform to the requirements of 301.2, 301.3 and 301.4. Exposed concrete shall be moist-cured. Forms shall be left in place for at least 3 Days or as specified by the Engineer.
- 529.4.7 Duct installation shall be inspected and approved by the Engineer prior to backfilling.
- 529.4.8 Trenches shall be completely backfilled to Subgrade elevation.
- 529.4.8.1 Backfill shall be placed in such a manner so as to minimize damage to the installed duct.
- 529.4.8.2 Backfill for the area immediately surrounding the duct and to a height of 75 mm above the conduit shall be non-organic and free of lumps and stones larger than 50 mm in the greatest dimension.
- 529.4.8.3 Backfill from 75 mm above the duct to Subgrade shall be material of the quality matching the surrounding material.
- 529.4.8.4 Bedding and backfill shall be compacted to the degree of compaction of the existing surrounding material or, as a minimum, in lieu of other direction, in accordance with Item 936, to a minimum of 95% of the maximum dry density.
- 529.4.9 Backfill and materials above Subgrade elevation shall match the surrounding existing Pavement Structure.
- 529.4.10 Underground service warning tape shall be installed to conform to the details shown on Standard Drawing 529-1.
- 529.4.11 After the backfilling is complete, a flexible steel mandrel at least 230 mm long and of a diameter 5 mm less than the duct ID shall be passed through the length of each duct in the concrete-encased duct bank system in the presence of the Engineer and a representative of each utility company.
- 529.4.11.1 Each duct shall be threaded with a polypropylene fish rope (minimum 6 mm) and terminated at each end in a "screw-eye" insert in the end cap or plug. A surplus of 1 m of fish rope shall be provided at each end.
- 529.4.11.2 The Contractor shall be responsible to clear and/or replace any ducts that do not pass the mandrel test.
- 529.4.12 Immediately after the mandrel inspection and approval, the Contractor shall securely block the open ends of the duct with a watertight plug.
- 529.4.13 The Contractor shall install a visible marker at each end (termination point) of the concrete-encased duct bank system.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONCRETE-ENCASED DUCT BANK SYSTEM

ITEM: 529

529.5 MEASUREMENT FOR PAYMENT

529.5.1 The Quantity to be measured for payment shall be the number of linear metres of concrete-encased duct bank system supplied and installed in accordance with this Item.

529.6 BASIS OF PAYMENT

529.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

UNDER ROADBED DUCT

ITEM: 530

530.1 DESCRIPTION

530.1.1 This Item consists of the supply and installation of duct under the Roadbed.

530.2 MATERIALS

530.2.1 All materials shall be supplied by the Contractor.

530.2.2 Electrical equipment shall be certified in accordance with New Brunswick Regulation 84-165 under the Electrical Installation and Inspection Act.

530.2.3 Duct and underground service warning tape shall be of the type and size as indicated on Standard Drawing 530-1.

530.2.4 Backfill material shall be selected materials from the excavation, subject to the approval of the Engineer.

530.2.4.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer.

530.3 SUBMITTALS

530.3.1 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification, and/or mill certificates for the duct, that the materials supplied meet the specified requirements as detailed on the Contract Documents.

530.3.2 When requested, the Contractor shall submit the manufacturer's recommended procedures for installation and instructions for handling of the duct.

530.3.3 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

530.4 CONSTRUCTION

530.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

530.4.2 Construction of the trench and the installation of the duct shall be in accordance with Standard Drawing 530-1, and/or as indicated in the Contract Documents.

530.4.2.1 For excavation depths greater than 1.5 m, the Contractor shall notify the Engineer of the schedule of the Work.

530.4.3 Bottom of the excavated trenches shall be uniformly graded and shall be free of sharp rocks or disturbed ground.

530.4.3.1 If Overexcavation is carried out, the Contractor shall, at his/her own expense, repair the area of Overexcavation and shall fill this area with an approved backfill material placed in accordance with Item 936, and compacted to a minimum of 95% of the maximum dry density.

530.4.4 The Contractor shall install the duct in the prepared trench such that the duct is free of sharp bends, kinks and breaks.

530.4.4.1 Joints shall be watertight.

530.4.5 Duct installation shall be inspected and approved by the Engineer prior to backfilling.

530.4.6 Trenches shall be completely backfilled to Subgrade elevation.

530.4.6.1 Backfill shall be placed in such a manner so as to minimize damage to the installed duct.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

UNDER ROADBED DUCT

ITEM: 530

- 530.4.6.2 Backfill for the area immediately surrounding the duct and to a height of 75 mm above the conduit shall be non-organic and free of lumps and stones larger than 50 mm in the greatest dimension.
- 530.4.6.3 Backfill from 75 mm above the duct to Subgrade shall be material of the quality matching the surrounding material.
- 530.4.6.4 Backfill shall be compacted to the degree of compaction of the existing surrounding material or, as a minimum, in lieu of other direction, in accordance with Item 936, to a minimum of 95% of the maximum dry density.
- 530.4.7 Backfill and materials above Subgrade elevation shall match the surrounding existing Pavement Structure.
- 530.4.8 Underground service warning tape shall be installed to conform to the details shown on Standard Drawing 530-1.
- 530.4.9 After the backfilling is complete, a mandrel with a diameter of at least 90% of the diameter of the installed duct shall be passed through the length of the duct system in the presence of the Engineer.
- 530.4.9.1 The Contractor shall be responsible to clear and/or replace any ducts that do not pass the mandrel test.
- 530.4.10 Immediately after the mandrel inspection and approval, the Contractor shall securely block the open ends of the duct with a watertight plug.
- 530.4.11 The Contractor shall install a visible marker at each end (termination point) of the under Roadbed duct crossing.
- 530.5 MEASUREMENT FOR PAYMENT
- 530.5.1 The Quantity to be measured for payment shall be the number of linear metres of duct supplied and installed in accordance with this Item.
- 530.6 BASIS OF PAYMENT
- 530.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

UNDERGROUND DUCT

ITEM: 531

531.1 DESCRIPTION

531.1.1 This Item consists of the supply and installation of duct and wires.

531.2 MATERIALS

531.2.1 All materials shall be supplied by the Contractor.

531.2.2 Electrical equipment shall be certified in accordance with New Brunswick Regulation 84-165 under the Electrical Installation and Inspection Act.

531.2.3 Duct, secondary wires, ground wires, ground rods, underground service warning tape and connections shall be of the type and size as indicated on Standard Drawing 531-1.

531.2.4 Backfill materials shall be selected material from the excavation, subject to the approval of the Engineer.

531.2.4.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer.

531.3 SUBMITTALS

531.3.1 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements as detailed on the Contract Documents.

531.3.2 Prior to commencing the Work, the Contractor shall submit a copy of the wiring permit to the Engineer.

531.3.3 When requested, the Contractor shall submit the manufacturer's recommended procedures for installation and instructions for handling of the duct.

531.3.4 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

531.4 CONSTRUCTION

531.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

531.4.2 Electrical Work shall be in accordance with the Canadian Electrical Code.

531.4.2.1 An electrical contractor holding a valid electrical contractor's licence issued by the Province of New Brunswick shall perform all electrical Work.

531.4.3 On new construction the Work under this Item shall be completed before Aggregate Subbase placement.

531.4.4 Construction of the trench and the installation of the duct and the wiring shall be in accordance with Standard Drawing 531-1.

531.4.4.1 Bottom of the excavated trenches shall be undisturbed insitu soil and shall have a uniform grade, free of sharp rocks.

531.4.4.2 If Overexcavation is carried out, the Contractor shall, at his own expense, repair the area of Overexcavation and shall fill this area with an approved backfill material placed in accordance with Item 936, and compacted to a minimum of 95% of the maximum dry density.

531.4.5 Duct placed under a Roadbed shall be encased in Under Roadbed Duct.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

UNDERGROUND DUCT

ITEM: 531

- 531.4.6 The Contractor shall install the duct in the prepared trench such that the duct is free of sharp bends, kinks and breaks.
- 531.4.7 Duct shall be inspected and approved by the Engineer prior to backfilling.
- 531.4.8 Backfill shall be placed in such a manner so as to minimize damage to the installed duct.
- 531.4.9 Trenches shall be completely backfilled and finished level with the surrounding adjacent surface.
- 531.4.9.1 For trenches outside the Roadbed, backfill shall be tamped during placement.
- 531.4.9.1.1 Backfill in the area immediately surrounding the duct, and to a height of 75 mm above the conduit, and also in the top 300 mm of the trench, shall be in-organic and free of lumps and stones larger than 50 mm in the greatest dimension.
- 531.4.9.2 For trenches within the Roadbed, backfilling shall be carried out as follows:
- 531.4.9.2.1 Backfill for the area immediately surrounding the duct and to a height of 75 mm above the conduit shall be in-organic and free of lumps and stones larger than 50 mm in the greatest dimension.
- 531.4.9.2.2 Backfill from 75 mm above the duct to Subgrade shall be material of the quality matching the surrounding material.
- 531.4.9.2.3 Backfill shall be compacted to the degree of compaction of the existing surrounding material or, as a minimum, unless otherwise directed by the Engineer, in accordance with Item 936, to a minimum of 95% of the maximum dry density.
- 531.4.9.2.4 Backfill and materials above Subgrade shall match the surrounding existing Pavement Structure.
- 531.4.10 Underground service warning tape shall be installed to conform to the details shown on Standard Drawing 531-1.
- 531.4.11 After the backfilling is complete, a mandrel with a diameter of at least 90% of the diameter of the installed duct shall be passed through the length of the duct system in the presence of the Engineer.
- 531.4.11.1 The Contractor shall be responsible, to clear and/or replace any ducts that do not pass the mandrel test.
- 531.4.12 Immediately after the mandrel inspection and approval, the Contractor shall securely block the open ends of the duct with a watertight plug.
- 531.4.13 Secondary wires shall be of a size and number indicated on the Plans.
- 531.4.13.1 The Contractor shall pull the wires through the duct in such a manner that no damage occurs to the wire as a result of installation.
- 531.4.14 A minimum of 1 m of secondary and ground wire shall be left coiled at all pole bases, junction boxes and power points in order to accommodate the making of connections.
- 531.4.15 Splicing of wire shall only be permitted in junction boxes.
- 531.4.16 Electrical Work shall be tested for satisfactory operation by the Contractor and the results of the tests shall be submitted to the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

UNDERGROUND DUCT

ITEM: 531

531.4.17 The Contractor shall perform megger tests on all feeders and branch circuits before energizing any portion of the electrical system.

531.5 MEASUREMENT FOR PAYMENT

531.5.1 The Quantity to be measured for payment shall be the number of linear metres of duct and wires supplied and installed in accordance with this Item.

531.5.2 Linear measurement shall be taken from end to end on the duct and shall be measured along the direct run of the duct.

531.5.2.1 Duct encased in Under Roadbed Duct shall be measured as one unit of length.

531.6 BASIS OF PAYMENT

531.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of installation, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

UNDERGROUND JUNCTION BOX

ITEM: 532

532.1 DESCRIPTION

532.1.1 This Item consists of the supply and installation of an underground electrical junction box.

532.2 MATERIALS

532.2.1 All materials shall be supplied by the Contractor.

532.2.2 The underground electrical junction box shall be of the type and size as indicated on Standard Drawing 532-1.

532.2.3 All electrical equipment shall be certified in accordance with New Brunswick Regulation 84-165 under the Electrical Installation and Inspection Act.

532.2.4 Free-draining backfill shall be supplied in accordance with 366.2.

532.2.5 Backfill material shall be selected materials from the excavation, subject to the approval of the Engineer.

532.2.5.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Site from a source and of a type approved by the Engineer and in accordance with 167.2.

532.3 SUBMITTALS

532.3.1 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification that the materials supplied meet the specified requirements as detailed on the Contract Documents.

532.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

532.4 CONSTRUCTION

532.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

532.4.2 All electrical Work shall be in accordance with the Canadian Electrical Code.

532.4.2.1 An electrical contractor holding a valid electrical contractor's licence issued by the Province of New Brunswick shall perform all electrical Work.

532.4.3 The junction box shall be installed in accordance with Standard Drawing 532-1.

532.4.3.1 All wire splices inside the junction box shall be made with a CSA-approved direct buried splice kit.

532.4.4 The Work shall be carried out in a manner so as to avoid damage to the adjacent and surrounding Roadway.

532.4.4.1 The Contractor shall be responsible, at his/her own expense, to repair any such damage resulting from the Work.

532.4.5 The junction box shall be installed above the water table on a 400 mm thick foundation layer of free draining backfill.

532.4.5.1 The foundation layer shall be constructed such that the area is maintained free-draining and the area of the junction box installation shall be provided with positive drainage to ensure that water cannot pond or saturate the foundation zone.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

UNDERGROUND JUNCTION BOX

ITEM: 532

- 532.4.6 The top of the junction box shall be placed flush with the surrounding grade, either existing or adjusted to accommodate 532.4.5.
- 532.4.7 All backfill shall be placed in accordance with 166.4.
- 532.5 MEASUREMENT FOR PAYMENT
- 532.5.1 The Quantity to be measured for payment shall be the number of underground junction boxes supplied and installed in accordance with this Item.
- 532.6 BASIS OF PAYMENT
- 532.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

POWER POINT

ITEM: 533

533.1 DESCRIPTION

533.1.1 This Item consists of the installation of a power point.

533.2 MATERIALS

533.2.1 The control box and service box shall be supplied by the Owner from stock at DTI Fredericton, NB.

533.2.2 All other materials shall be supplied by the Contractor.

533.2.3 All electrical equipment shall be certified in accordance with New Brunswick Regulation 84-165 under the Electrical Installation and Inspection Act.

533.3 SUBMITTALS

533.3.1 Prior to commencing the Work, the Contractor shall submit a copy of the wiring permit to the Engineer.

533.4 CONSTRUCTION

533.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

533.4.2 All electrical Work shall be in accordance with the Canadian Electrical Code.

533.4.2.1 An electrical contractor holding a valid electrical contractor's licence issued by the Province of New Brunswick shall perform all electrical Work.

533.4.3 The power point shall be installed in accordance with Standard Drawing 533-1.

533.4.4 The Contractor shall be responsible for transporting, unloading, storing and distributing materials from DTI, Fredericton, NB, to the Work Area(s).

533.4.5 The Contractor shall be responsible for all materials and for any damage or loss from the time of receipt of the materials until such time that the materials have been accepted in the Work.

533.4.6 All electrical wiring shall be connected as shown on the Plans.

533.4.6.1 All portions of the electrical Work shall be tested for satisfactory operation and the results of the tests shall be submitted to the Engineer.

533.4.6.2 The Contractor shall perform megger tests on all feeders and branch circuits before energizing any portion of the electrical system.

533.4.7 The control box and service box shall be locked immediately after installation and the keys shall be delivered to the Engineer.

533.5 MEASUREMENT FOR PAYMENT

533.5.1 The Quantity to be measured for payment shall be the number of power points installed in accordance with this Item.

533.6 BASIS OF PAYMENT

533.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF POWER POINT

ITEM: 534

534.1 DESCRIPTION

534.1.1 This Item consists of the removal of a power point.

534.2 MATERIALS

534.2.1 None identified.

534.3 SUBMITTALS

534.3.1 Prior to commencing the Work, the Contractor shall submit a copy of the wiring permit to the Engineer.

534.4 CONSTRUCTION

534.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

534.4.2 All electrical Work shall be in accordance with the Canadian Electrical Code.

534.4.2.1 An electrical contractor holding a valid electrical contractor's licence issued by the Province of New Brunswick shall perform all electrical Work.

534.4.2.2 All electrical equipment shall be removed in accordance with New Brunswick Regulation 84-165 of the Electrical installation and Inspection Act for the Province of New Brunswick.

534.4.3 A power point shall consist of all components as identified and detailed on Standard Drawing 533-1.

534.4.4 The Contractor shall remove the above ground conduit, wire, control box, service box and photo control unit from the Utility pole and the wire from the Utility pole to the next junction point(s).

534.4.4.1 The Utility pole shall only be removed if the electrical supply feeds only the DTI control box.

534.4.5 Power point and all components shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

534.4.5.1 Any loss or damage to materials during removal, transporting and/or storage shall be Contractor's responsibility and he shall replace any materials damaged or lost.

534.5 MEASUREMENT FOR PAYMENT

534.5.1 The Quantity to be measured for payment shall be the number of power points removed in accordance with this Item.

534.6 BASIS OF PAYMENT

534.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SCREW BASE

ITEM: 538

538.1 DESCRIPTION

538.1.1 This Item consists of the installation of a screw base.

538.2 MATERIALS

538.2.1 Screw bases, bolts and washers shall be available from the Owner from stock at DTI, Fredericton, NB.

538.2.2 All other materials shall be supplied by the Contractor.

538.3 SUBMITTALS

538.3.1 None identified.

538.4 CONSTRUCTION

538.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

538.4.2 Screw bases shall be installed at the locations indicated on the Plans.

538.4.3 Screw bases shall be aligned to be within ± 25 mm in horizontal offset from the centrelines as shown on Standard Drawing 538-1.

538.4.4 The top surface of the screw bases shall be within the following tolerances:

538.4.4.1 ± 3 mm of a level line when measured across the top surface of the base.

538.4.4.2 ± 25 mm of the elevation provided by the Engineer.

538.5 MEASUREMENT FOR PAYMENT

538.5.1 The Quantity to be measured for payment shall be the number of screw bases installed in accordance with this Item.

538.6 BASIS OF PAYMENT

538.6.1 Payment for work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF SCREW BASE

ITEM: 539

539.1 DESCRIPTION

539.1.1 This Item consists of the removal of a screw base.

539.2 MATERIALS

539.2.1 All materials shall be supplied by the Contractor.

539.2.2 The backfill materials shall be selected materials from the Work Site, subject to the approval of the Engineer.

539.2.2.1 If additional materials are required for backfill, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer.

539.3 SUBMITTALS

539.3.1 None identified.

539.4 CONSTRUCTION

539.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

539.4.2 The Work shall be carried out in such a manner so as to avoid damage to the screw base and its components.

539.4.3 Screw base, bolts and washers shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

539.4.3.1 Any loss or damage to materials during removal, transporting and/or storage shall be the Contractor's responsibility and he shall replace any materials lost or damaged.

539.4.3.2 All material that is not a component of the screw base shall be removed from the screw base.

539.4.4 The Contractor shall be responsible to completely backfill the hole resulting from the removal of the screw base with an approved material, compacted during placement, and finished to match the surrounding grade.

539.5 MEASUREMENT FOR PAYMENT

539.5.1 The Quantity to be measured for payment shall be the number of screw bases removed in accordance with this Item.

539.6 BASIS OF PAYMENT

539.6.1 Payment for work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SIGN OR LIGHT BASE

ITEM: 540

540.1 DESCRIPTION

540.1.1 This Item consists of the construction, supply, and installation of reinforced concrete sign or light bases.

540.1.2 Bases may be pre-cast or cast in place.

540.2 MATERIALS

540.2.1 All materials shall be supplied by the Contractor.

540.2.2 Electrical equipment shall be certified in accordance with New Brunswick Regulation 84-165 under the Electrical Installation and Inspection Act.

540.2.3 Concrete shall be in accordance with 301.2, 301.3 and 301.4 and shall meet the requirements of CSA A23.1 exposure class C-1.

540.2.4 Reinforcing steel shall meet the requirements of 304.2.

540.2.5 Other materials are detailed on Standard Drawings 540-1, 540-2, 540-3 and 540-4.

540.2.6 Backfill material shall be selected materials from the excavation, subject to the approval of the Engineer.

540.2.6.1 If additional materials are required for backfilling, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer and supplied in accordance with 167.2.

540.3 SUBMITTALS

540.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

540.4 CONSTRUCTION

540.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

540.4.2 All electrical Work shall be in accordance with the Canadian Electrical Code,

540.4.2.1 An electrical Contractor holding a valid electrical contractor's license issued by the Province of New Brunswick shall perform all electrical Work.

540.4.3 Construction of all sign and light bases shall be in accordance with the details indicated on Standard Drawings 540-1, 540-2, 540-3 and 540-4.

540.4.4 Bases shall not have a diameter variation greater than 20 mm in the cross-sectional dimensions.

540.4.5 The anchor bolt assembly shall be aligned to be within 12.5 mm in horizontal offset from the centrelines as shown on Standard Drawing 540-5.

540.4.6 Concrete and reinforcing steel shall be placed to meet the requirements of 301.4 and 304.4, respectively.

540.4.7 Backfilling shall be carried out in accordance with 166.4.

540.4.8 Bases shall have the top surface finished level, smooth and within the following tolerances:

540.4.8.1 ± 3 mm of a level line when measured across the base;

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SIGN OR LIGHT BASE

ITEM: 540

- 540.4.8.2 Areas in excess of the 3 mm tolerance may be removed by abrasive means, provided the minimum cover requirements specified in the Contract Documents are met.
- 540.4.8.2.1 It shall not be acceptable to achieve this repair by placing grout or concrete over base concrete that has hardened.
- 540.4.8.2.2 If the concrete surface, upon removal areas in excess of the 3 mm permissible tolerance, is not to the Engineer's satisfaction, the Contractor shall, as directed by the Engineer, entirely remove designated portions or all of the concrete, and replace with new concrete.
- 540.4.8.3 ± 25 mm of the elevation provided by the Engineer.
- 540.4.9 The Contractor shall restore the Work Area to its original condition. This may include shaping, topsoiling, and/or hydroseeding to the satisfaction of the Engineer.
- 540.5 MEASUREMENT FOR PAYMENT
- 540.5.1 The Quantity to be measured for payment shall be the number of bases constructed, supplied, and installed in accordance with this Item.
- 540.6 BASIS OF PAYMENT
- 540.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of base, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF SIGN OR LIGHT BASE

ITEM: 541

541.1 DESCRIPTION

541.1.1 This Item consists of the removal of a concrete sign or light base.

541.2 MATERIALS

541.2.1 All materials shall be supplied by the Contractor.

541.2.2 Backfill materials shall be selected materials from the excavation, subject to the approval of the Engineer.

541.2.2.1 If additional materials are required for backfill, the Contractor shall import materials to the Work Area from a source and of a type approved by the Engineer.

541.3 SUBMITTALS

541.3.1 None identified.

541.4 CONSTRUCTION

541.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

541.4.2 The Work shall be carried out in such a manner so as to avoid damage to the sign or light base and its components.

541.4.2.1 Any salvageable bases not reused on the Contract shall be transported to the nearest DTI District Maintenance Depot.

541.4.2.2 Unsalvageable bases shall become the property of the Contractor and shall be disposed of outside the Work Site.

541.4.3 The Contractor shall be responsible to completely backfill the hole resulting from the removal of the base with an approved material, compacted during placement, and finished to match the surrounding grade.

541.5 MEASUREMENT FOR PAYMENT

541.5.1 The Quantity to be measured for payment shall be the number of bases removed in accordance with this Item.

541.6 BASIS OF PAYMENT

541.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of base, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

LIGHT STANDARD

ITEM: 542

542.1 DESCRIPTION

542.1.1 This Item consists of the installation and/or reinstallation of a light standard and luminaires.

542.2 MATERIALS

542.2.1 Light standard (pole and davit), frangible bases, luminaires, lamps, complete panel boards, fuse kits and pole hardware and frangible bases, will be available from the Owner's stock at DTI, Fredericton, NB.

542.2.2 All other materials required shall be supplied by the Contractor.

542.2.3 All electrical equipment shall be certified in accordance with New Brunswick Regulation 84-165 under the Electrical Installation and Inspection Act.

542.3 SUBMITTALS

542.3.1 Prior to commencing the Work, the Contractor shall submit a copy of the wiring permit to the Engineer.

542.4 CONSTRUCTION

542.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

542.4.2 All electrical installations shall be in accordance with the Canadian Electrical Code.

542.4.2.1 An electrical Contractor holding a valid electrical contractor's licence issued by the Province of New Brunswick shall perform all electrical Work.

542.4.3 The Contractor shall be responsible for transporting, unloading, storing, and distributing materials from DTI, Fredericton, NB, to the Work Area(s).

542.4.4 The Contractor shall be responsible for all materials and for any damage or loss from the time of receipt of any materials until such time that the materials have been accepted in the Work.

542.4.5 The wiring shall be installed and the complete structure erected, plumbed and connected to the underground wiring, in accordance with Standard Drawings 542-1, 542-2, 542-3 and 542-4.

542.4.5.1 Wire splices shall not be permitted between the handhole connections and the luminaire.

542.4.6 The Contractor shall perform megger tests on all feeders and branch circuits before energizing any portion of the electrical system.

542.4.7 Luminaires with lamps shall be attached to the light standard and the unit shall be made operational.

542.4.8 The luminaires once operable shall be adjusted by the Contractor under the direction of the Engineer.

542.4.9 All portions of the electrical Work shall be tested for satisfactory operation and the results shall be submitted to the Engineer.

542.5 MEASUREMENT FOR PAYMENT

542.5.1 The Quantity measured for payment shall be the number of light standards installed and/or reinstalled in accordance with this Item.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

LIGHT STANDARD

ITEM: 542

542.6 BASIS OF PAYMENT

542.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF LIGHT STANDARD

ITEM: 543

543.1 DESCRIPTION

543.1.1 This item consists of disconnecting and removing light standard(s) and luminaires.

543.2 MATERIALS

543.2.1 None identified.

543.3 SUBMITTALS

543.3.1 Prior to commencing the Work, the Contractor shall submit a copy of the wiring permit to the Engineer.

543.4 CONSTRUCTION

543.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

543.4.2 Electrical Work shall be in accordance with the Canadian Electrical Code.

543.4.2.1 Electrical equipment shall be removed in accordance with New Brunswick Regulation 84-165 (Electrical Installation and Inspection Act).

543.4.2.2 An electrical contractor holding a valid electrical contractor's licence issued by the Province of New Brunswick shall perform all electrical Work.

543.4.3 Work shall be carried out in such a manner so as to avoid damage to the light standard and its components.

543.4.3.1 The Contractor shall be responsible, at his/her own expense, for any repair of such damage resulting from this Work.

543.4.4 Light standards and components shall be handled with a non-metallic sling.

543.4.5 Light standards shall be removed from the concrete base and disassembled into davit, pole and luminaire(s).

543.4.6 Wire shall be rolled and labelled by length.

543.4.7 Light standards, luminaires and wire shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

543.4.7.1 Any loss or damage to materials during removal, transporting and/or storage shall be Contractor's responsibility and he shall replace any materials damaged or lost.

543.5 MEASUREMENT FOR PAYMENT

543.5.1 The Quantity to be measured for payment shall be the number of light standards removed in accordance with this Item.

543.6 BASIS OF PAYMENT

543.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MEDIAN FLASHING LIGHT

ITEM: 544

544.1 DESCRIPTION

544.1.1 This Item consists of the installation of a median flashing light with post.

544.2 MATERIALS

544.2.1 The median flashing light, post, frangible base and mounting hardware shall be available from the Owner from stock at DTI, Fredericton, NB.

544.2.2 All other materials shall be supplied by the Contractor.

544.2.3 All electrical equipment shall be certified in accordance with New Brunswick Regulation

544.2.4 84-165 under the Electrical Installation and Inspection Act.

544.3 SUBMITTALS

544.3.1 Prior to commencing the Work, the Contractor shall submit a copy of the wiring permit to the Engineer.

544.4 CONSTRUCTION

544.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

544.4.2 All electrical installations shall be in accordance with the Canadian Electrical Code.

544.4.2.1 An electrical contractor holding a valid electrical contractor's licence issued by the Province of New Brunswick shall perform all electrical work.

544.4.3 The median flashing light and post shall be installed on the concrete median barrier or screw foundation as shown on Standard Drawing 544-1.

544.4.4 The Contractor shall be responsible for transporting, unloading, storing and distributing materials from DTI, Fredericton, NB, to the Work Area(s).

544.4.5 The Contractor shall be responsible for all materials and for any damage or loss from the time of receipt of the materials until such time that the materials have been accepted in the Work.

544.4.6 All wiring connections shall be carried out, by the Contractor, to make the light operational.

544.4.6.1 Wire splices will not be permitted.

544.4.7 All portions of the electrical Work shall be tested for satisfactory operation by the Contractor and the results shall be submitted to the Engineer.

544.4.8 The Contractor shall perform megger tests on all feeders and branch circuits before energizing any portion of the electrical system.

544.5 MEASUREMENT FOR PAYMENT

544.5.1 The Quantity to be measured for payment shall be the number of median flashing lights with posts installed in accordance with this Item.

544.6 BASIS OF PAYMENT

544.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of installation, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF MEDIAN FLASHING LIGHT

ITEM: 545

545.1 DESCRIPTION

545.1.1 This Item consists of the removal of a median flashing light with post and wire.

545.2 MATERIALS

545.2.1 None Identified.

545.3 SUBMITTALS

545.3.1 Prior to commencing the Work, the Contractor shall submit a copy of the wiring permit to the Engineer.

545.4 CONSTRUCTION

545.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

545.4.2 Electrical Work shall be in accordance with the Canadian Electrical Code.

545.4.2.1 Electrical equipment shall be removed in accordance with New Brunswick Regulation 84-165 (Electrical Installation and Inspection Act).

545.4.2.2 An electrical contractor holding a valid electrical contractor's licence issued by the Province of New Brunswick shall perform all electrical Work.

545.4.3 Median flashing light, post and hardware shall be removed from the concrete median barrier or screw foundation, in such a manner so as to minimize damage to the unit.

545.4.4 Median flashing light and post shall be handled with a non-metallic sling.

545.4.5 Wire shall be disconnected and removed from the underground duct between the median light and power point.

545.4.5.1 Wire shall be rolled and labelled to indicate the length.

545.4.6 Materials shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

545.4.6.1 Loss or damage to materials during removal, transporting and/or storage shall be Contractor's responsibility and he shall replace any materials damaged or lost.

545.5 MEASUREMENT FOR PAYMENT

545.5.1 The Quantity measured for payment shall be the number of median flashing lights removed in accordance with this Item.

545.6 BASIS OF PAYMENT

545.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SIGN POST

ITEM: 550

550.1 DESCRIPTION

550.1.1 This Item consists of the installation of a sign post.

550.2 MATERIALS

550.2.1 The sign post, frangible base and hardware shall be available from the Owner from stock at DTI, Fredericton, NB.

550.3 SUBMITTALS

550.3.1 None identified.

550.4 CONSTRUCTION

550.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

550.4.2 The Contractor shall be responsible for transporting, unloading, storing and distributing materials from DTI, Fredericton, NB, to the Work Area(s).

550.4.3 The Contractor shall be responsible for all materials and for any damage or loss from the time of receipt of the materials until such time that the materials have been accepted in the Work.

550.4.4 The sign post shall be handled by a non-metallic sling.

550.4.5 The sign post shall be plumbed and fastened to the sign base with the anchor bolts provided with a minimum torque of 400 N•m and in accordance with Standard Drawing 550-1.

550.4.6 After installation, the sign posts shall be clean.

550.4.7 The installation of sign posts shall be immediately followed by the installation of the sign installed under Item 552.

550.5 MEASUREMENT FOR PAYMENT

550.5.1 The Quantity to be measured for payment shall be the number of sign posts installed in accordance with this Item.

550.6 BASIS OF PAYMENT

550.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF SIGN POST

ITEM: 551

551.1 DESCRIPTION

551.1.1 This Item consists of the removal of a sign post.

551.2 MATERIALS

551.2.1 None identified.

551.3 SUBMITTALS

551.3.1 None identified.

551.4 CONSTRUCTION

551.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

551.4.2 The Work shall be carried out in such a manner so as to avoid damage to the post.

551.4.3 The post shall be handled with a non-metallic sling.

551.4.4 All materials shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

551.4.4.1 Any loss or damage to materials during removal, transporting and/or storage shall be Contractor's responsibility and he/she shall replace any materials damaged or lost.

551.4.4.2 The Contractor shall identify all sign posts by marking the sign number on the cap with a permanent black marker.

551.5 MEASUREMENT FOR PAYMENT

551.5.1 The Quantity to be measured for payment shall be the number of sign posts removed in accordance with this Item.

551.6 BASIS OF PAYMENT

551.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ROADSIDE SIGN

ITEM: 552

552.1 DESCRIPTION

552.1.1 This Item shall consist of the assembly and installation and/or reinstallation of an extruded aluminum roadside sign on one or more sign posts.

552.2 MATERIALS

552.2.1 Roadside sign materials shall be available from the Owner from stock at DTI, Fredericton, NB.

552.3 SUBMITTALS

552.3.1 None identified.

552.4 CONSTRUCTION

552.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

552.4.2 The Work shall be carried out in such a manner so as to avoid damage to the roadside sign, post and the adjacent and surrounding Roadway.

552.4.2.1 The Contractor shall be responsible for any damage to, or loss of materials, from the time possession of these materials is taken until such time as they have been accepted in the Work.

552.4.2.2 The repair of any damage resulting from this Work shall be carried out by the Contractor at his/her own expense.

552.4.3 Sign panels shall be transported and stored in a vertical position with the sign faces protected, with no more than ten sign sections in one row.

552.4.4 Direct contact with the sign faces shall be avoided at all times.

552.4.5 Sign panels shall be handled with a non-metallic sling.

552.4.6 Sign panels shall be installed as shown in the Contract Documents and Standard Drawing 552-1 through 552-6.

552.4.7 Sign panels shall be immediately installed following the installation of the sign post.

552.4.8 After installation, the signs shall be clean.

552.5 MEASUREMENT FOR PAYMENT

552.5.1 The Quantity to be measured for payment shall be the number of roadside signs assembled and installed and/or reinstalled in accordance with this Item.

552.6 BASIS OF PAYMENT

552.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF ROADSIDE SIGN

ITEM: 553

553.1 DESCRIPTION

553.1.1 This Item consists of the removal of an extruded aluminum sign mounted on one or more posts.

553.2 MATERIALS

553.2.1 None identified.

553.3 SUBMITTALS

553.3.1 None identified.

553.4 CONSTRUCTION

553.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

553.4.2 Work shall be carried out in such a manner so as to avoid damage to the roadside sign, post, and the adjacent and surrounding Roadway.

553.4.2.1 The Contractor shall be responsible, at his/her own expense, for any repair of such damage resulting from this Work.

553.4.3 Signs shall be handled with a non-metallic sling.

553.4.4 Signs shall be removed from the sign post(s) and disassembled into 300 mm sign panels.

553.4.5 Panels for each sign shall be packaged and labelled, with permanent ink, indicating the sign number as specified on the Plans.

553.4.6 Materials shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

553.4.6.1 Any loss or damage to materials during removal, transporting and/or storage shall be Contractor's responsibility and he/she shall replace any materials damaged or lost.

553.5 MEASUREMENT FOR PAYMENT

553.5.1 The Quantity to be measured for payment shall be the number of signs removed in accordance with this Item.

553.6 BASIS OF PAYMENT

553.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

OVERHEAD SIGN STRUCTURE FOUNDATION

ITEM: 554

554.1 DESCRIPTION

554.1.1 This Item consists of the excavation, shoring, construction and backfilling of a reinforced concrete foundation for an overhead sign Structure.

554.2 MATERIALS

554.2.1 All materials shall be supplied by the Contractor.

554.2.2 Concrete shall be designed, produced and supplied in accordance with CSA A23.1-04, and the concrete shall meet the requirements of Table 2, Exposure Class C-XL.

554.2.3 Reinforcing steel shall be supplied in accordance with 304.2 and shall be of the size and shape as indicated on the Plans.

554.2.4 Material for anchor bolts shall conform to the requirements of ASTM Specification A325 Type 1.

554.2.4.1 Anchor bolts, nuts and washers shall be hot-dip galvanized to ASTM A153 Class C.

554.2.5 Backfill shall be supplied in accordance with 167.2.

554.3 SUBMITTALS

554.3.1 Submittals are required in accordance with any cross referenced Item and referred to as forming part of this Item.

554.3.2 Submittals are required in accordance with 302.3 and 302.4.

554.3.2.1 Certification that the concrete supplier is certified in accordance with Atlantic Provinces Ready Mix Concrete Association, Plant Certification Program or the equivalent as follows:

554.3.2.1.1 The concrete supplier shall submit proof of conformance to the requirements for the production of the concrete in accordance with CSA A23.1.

554.3.2.1.2 Only concrete supplied from such certified plants shall be acceptable to the Owner and plant certification shall be maintained for the duration of the Work.

554.3.2.2 Proposed sources of aggregates and test results shall be submitted to the Engineer, in writing, a minimum of 14 Days prior to the proposed use of such materials.

554.3.2.2.1 This notification period shall be increased to a minimum of 35 Days if the aggregates proposed for use have not been previously approved for use in the Owner's projects.

554.3.3 The proposed design mix proportions, certified by the Contractor or his/her agent, and stamped and signed by a Professional Engineer, shall be submitted at least 14 Days before concrete production is due to commence.

554.3.4 All submittals for shoring shall be in accordance with 361.3.

554.4 CONSTRUCTION

554.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

554.4.1.1 Concrete construction methods shall be in accordance with CSA A23.1.

554.4.2 Construction of the foundation shall be as indicated in the Contract Documents.

554.4.3 Excavation shall conform to the requirements of 161.4.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

OVERHEAD SIGN STRUCTURE FOUNDATION

ITEM: 554

- 554.4.3.1 Shoring shall be installed in accordance with 361.4
- 554.4.4 Placement of reinforcing steel shall conform to the requirements of 304.4.
- 554.4.5 Concrete construction methods shall be in accordance with 302.4.
- 554.4.6 Anchor bolts shall be installed to conform with the requirements noted on the Plans, on Standard Drawings 554-1 and 554-2, and Item 555.
- 554.4.7 The Contractor may supply either:
- 554.4.7.1 Anchor System "A" - Embedded Anchor Bolts
- 554.4.7.2 Anchor System "B" Structural Inserts
- 554.4.7.2.1 The Contractor shall submit shop drawings in accordance with Item 956.
- 554.4.7.2.2 Systems shall be designed for a safe working load of 139 kN per anchor rod/bolt, with a factor of safety against failure equal to at least 3, and a statement to this effect shall be included on the submitted shop drawings.
- 554.4.8 The Contractor shall supply a plywood template, made to suit the bolt size and spacing, to the tolerances specified for each group of anchor bolts.
- 554.4.9 Top surfaces of the foundation shall have a level, smooth, trowelled finish.
- 554.4.10 Overhead sign Structures shall not be erected until at least 7 Days after placing of the concrete foundation.
- 554.4.11 Backfilling shall be carried out in accordance with 166.4.
- 554.4.12 The Contractor shall restore the Work Area to its original condition. This may include shaping, topsoiling, seeding and/or mulching to the satisfaction of the Engineer.
- 554.5 MEASUREMENT FOR PAYMENT
- 554.5.1 The Quantity to be measured for payment shall be the number of reinforced concrete foundations for overhead sign Structures constructed in accordance with this Item.
- 554.6 BASIS OF PAYMENT
- 554.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

OVERHEAD SIGN STRUCTURE

ITEM: 555

555.1 DESCRIPTION

555.1.1 This Item consists of the erection of an overhead sign Structure.

555.2 MATERIALS

555.2.1 All materials, including the overhead sign Structure shall be available from the Owner from stock at DTI, Fredericton, NB.

555.3 SUBMITTALS

555.3.1 The Contractor shall submit the erection procedure, stamped and signed by a Professional Engineer, a minimum of 14 Days before the scheduled start of erection.

555.4 CONSTRUCTION

555.4.1 General

555.4.1.1 The Contractor shall erect the overhead sign Structure as described in the Contract Documents.

555.4.1.2 The Contractor shall ensure that dimensional tolerances and indicated dimensions are compatible and congruent with aspects of the Work supplied under Item 554 and/or Item 557.

555.4.2 Surface Finishing

555.4.2.1 After erection, the Structure shall have any blemishes or marks removed and restored to match the fabrication finish.

555.4.3 Dimensional Tolerances

555.4.3.1 Prior to tightening bolts, any gaps between plates are to be filled with shims matching the plates in diameter and hole location.

555.4.4 Inspection and Testing

555.4.4.1 A visual inspection shall be carried out before erection to ensure there are no cracked welds as a result of the transportation of the overhead sign Structure to the Work Site.

555.4.4.1.1 The inspection shall be carried out by an independent inspector certified in accordance with CAN/CSA W178.2.

555.4.4.2 The inspector's report shall be submitted to the Engineer before erection of the Structure.

555.4.4.3 Faulty welds shall be corrected as specified in CAN/CSA W59.2, clause 5.12.

555.4.4.4 Corrected welds shall be re-inspected.

555.4.5 Erection

555.4.5.1 The Contractor shall deliver the overhead sign Structure to the Work Site and shall supply a storage facility for the overhead sign Structure if it cannot be installed immediately.

555.4.5.1.1 Storage areas shall be at least 10 m from the edge of the travel Lane of the Highway with the overhead sign Structure raised a minimum of 300 mm above grade on blocking.

555.4.5.2 The Contractor shall be responsible for the safe storage of the Structure and adequate support, including sufficient and satisfactory blocking to ensure that the members are not distorted, overstressed or otherwise damaged.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

OVERHEAD SIGN STRUCTURE

ITEM: 555

- 555.4.5.3 Following erection and plumbing of the Structure, where drawings indicate for the base plate to be grouted, a non shrink, non metallic grout, shall be placed in accordance with the manufacturer's instructions, under the base plate.
- 555.4.5.3.1 Central holes in the base plate shall be blocked to prevent escape of grout.
- 555.4.5.4 A minimum of 20 m² of sign panel (or equivalent weight in sand filled bags or approved equivalent, which must be securely attached until the sign panels are installed), shall be installed upon the Structure on the same Day it is erected.
- 555.4.5.5 Structures shall be cleaned to a bright new condition to the satisfaction of the Engineer before final inspection.
- 555.4.5.6 If the galvanized coating on the bolts is damaged during installation of the Structure, or if the bolts have rusted, the bolts shall be wire brushed to remove the loose coating or rust and washed clean using a non organic solvent. When the surface is dry it shall be coated with a zinc-rich paint in accordance with CGSB Specification 1 GP 178M or equivalent system as identified in CGSB 85-GP-16M.
- 555.4.5.7 The Contractor shall notify the Engineer, 14 Days in advance of the erection of the overhead sign Structure.
- 555.5 MEASUREMENT FOR PAYMENT
- 555.5.1 The Quantity to be measured for payment shall be the number of overhead sign Structure(s) erected in accordance with this Item.
- 555.6 BASIS OF PAYMENT
- 555.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of overhead sign Structure, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF OVERHEAD SIGN STRUCTURE

ITEM: 556

556.1 DESCRIPTION

556.1.1 This Item consists of dismantling and removing an overhead sign Structure.

556.2 MATERIALS

556.2.1 None identified.

556.3 SUBMITTALS

556.3.1 None identified.

556.4 CONSTRUCTION

556.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

556.4.2 The removal shall be carried out in a manner so as to avoid damage to the overhead sign Structure and the adjacent and surrounding Roadway.

556.4.2.1 The Contractor shall be responsible, at his/her own expense, to repair any such damage resulting from the Work.

556.4.3 The overhead sign Structure shall be handled with a non-metallic sling.

556.4.4 The overhead sign Structure shall be dismantled in one Day.

556.4.5 All materials shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

556.4.5.1 Any loss or damage to materials during removal, transporting and/or storage shall be Contractor's responsibility and she/he shall replace any materials damaged or lost.

556.5 MEASUREMENT FOR PAYMENT

556.5.1 The Quantity to be measured for payment shall be the number of overhead sign Structures dismantled and removed in accordance with this Item.

556.6 BASIS OF PAYMENT

556.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of overhead sign Structure, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

OVERHEAD SIGN

ITEM: 557

557.1 DESCRIPTION

557.1.1 This Item consists of the assembly and installation of an extruded aluminum sign on an overhead sign Structure.

557.2 MATERIALS

557.2.1 All materials shall be available from the Owner from stock at DTI, Fredericton, NB.

557.3 SUBMITTALS

557.3.1 None identified.

557.4 CONSTRUCTION

557.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

557.4.2 The Contractor shall be responsible for transporting, unloading, storing and distributing materials from DTI, Fredericton, NB, to the Work Area(s).

557.4.3 The Contractor shall be responsible for all materials and for any damage or loss from the time of receipt of the materials until such time that the materials have been accepted in the Work.

557.4.4 Sign panels shall be transported and stored in a vertical position with the sign faces protected, and with no more than ten signs in one row.

557.4.5 Direct contact with the sign faces shall be avoided at all times.

557.4.6 Sign panels shall be handled with a non-metallic sling.

557.4.7 Sign panels shall be secured to the Structure in accordance with the Plans.

557.4.8 After installation, the signs shall be clean.

557.5 MEASUREMENT FOR PAYMENT

557.5.1 The Quantity to be measured for payment shall be the number of overhead signs assembled and installed in accordance with this Item.

557.6 BASIS OF PAYMENT

557.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF OVERHEAD SIGN

ITEM: 558

558.1 DESCRIPTION

558.1.1 This Item consists of the dismantling and removal of a sign from an overhead sign Structure.

558.2 MATERIALS

558.2.1 None identified.

558.3 SUBMITTALS

558.3.1 None identified.

558.4 CONSTRUCTION

558.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

558.4.2 Work shall be carried out in such a manner so as to avoid damage to the overhead sign and the overhead sign Structure and the adjacent and surrounding Roadway.

558.4.2.1 The Contractor shall be responsible, at her/his own expense, to repair any such damage resulting from the Work.

558.4.3 Signs shall be handled with a non-metallic sling.

558.4.4 Signs shall be removed from the sign Structure and disassembled into 300 mm sign panels.

558.4.5 Panels for each sign shall be packaged and labelled with permanent ink, indicating the sign number as specified on the Plans.

558.4.6 Materials shall remain the property of the Owner and shall be transported to DTI, Fredericton, NB.

558.4.6.1 Any loss or damage to materials during removal, transporting and/or storage shall be Contractor's responsibility and he shall replace any materials damaged or lost.

558.5 MEASUREMENT FOR PAYMENT

558.5.1 The Quantity to be measured for payment shall be the number of overhead signs dismantled and removed in accordance with this Item.

558.6 BASIS OF PAYMENT

558.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

RELOCATION OF SIGN AND LIGHT BASES

ITEM: 559

559.1 DESCRIPTION

559.1.1 This Item consists of the relocation (removal, transportation, and reinstallation) of sign and/or light bases.

559.2 MATERIALS

559.2.1 The existing sign and/or light base shall be reused.

559.2.2 Backfill shall be selected material from the Work Site, subject to the approval of the Engineer.

559.2.2.1 Any additional materials required for backfilling shall be imported to the Work Area and shall be of a type and from a source approved by the Engineer.

559.2.3 Frangible bases, if required, shall be available from stock at the Owner's Operations Branch Supply Depot, 119 Currie Avenue, Fredericton, NB.

559.3 SUBMITTALS

559.3.1 Submittals are required in accordance with any cross-referenced item forming part of this Item.

559.4 CONSTRUCTION

559.4.1 The Contractor shall perform the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

559.4.2 The Contractor shall salvage the specified sign bases and reuse them in the Work under this Item.

559.4.2.1 Any base damaged as a result of the Contractor's actions, as determined by the Engineer, shall be replaced in accordance with 540.2, 540.3, 540.4, at the Contractor's expense.

559.4.2.2 If bases are deemed as unsalvageable by the Engineer, new bases shall be installed, in accordance with Item 540.

559.4.3 Each relocated base shall be installed such that after backfilling it is plumb and within ± 25 mm of the elevation and alignment provided by the Engineer.

559.4.4 Backfill for the bases shall be compacted to the degree of compaction of the adjacent material or to a minimum of 95% of the maximum dry density of the backfill material in accordance with Item 936.

559.4.5 The Contractor shall restore the Work Area to its original condition. Restoration Work may include shaping, topsoiling, and/or seeding.

559.5 MEASUREMENT FOR PAYMENT

559.5.1 The Quantity to be measured for payment will be the number of bases relocated in accordance with this Item.

559.6 BASIS OF PAYMENT

559.6.1 Payment at the Unit Price will be full compensation for all Work under this Item.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAVEMENT MARKINGS

ITEM: 571

571.1 DESCRIPTION

571.1.1 This Item consists of supply and application of yellow and white paint materials for traffic markings on roadway Pavement.

571.1.1.1 Either oil-based or waterborne paint may be used in the Work.

571.1.1.2 Only traffic markings coatings containing 150 g/L of volatile organic compound (VOC) or less shall be allowed for use between May 1 and October 15.

571.2 MATERIALS

571.2.1 All materials shall be supplied by the Contractor.

571.2.2 Traffic Paint

571.2.2.1 Oil-Based Traffic Paint

571.2.2.1.1 The paint shall meet CGSB Specification 1.206-M, but with paragraphs of that specification modified as shown in Table 571-1.

**Table 571-1
Modifications to CGSB 1.206-M-89**

Para.	Modifications for this Item									
3.3	"... and shall meet the requirements for consistency (para. 4.1) and no-pick-up time (para. 4.2):									
4.1	Minimum changed from 80 to 85									
4.2	Maximum changed from 6 to 8									
4.3	Maximum changed from 60 to 90									
4.7	Minimum changed from 34 to 37									
4.10	Pigment composition (minimums in kg/L): <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Pigment Description</th> <th style="text-align: center; border-bottom: 1px solid black;">Yellow</th> <th style="text-align: center; border-bottom: 1px solid black;">White</th> </tr> </thead> <tbody> <tr> <td>Silicon dioxide (as SiO₂)</td> <td style="text-align: center;">0.20</td> <td style="text-align: center;">0.20</td> </tr> <tr> <td>Titanium dioxide</td> <td style="text-align: center;">0.075</td> <td style="text-align: center;">0.15</td> </tr> </tbody> </table>	Pigment Description	Yellow	White	Silicon dioxide (as SiO ₂)	0.20	0.20	Titanium dioxide	0.075	0.15
Pigment Description	Yellow	White								
Silicon dioxide (as SiO ₂)	0.20	0.20								
Titanium dioxide	0.075	0.15								
4.14	Change ASTM E97 to ASTM E1347. Add: yellow not less than 60%									
4.15	The colour of the paint shall conform to: White: standard number 37925 of the standard U.S. FED-STD 595 B Yellow: standard number 33507 of the standard U.S. FED-STD 595 B									
6.2.1	Change 60 seconds to 90 seconds									
6.2.2	Add: SiO ₂ shall be determined using classical gravimetric method on insoluble portion of paint									
NOTE: Lead Content (if present) not to exceed 600 mg/kg										

571.2.2.2 Waterborne Traffic Paint

571.2.2.2.1 The paint shall be a homogeneous water-based mixture of particles well ground to a uniform smooth consistency, free of skin, dirt and other foreign matter, capable of being sprayed evenly and smoothly at its intended temperature and covering solidly when applied to the Pavement.

571.2.2.2.2 The paint shall be supplied ready-mixed for use without adding water.

571.2.2.2.3 Handling and storage qualities shall provide an acceptable degree of settling, uniformity, consistency, and absence of skinning and thixotropic properties. The paint shall be capable of being sufficiently atomized to produce a uniformly applied paint stripe without side splatter and overspray within the limitations of conventional striping equipment.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAVEMENT MARKINGS

ITEM: 571

- 571.2.2.2.4 The paint materials shall be of a quality and consistency such that the paint's colour will not change in service to impair the visibility of the markings. The paint film shall be flat in finish. White and yellow markings shall be visible in Daylight and under artificial light after the addition of overlay glass beads.
- 571.2.2.2.5 The chemical composition shall be determined by the paint manufacturer but shall comply with the requirements of Table 571-2.
- 571.2.2.2.6 The physical properties shall comply with Table 571-3.

**Table 571-2
Chemical Properties of Waterborne Traffic Paint**

Property	Min	Max	Test Method
Pigment Content (% by mass) ¹	56	62	ASTM D3723
Volatile matter (% by mass)		24	ASTM D2369
Non-Volatile Vehicle (% by mass)	16.75		CGSB 1-GP-71, Method 19.1
Coalescing Agent (2,2,4-trimethyl – 1,3 pentanediol monoisobutyrate) (% by mass of solid polymer)	10		
Type of Binder	Rohm & Haas Rhoplex Fastrack 3427 Emulsion, Dow Chemical DT-250NA Emulsion, or Engineer-approved equivalent		
White Paint			
Titanium Dioxide (g/L) ²	150		
Yellow Paint			
Titanium Dioxide (g/L) ²	150		
NOTES: 1) To be 20% talc that meets ASTM D605 with a photovolt green filter reflectance of 90% minimum			
2) Titanium Dioxide pigment shall meet ASTM D476 type II			
3) Lead Content (if present) not to exceed 600 mg/kg			
4) Volatile Organic Compound (VOC) Max 150			

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 571-3
Physical Properties of Waterborne Traffic Paint**

Property	Min	Max	Test Method
No-Pickup Time, minutes		1	ASTM D711
Non-tracking Time, seconds ¹		8	ASTM D711
Volatile Organic Compound (VOC) Content excluding water, g/L		150	ASTM D3960
Freeze-Thaw Resistance	Pass		ASTM D2243
Viscosity, Krebs Unit (KU) @ 25 °C	85	95	ASTM D562
Viscosity Change (KU) after heat-shear Stability Test @ 25 °C		10	Caltrans 8010-61G-30
Skimming Properties	Nil	Nil	CGSB 1-GP-71, Method 10.1
Coarse Particles (% by mass): 250 µm 150 µm	Nil	Nil 0.01	ASTM D185 & D2205
Settling Rate (Up to 6 months)	8.0 6.0		ASTM D869 ASTM D1309
Bleeding	4		ASTM D868 & D969
Hiding Power (m ² /L)	8.4 4.0		Pfund cryptometer w/#3.5 wedge CGSB 1-GP-71 Method 14.2
Reflectance (colour difference)% Yellow White	50 80	60	ASTM E1347
NOTE: Non-tracking time for Regular Water Based striping paint based on 375 µm (15 mils) wet film thickness applied on dry pavement having temperature > 10 °C, under humidity conditions ≥ 80%.			

571.2.3 Overlay Glass Beads

571.2.3.1 General

571.2.3.1.1 Beads shall be true smooth, lustrous spheres manufactured from glass of a composition designed to be resistant to the effects of traffic wear and weathering. No foreign material shall be contained in or among the beads.

571.2.3.1.2 Glass beads shall meet the gradation requirements of Table 571-4 when tested in accordance with ASTM D1214 on sample sizes of 50 g to 100 g.

**Table 571-4
Grading Limits for Glass Beads**

ASTM Sieve Size (µm)	Percent Passing
850	100
600	80 - 100
300	20 - 35
150	0 - 8
75	0 - 2

571.2.3.1.3 Glass beads shall be colourless to the extent that they do not impart a noticeable hue to the paint.

571.2.3.1.4 The refraction index of the glass beads shall not be less than 1.50 when tested in accordance with CGSB Specification 1-GP-71, Method 49.1.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAVEMENT MARKINGS

ITEM: 571

571.2.3.2 Roundness

571.2.3.2.1 A minimum of 75% by mass of the glass beads shall be true spheres.

571.2.3.2.2 The percentage of true spheres shall be determined by ASTM D 1155, or, on a sample of approximately 1000 beads in a culture dish, by counting the number of true spheres under reflected light and magnification as follows:

- Retained on the 300 µm sieve size, under 50x magnification;
- Passing the 300 µm sieve size, under 100x magnification.

571.2.3.2.3 Failure to meet roundness requirements shall be cause for rejection.

571.2.3.3 Imperfections

571.2.3.3.1 The surface of the beads shall be smooth, lustrous and free of film, cavities, pits or scratches. Not more than 25% of the true spheres shall have imperfections in the form of milkiness, air inclusions, dark specks and incipient fractures.

571.2.3.3.2 Testing for imperfections shall be performed in accordance with CGSB Specification 1-GP-71, Method 149.1.

571.2.3.4 Moisture Resistance

571.2.3.4.1 Beads shall be treated so as to overcome the effect of water (vapour or liquid) on the beads before the beads are added to the painted marking.

571.2.3.4.2 Beads shall not agglomerate during storage and application, and shall flow freely from dispensing equipment whenever surface and atmospheric conditions are satisfactory for painting.

571.2.3.4.3 Moisture resistance shall be tested on a 100 g sample of beads placed in a 500 mL beaker, to which an equivalent volume of distilled water shall be added. After standing for 5 minutes the water shall be decanted and the glass beads transferred to a clean dry beaker.

571.2.3.4.3.1 After standing for 5 minutes the beads shall be poured slowly via a funnel into a standard stem of 125 mm length and 10 mm inside diameter.

571.2.3.4.3.2 The beads shall flow through the stem without stoppage. Slight initial agitation to start the flow at the beginning of the test is permissible.

571.2.3.5 Chemical Stability

571.2.3.5.1 Exposure of glass beads to paint film constituents, humidity, atmospheric conditions or diluted acid or alkali solutions shall not result in dulling of the surface that would adversely affect reflective properties of the beads.

571.2.3.5.2 Glass beads shall be resistant to deterioration by calcium chloride, as determined on a 10 g sample of beads placed in a 1000 mL beaker, covered with 500 mL of a calcium chloride solution (1.0 normal solution), left to soak for three hours, rinsed with 100 mL of distilled water three times, and air dried.

571.2.3.5.2.1 The beads shall be examined under a microscope and compared with an untreated sample. Dulling of the surface of the beads or other detrimental effects shall constitute failure of this test.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAVEMENT MARKINGS

ITEM: 571

571.2.3.6 Dual Coating of Glass Beads

571.2.3.6.1 The beads shall have both a moisture-resistant silicone coating, and an adhesion-promoting silane coating. The beads shall pass the moisture resistance test (per 571.2.3.4), and the adherence coating test.

571.2.3.6.2 The adherence coating test shall use a solution of 0.2 grams of dansyl chloride dissolved in 25 mL of acetone. This solution may be used for several tests during the day if kept refrigerated in a closed dark container between uses. A fresh solution shall be made daily.

571.2.3.6.3 The adherence coating test shall be performed as follows:

- Weigh 10 grams of beads and place in aluminium trays.
- Saturate the beads with dansyl chloride solution using an eyedropper.
- Dry the beads in an oven at 60 °C for 15 minutes. (Beads will be yellow and agglomerated.)
- Rinse the beads in a funnel lined with new filter paper and pour 100 mL of acetone over them. Use suction during this step.
- Remove the beads from the funnel and place in aluminium trays.
- Over-dry the beads until free flowing.
- Place the glass beads on filter paper and inspect colour under ultra-violet light in a dark room. A yellow-green fluorescence will be observed if adherence coating is present.

571.2.3.6.4 If all beads have a yellow-green fluorescence, the adherence coating is properly applied and the beads are acceptable. If only some of the beads have a yellow-green fluorescence, the beads are not properly coated and this is a cause for rejection. If no yellow-green fluorescence is seen adherence coating was not applied and this is a cause for rejection.

571.3 SUBMITTALS

571.3.1 The Contractor shall submit, in writing before work commences, the names of the suppliers of paint and glass beads.

571.3.2 The Contractor shall submit, as received from each supplier, certification that the materials supplied conform to the requirements of this Item; and instructions on the proper storage and use of the materials.

571.3.3 The Contractor shall submit, in writing, certification that the Equipment proposed for the Work is capable of applying the Pavement markings as outlined in the Contract Documents.

571.4 CONSTRUCTION

571.4.1 General

571.4.1.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

571.4.1.2 The Work shall be performed in accordance with the Transportation Association of Canada (TAC) Manual of Uniform Traffic Control Devices for Canada (MUTDC), Part C; and the Owner's Work Area Traffic Control Manual (WATCM).

571.4.1.3 Traffic paint shall be transported in accordance with the Transportation of Dangerous Goods Act. Drivers certified under the Act may be employed by the Contractor to transport traffic paint under the authority of the Owner's permit, provided that the conditions of the permit are adhered to.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAVEMENT MARKINGS

ITEM: 571

571.4.2 Equipment

571.4.2.1 General

571.4.2.1.1 The Contractor shall supply all Equipment needed for applying Pavement markings, as recommended by the manufacturer of the Pavement marking paint products. Equipment shall not contaminate the paint or other Pavement marking materials or cause damage to the Pavement.

571.4.2.2 Line Painting Equipment

571.4.2.2.1 Line painting Equipment shall be capable of applying centre, lane and edge line markings to the required thickness and at widths of 100 or 200 mm, as a uniform stripe with sharp edges.

571.4.2.2.2 The Equipment shall have a glass bead dispenser and shall be capable of applying the beads to the wet painted line uniformly at the recommended rate by means of a pressurized overlay glass bead gun.

571.4.2.2.3 The Equipment shall have a heater capable of heating the paint to any temperature up to 80°C and maintaining a constant temperature during the spraying operation.

571.4.2.2.4 The Equipment shall have a metering device to measure the number of litres of paint applied.

571.4.2.2.5 The Contractor shall supply one or more shadow vehicles mounted with an arrow board and signs to adequately warn and advise the driving public of the slow moving striping vehicle and wet Pavement marking paint ahead.

571.4.2.3 Equipment for Other Pavement Markings

571.4.2.3.1 Equipment for applying other Pavement markings shall be capable of applying paint at the required thickness and dispensing glass beads to the wet paint uniformly at the required rates.

571.4.2.3.2 Equipment shall be capable of painting the longitudinal lines outlining cross-hatched islands at a width of 100 mm or 200 mm, and cross-hatching bars at a width of 450 mm and "Stop" bars at a width of 600 mm.

571.4.2.3.3 Equipment shall be capable of painting arrows and similar markings, using templates with dimensions as per the Manual of Uniform Traffic Control Devices for Canada, Part C1.

571.4.2.4 Paint Removal Equipment

571.4.2.4.1 Equipment shall be made available for removal of Pavement markings as ordered by the Engineer, or as required to correct markings applied in error or non-conformance per 571.4.6.10. The Equipment shall be capable of removing markings with minimal damage to the Pavement surface.

571.4.3 Timing of the Work

571.4.3.1 Pavement markings shall be applied within the following time frames after completion of paving under the Contract:

571.4.3.1.1 No sooner than 7 Days (to allow the new asphalt concrete to cure), and for white edge lines no sooner than completion of Item 204; and

571.4.3.1.2 No later than 14 Days for arterial highways and 21 Days for other classes of highway.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAVEMENT MARKINGS

ITEM: 571

- 571.4.3.1.3 For each occurrence that Pavement markings are not applied per 571.4.3.1.2, the Contractor shall pay the Owner a penalty of \$1000 for each Day after the 14th Day or 21st Day, respectively, until application of Pavement markings is complete.
- 571.4.4 Pre-marking
- 571.4.4.1 The Engineer shall provide the measurements and pre-markings on the Pavement to establish the position of Pavement markings, as follows:
- 571.4.4.1.1 Painted symbols at the beginning of each type of centreline marking identified in Table 571-5, and painted dots along the centreline;
- 571.4.4.1.2 Painted dots to mark edgelines that are not parallel to centreline, as on tapers to auxiliary lanes; otherwise the Contractor shall paint edgelines using the pre-marked or painted centreline as the control line;
- 571.4.4.1.3 Outline of each cross-hatched island; and
- 571.4.4.1.4 Location of each type of arrow.
- 571.4.4.2 The Contractor shall notify the Engineer at least two weeks prior to the Work under this Item, to allow the Engineer to schedule the pre-marking crew.
- 571.4.4.3 Should the Contractor's line-painting Equipment be unable to paint parallel edgelines using the centerline as control per 571.4.4.1.2, the Contractor shall premark the edge lines or otherwise ensure they are painted parallel to the centerline.
- 571.4.5 Surface Preparation
- 571.4.5.1 Pavement markings shall be applied only on clean and dry surfaces. Any contaminants such as dirt, loose particles and oily residue shall be removed before painting.
- 571.4.6 Application
- 571.4.6.1 All Pavement markings shall be accurately placed based on pre-markings, and shall present a crisp, uniform appearance in Daylight and darkness.
- 571.4.6.2 The applied markings shall be to the satisfaction of the Engineer with respect to paint thickness, retro-reflectivity, the straightness and spacing of lines, the accuracy of dimensions and positioning of other markings, and absence of overspray and tracking.
- 571.4.6.3 The Contractor shall be responsible for control of the paint spray during application so that it does not get on vehicles or other private property. In the event that this occurs, the Contractor shall be responsible for the costs of removing the paint off the private property and the repair of any damage that occurs as a result of the paint or its removal.
- 571.4.6.4 Longitudinal lines shall be of the types and widths shown in Table 571-5.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

**Table 571-5
Types and Widths of Longitudinal Painted Lines**

Line Type	Colour	Width (mm)
Single Solid	Yellow White	100 100/200
Single Broken	Yellow White	100 100/200
Combination (Solid Beside Broken)	Yellow	100
Double Solid	Yellow	2 lines x 100

- 571.4.6.4.1 Single broken 100 mm-wide lines between traffic lanes shall have a "skip" pattern of 1:3 (3 m line and 9 m space).
- 571.4.6.4.2 Single broken 200 mm-wide lines that mark the edge of travelled lane through a taper, auxiliary lane or intersection shall have a skip pattern of 1:1 (3 m line and 3 m space).
- 571.4.6.5 Cross-hatching lines shall be 450 mm wide, uniformly spaced at 6 m and at an angle of 2:1 in the direction of travel (2 units along the direction of travel to 1 unit perpendicular to it), and/or as directed by the Engineer.
- 571.4.6.6 Stop bars shall be 600 mm wide, applied at 90° to the edge of the travelled lane across the lane(s) as indicated in the Contract Documents or as directed by the Engineer.
- 571.4.6.7 Pavement markings shall be applied only when: the surface is dry; the surface temperature is at least 10°C and rising; and the relative humidity is no higher than 70%.
- 571.4.6.7.1 If low temperature paint is being used, Pavement markings shall be applied only when: the surface is dry; the surface temperature is at least 4°C and rising; and the relative humidity is no higher than 70%.
- 571.4.6.7.2 Paint shall be applied to the Pavement surface to a minimum dry thickness of 255 µm ± 25 µm.
- 571.4.6.7.3 Overlay glass beads shall be applied at a rate of 0.8 kg/L of paint.
- 571.4.6.7.4 Paint shall be applied to the pavement surface at an application rate of 39 L/km ± 1 L/km. Any paint application quantity in excess of 40 L/km shall not be paid.
- 571.4.6.8 Retroreflectivity shall meet the following minimum requirements based on a 30 metre geometry retroreflectometer, measured no sooner than two weeks and no later than 4 weeks after the application of markings:
- Yellow Paint: 200 mcd/m²/lx
 - White Paint: 250 mcd/m²/lx
- 571.4.6.8.1 Pavement markings shall retain a retroreflectivity of 150 millicandelas per square metre per lux mcd/m²/lx, for a period of 120 days after the application of markings.
- 571.4.6.8.2 The Contractor shall re-paint lines which do not meet specifications, at the Contractor's own expense and to the satisfaction of the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAVEMENT MARKINGS

ITEM: 571

- 571.4.6.9 Pavement markings shall be applied in a manner that reduces tracking by the wheels of vehicles that cross over the painted markings.
- 571.4.6.9.1 Tracking of longitudinal centre, lane and edge lines shall not exceed 3% of line length as determined by the Engineer.
- 571.4.6.10 Pavement markings that do not conform to the requirements of this Item Documents and/or as specified by the Engineer shall be removed and/or replaced as directed by the Engineer.
- 571.4.7 Sampling and Testing of Materials
- 571.4.7.1 The Contractor shall arrange for the Engineer to take samples of paint, 1 L minimum for each colour, from the paint truck on site.
- 571.4.7.2 The Engineer shall take on-site random samples of glass beads, 15 kg minimum.
- 571.4.7.3 Testing costs shall be borne by the Owner if test results are satisfactory, and by the Contractor if test results fail. In the latter case, samples from another batch of paint and/or glass beads shall be taken for new tests.
- 571.4.7.4 Should the Contractor wish to appeal any test results, such appeal may be made only once and in writing within 48 hours of his receipt of test results.
- 571.4.7.4.1 The Contractor shall make provision for the Engineer to obtain additional samples for the appeal testing, the results of which shall be binding on both the Owner and the Contractor.
- 571.4.7.4.2 Testing costs from the appeal shall be borne by the Owner if test results are satisfactory and by the Contractor if test results fail.
- 571.5 MEASUREMENT FOR PAYMENT
- 571.5.1 The supply and application of paint materials for traffic markings on roadway Pavement shall be on a lump sum basis.
- 571.6 BASIS OF PAYMENT
- 571.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TIMBER PEDESTRIAN RAIL

ITEM: 575

575.1 DESCRIPTION

575.1.1 This Item consists of the supply and installation of new Timber Pedestrian Rail as detailed on Plans.

575.2 SUBMITTALS

575.2.1 All materials shall be supplied by the Contractor.

575.2.2 Wood shall be No. 2 Grade Pine, Spruce or Fir, free of rot, graded in accordance with the National Lumber Grading Authority (NLGA) Standard Grading Rules for Canadian Lumber.

575.2.3 Preparation, handling, and treatment of the fence components shall be in accordance with CSA O80 and the American Wood Preservers' Association (AWPA) standards.

575.2.4 Wood posts shall be incised on all four sides prior to treatment.

575.2.5 Wood shall be dried to its fibre saturation point of 25 to 30% at 25 mm depth prior to treating.

575.2.6 The preservative shall be as follows: for pressure treating, chromated copper arsenate (CCA); and for field-cut surfaces, Wolman End cut Preservative (Green) or equivalent applied in two coats.

575.2.7 Preservation and wood products supplied shall be in accordance with CSA O80.

575.2.8 Wood posts and rails shall be sized and spaced as indicated on the Contract Documents, and as follows:

575.2.8.1 Wood posts shall be 150 mm x 150 mm and as a minimum, 2400 mm in length with 1200 mm of the post above the finished grade, and spaced 1830 mm on centres.

575.2.8.2 Wood rails shall be 50 mm x 150 mm x 1830 mm in length.

575.2.9 Fasteners (lag screws c/w washers) shall be 12.5 mm diameter, 75 mm long hot-dipped galvanized or an Engineer-approved equivalent.

575.2.9.1 Wood rails shall be fastened to wood posts using 2 lag screws per rail end and spaced no less than 25 mm from any edge of the wood rail in pre-drilled holes.

575.2.10 Backfill shall be selected material from the excavation for posts, subject to the approval of the Engineer.

575.3 SUBMITTALS

575.3.1 The Contractor shall submit, prior to incorporating the material in the Work, the product name and manufacturer's specifications for the preservative to be applied to the field-cuts.

575.3.2 The Contractor shall submit, in advance of the commencement of the Work, the manufacturer's certification, for all timber, that the materials supplied meet the specified requirements as indicated in the Contract Documents.

575.4 CONSTRUCTION

575.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer. Timber Pedestrian Rail shall be installed along at locations shown on the Plans.

575.4.2 Posts for the Timber Pedestrian Rail shall be installed at a distance of 1.83 metres centre to centre.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TIMBER PEDESTRIAN RAIL

ITEM: 575

- 575.4.3 Posts shall be installed to be vertical and plumb and buried a minimum of 1200 mm below finished grade.
- 575.4.4 Posts shall be backfilled with approved material, compacted during placement, and shall be finished to match the surrounding grade.
- 575.4.5 Rails shall be installed at 400 mm centre to centre, as shown on the Plans.
- 575.4.6 Cut surfaces of pressure-treated wood products shall be treated with an approved preservative, as detailed in the Manufacturer's Specifications.
- 575.4.7 All waste materials shall become the property of the Contractor and shall be disposed of outside the Work Site.
- 575.5 MEASUREMENT FOR PAYMENT
- 575.5.1 The Quantity to be measured for payment shall be the number of linear metres of Timber Pedestrian Rail supplied and installed in accordance with this Item.
- 575.5.2 The measurement will be taken continuously from end to end along the horizontal top rail of the fence.
- 575.6 BASIS FOR PAYMENT
- 575.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION TRAFFIC CONTROL

ITEM: 576

576.1 DESCRIPTION

576.1.1 This Item consists of the supply, installation, operation, maintenance, relocation, and removal of Work Area Traffic Control Devices (TCDs) and the provision of Traffic Control Persons (TCPs), in accordance with the Work Area Traffic Control Manual (WATCM).

576.1.2 Items 916 and 917 are replaced by this Item when this Item is included in a Contract.

576.2 MATERIALS

576.2.1 General

576.2.1.1 All materials shall be supplied by the Contractor, including all TCDs and sign supports, and all required safety equipment and apparel for TCPs.

576.2.1.2 References to signs shall include barricades with respect to the materials used in their fabrication.

576.2.1.3 Delineation TCD's shall be as shown in the WATCM.

576.2.2 Traffic Control Signs

576.2.2.1 Sign sizes, letters, symbols, and colours shall conform to requirements outlined in the Work Traffic Control Manual (WATCM), or to custom details shown in the Contract Documents or as approved by the Engineer.

576.2.2.2 Sign letter and symbol sizes are based upon posted speed limit and location per the TAC Manual of Uniform Traffic Control Devices for Canada (MUTCDC) Sign Pattern Manual using Modified-E font.

576.2.2.3 Letters and borders shall be constructed of black non-reflective vinyl sheeting or black screen-processing ink.

576.2.2.4 Sign substrates shall be either aluminium alloy or plywood that provides a smooth surface for the sign sheeting.

576.2.2.5 Sign sheeting shall be securely adhered to the sign substrate so that the finish is smooth and the sign message or symbol is legible to motorists.

576.2.3 Temporary Pavement Markings

576.2.3.1 Pavement Marking Tape

576.2.3.1.1 Marking tape shall be composed of high quality polymeric materials, pigments and glass beads, and shall be manufactured in rolls 10.2 cm wide with pressure sensitive adhesive backing.

576.2.3.1.2 Marking tape shall ensure reflectivity for at least 6 months, and shall have minimum retroreflectivity requirements as follows, when measured per ASTM E1710 using a 30 m viewing distance:

- Entrance angle of 88.76° (yellow and white tape)
- Observation angle of 1.05° (yellow and white tape)
- Retroreflected Luminance of 200 and 250 millicandelas for yellow and white tape, respectively.

576.2.3.1.3 Minimum skid resistance of tape shall be 45 BPN per ASTM E 303.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION TRAFFIC CONTROL

ITEM: 576

576.2.3.2 Pavement Marking Paint

- 576.2.3.2.1 When pavement is treated by cold milling, microsurfacing, Partial Depth Recycling, or Full Depth Recycling, traffic paint and associated reflectorization material shall ensure retroreflectivity of temporary traffic markings as follows:
- Yellow Paint 200 mcd/m²/lx
 - White Paint 250 mcd/m²/lx

576.2.4 Lighting Devices

- 576.2.4.1 Lighting devices include Flashing Arrow Boards (FAB's), Flashing Beacons and Temporary Traffic Control Signals, and shall conform to the requirements outlined in the WATCM.
- 576.2.4.2 All lighting devices shall conform to manufacturers specifications and be approved for use on New Brunswick roadways.
- 576.2.4.3 The Contractor is responsible to provide temporary power to the lighting devices, and shall ensure that they are activated 24 hours a day, 7 days a week.
- 576.2.4.3.1 Lighting devices may be hard wired, solar or battery powered.
- 576.2.4.4 The Contractor shall indicate the type of lighting devices in conjunction with the Traffic Control Plan(s) at the first job meeting for review by the Engineer.

576.3 SUBMITTALS

- 576.3.1 Submittal requirements are contained within the other subsections of this Item.
- 576.3.2 Submittals are required in accordance with any cross-referenced Items forming part of this Item.

576.4 CONSTRUCTION

- 576.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 576.4.2 The Contractor shall be responsible for all Work associated with TCDs, TCPs, and all related Equipment on the Contract, in accordance with the requirements of the WATCM for the various types of Work and conditions at the Work Site.
- 576.4.3 Traffic Control Plans
- 576.4.3.1 The Contractor shall determine the appropriate site specific traffic control requirements for the type and sequence of Work under the Contract, taking into consideration all points identified in Section 1.3 of the WATCM.
- 576.4.3.2 The Contractor shall submit the Traffic Control Plan(s) 4 days prior to the first job meeting.
- 576.4.4 Traffic Control Persons
- 576.4.4.1 Further to Chapter 5 of the WATCM, the Contractor shall provide as many TCPs as required based on roadway geometry, traffic patterns and volumes, size or length of Work Area, and other pertinent factors.
- 576.4.5 Traffic Control Agent
- 576.4.5.1 The Contractor shall provide a Traffic Control Agent with overall authority to make operational decisions on behalf of the Contractor and other subcontractors with regard to Work Area traffic control on the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION TRAFFIC CONTROL

ITEM: 576

- 576.4.5.2 The Contractor shall identify the Traffic Control Agent at the first Job Meeting for the Contract.
- 576.4.5.3 The Traffic Control Agent shall ensure that at least one traffic lane is kept open during the day and two lanes at night.
- 576.4.5.4 The Traffic Control Agent shall perform twice-daily sign inspections, and shall prepare sign inspection reports which contain, at a minimum, the information contained in Section 4.3 of the WATCM.
- 576.4.5.4.1 The Contractor shall submit completed sign inspection forms to the Engineer on a weekly basis.
- 576.4.5.4.2 During periods where the only signage onsite is for temporary marking, inspections may be performed once per day, unless otherwise directed by the Engineer.
- 576.4.6 Application of Temporary Pavement Marking
- 576.4.6.1 Temporary Pavement markings shall be placed on the same Day as the Work is carried out, per Section 3.8 of WATCM, for operations as follows:
- 576.4.6.1.1 Paving;
- 576.4.6.1.2 Milling (Painted markings only);
- 576.4.6.1.3 Partial or Full Depth Recycling; and
- 576.4.6.1.4 Microsurfacing.
- 576.4.6.2 Temporary Pavement markings shall not be placed on a chip seal surface unless otherwise directed by the Engineer.
- 576.4.6.3 Damaged or missing markings shall be replaced at the end of each Day.
- 576.4.6.4 Temporary marking shall be placed so as to align with the finished pavement markings.
- 576.4.6.4.1 After the pavement markings have been placed, the Contractor shall be responsible for removing temporary marking which does not align with the finished pavement markings, to the satisfaction of the Engineer.
- 576.4.7 Work Stoppage
- 576.4.7.1 Upon written order of the Engineer the Contractor shall stop Work in any Work Area for which the Engineer has identified that TCDs and/or TCPs are not in accordance with this Item or the WATCM, and the deficiencies are of a serious nature and/or previously ordered to be corrected.
- 576.4.7.2 Work shall not resume until the Contractor has corrected all deficiencies to the satisfaction of the Engineer.
- 576.4.7.3 Any Work time lost due to Work stoppage per 576.4.7.1 and GC 18 for non-compliance, and the time taken by the Contractor to be in compliance, shall not be considered for any adjustment of the Specified Work / Limited Funds / Completion Date, and shall not be a basis of claim.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION TRAFFIC CONTROL

ITEM: 576

576.5 MEASUREMENT FOR PAYMENT

576.5.1 The supply, installation, operation, maintenance, relocation and removal of Traffic Control Devices and the provision of Traffic Control Persons, in accordance with this Item, shall be on a lump sum basis.

576.6 BASIS OF PAYMENT

576.6.1 Payment for Work under this Item shall be at the Lump Sum Price.

576.6.2 Notwithstanding 576.6.1, separate payment shall be made by the Owner for TCPs approved by the Engineer for the following types of Work:

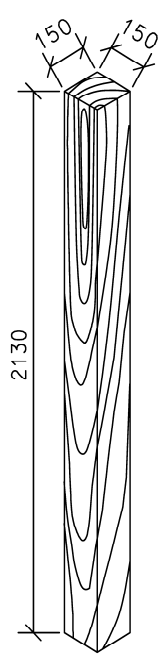
576.6.2.1 Force Account Work performed as identified under Item 811 in the Contract Documents; and/or

576.6.2.2 Extra Work (Work of a nature or style not identified in the Contract Documents) performed under Item 812.

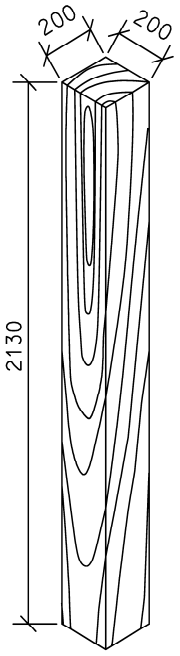
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

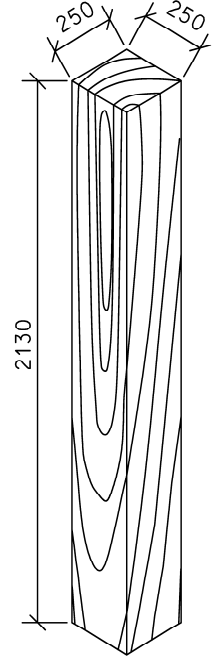
ITEM: 599



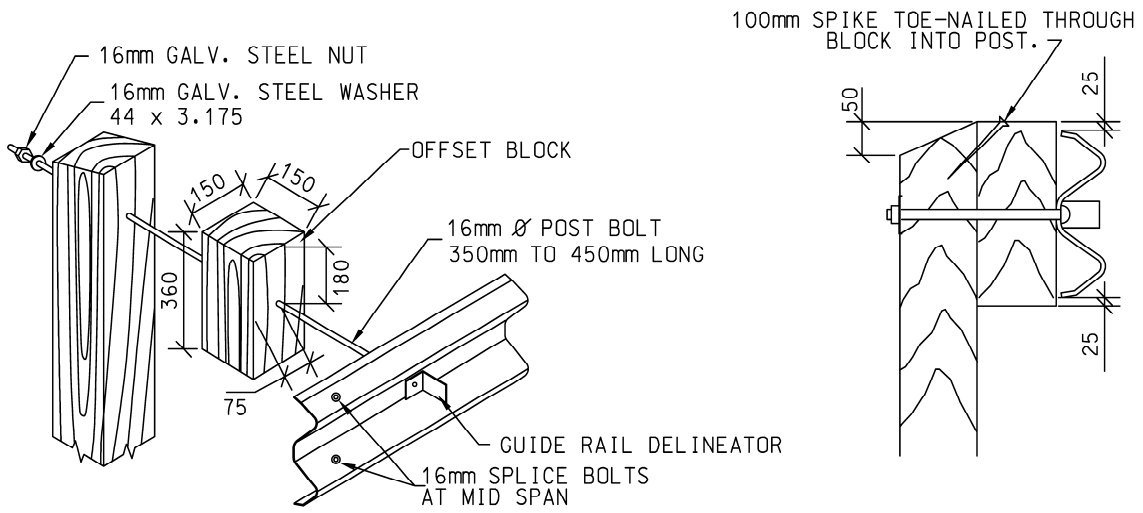
TYPICAL
GUIDE POST



GUIDE POST AT
INTERMEDIATE
LOCATIONS



GUIDE POST
ADJACENT TO
STRUCTURE



POST DETAIL

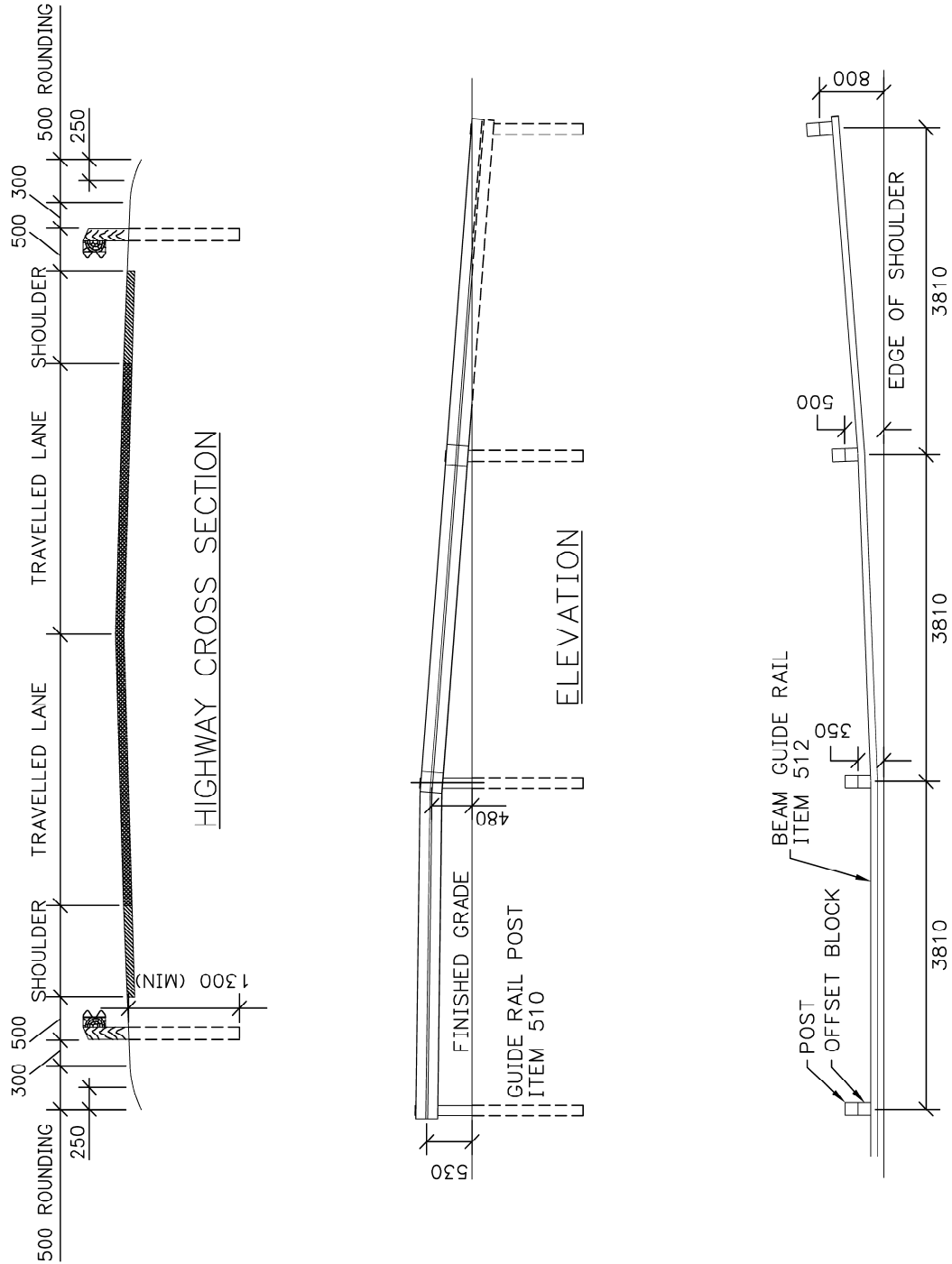
SPACING OF GUIDE RAIL DELINEATOR	
ON TANGENTS	15 m
ON CURVES	7.5 m

Guide Post Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

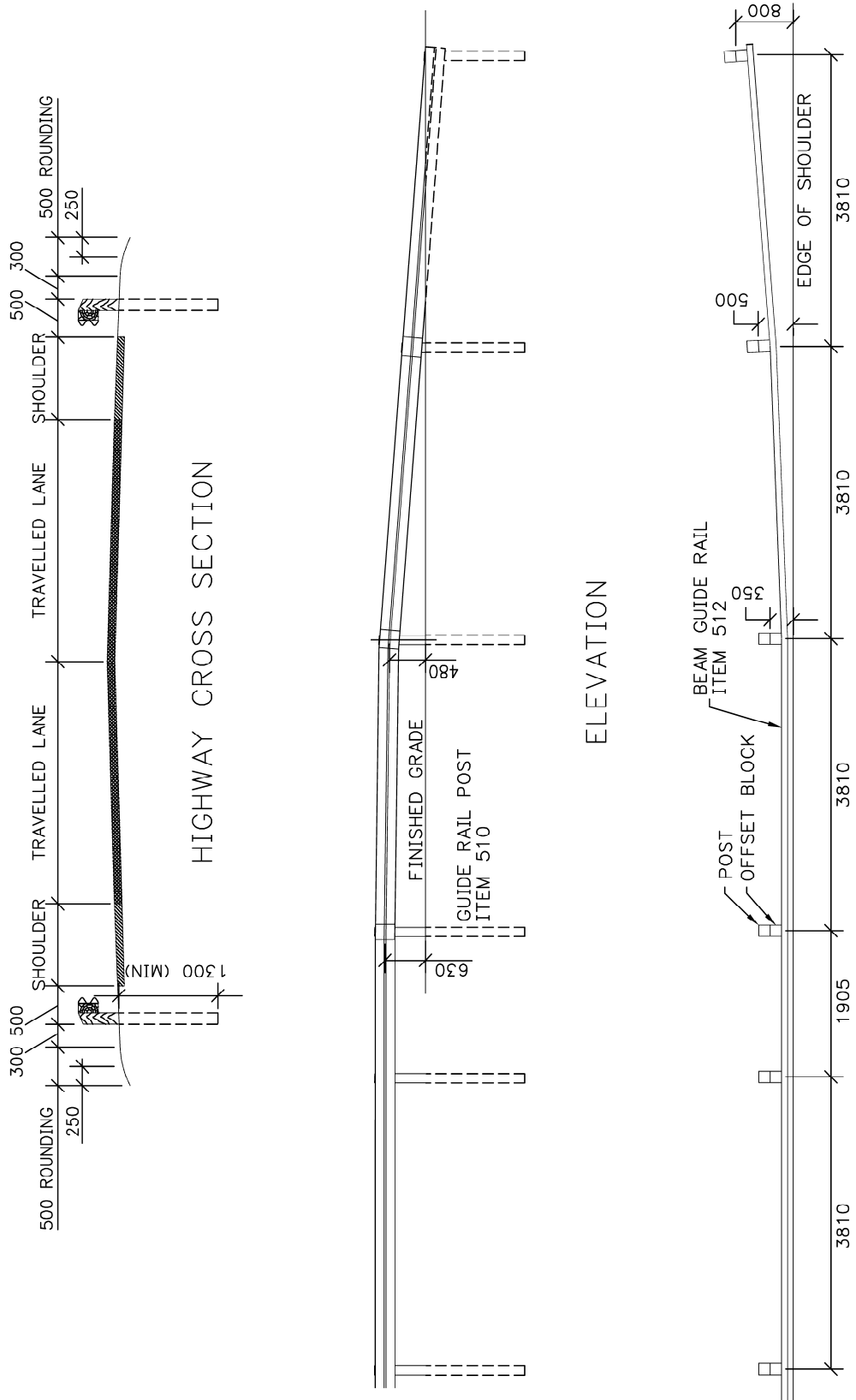


Guide Post and Guide Rail Details – 530 Height

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

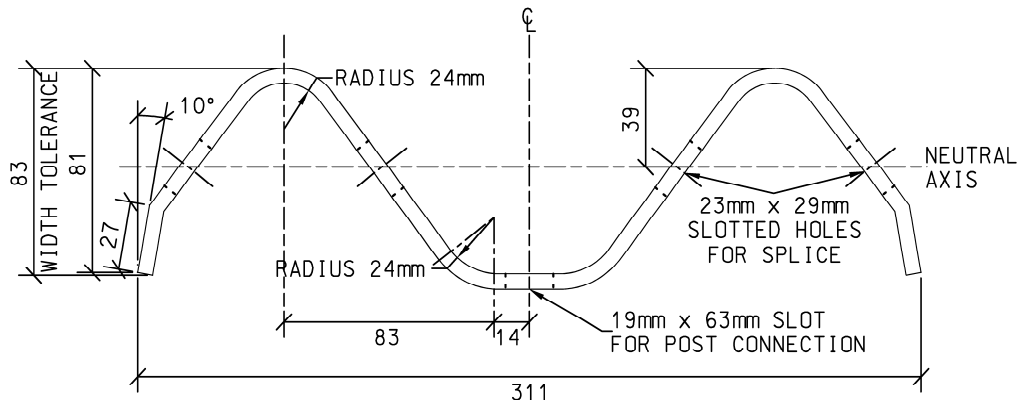


Guide Post and Guide Rail Details – 630 Height

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

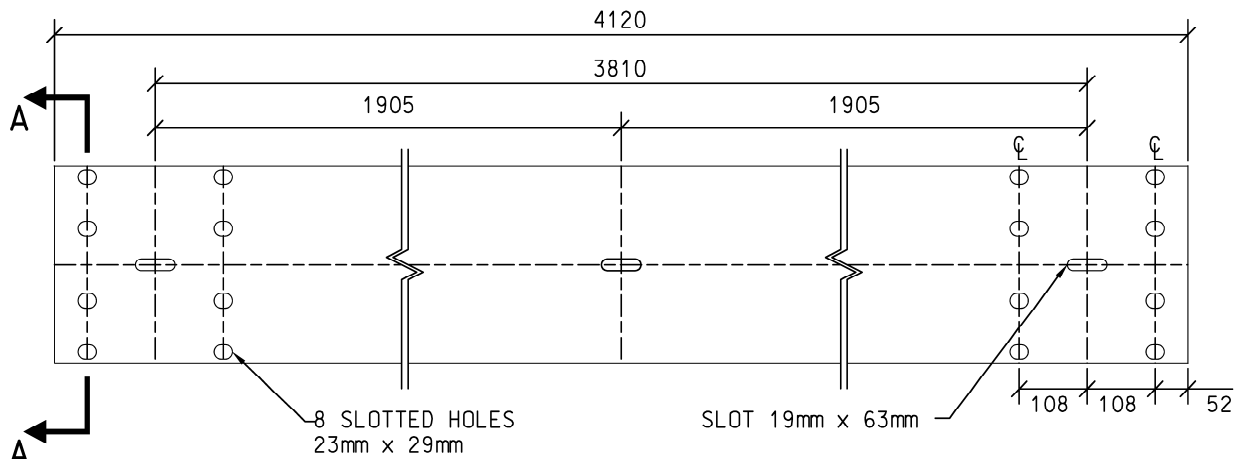
STANDARD DRAWINGS

ITEM: 599



AS PER AASHTO M180

SECTION A-A



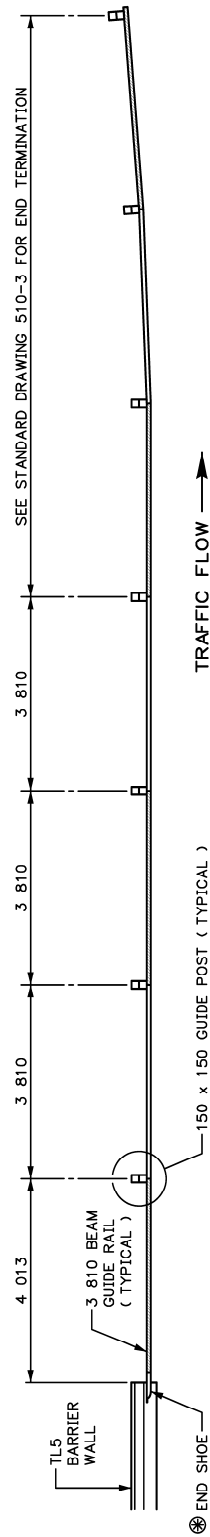
FRONT ELEVATION

Beam Guide Rail Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

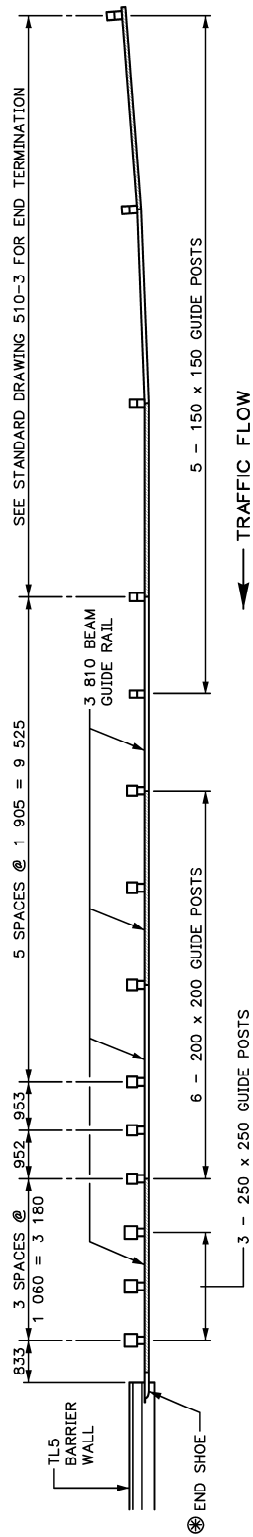
STANDARD DRAWINGS

ITEM: 599



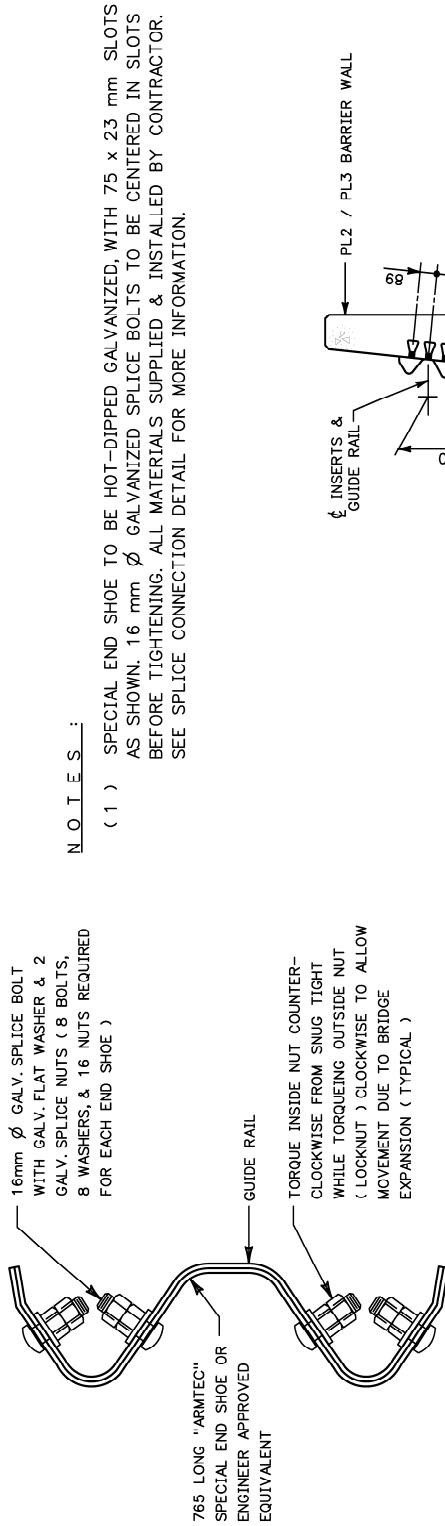
**TYPICAL GUIDE POST SPACING: DEPARTING END OF A BRIDGE
MINIMUM LENGTH
(ONE-WAY TRAFFIC ONLY)**

⊗ "ARMTEC" SPECIAL END SHOE, SEE STANDARD DRAWING 512-4.



**TYPICAL GUIDE POST SPACING: APPROACHING END OF A BRIDGE
MINIMUM LENGTH
(ONE-WAY AND TWO-WAY TRAFFIC)**

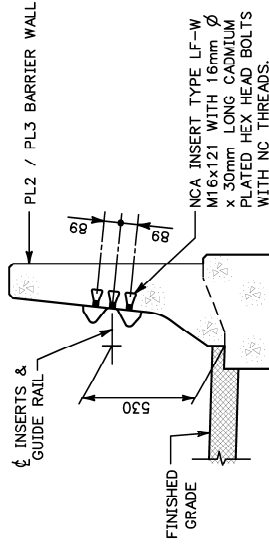
Guide Rail / Structure Details



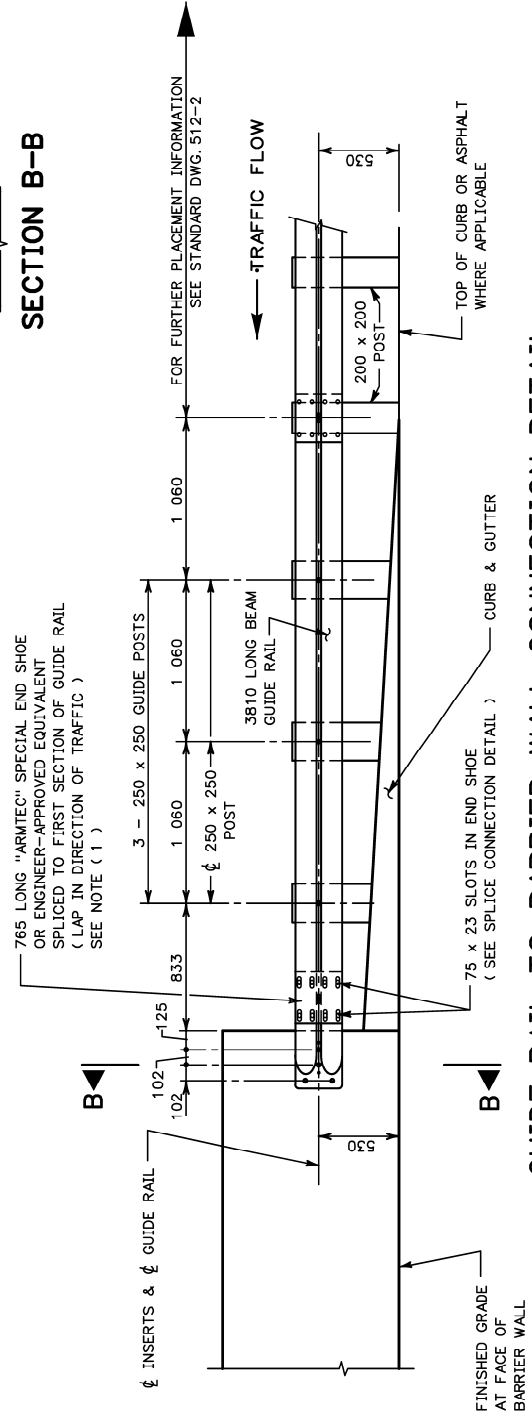
SPLICE CONNECTION DETAIL

N.O.T.E.S.:

- (1) SPECIAL END SHOE TO BE HOT-DIPPED GALVANIZED, WITH 75 x 23 mm SLOTS AS SHOWN, 16 mm ϕ GALVANIZED SPLICE BOLTS TO BE CENTERED IN SLOTS BEFORE TIGHTENING. ALL MATERIALS SUPPLIED & INSTALLED BY CONTRACTOR. SEE SPLICE CONNECTION DETAIL FOR MORE INFORMATION.



SECTION B-B



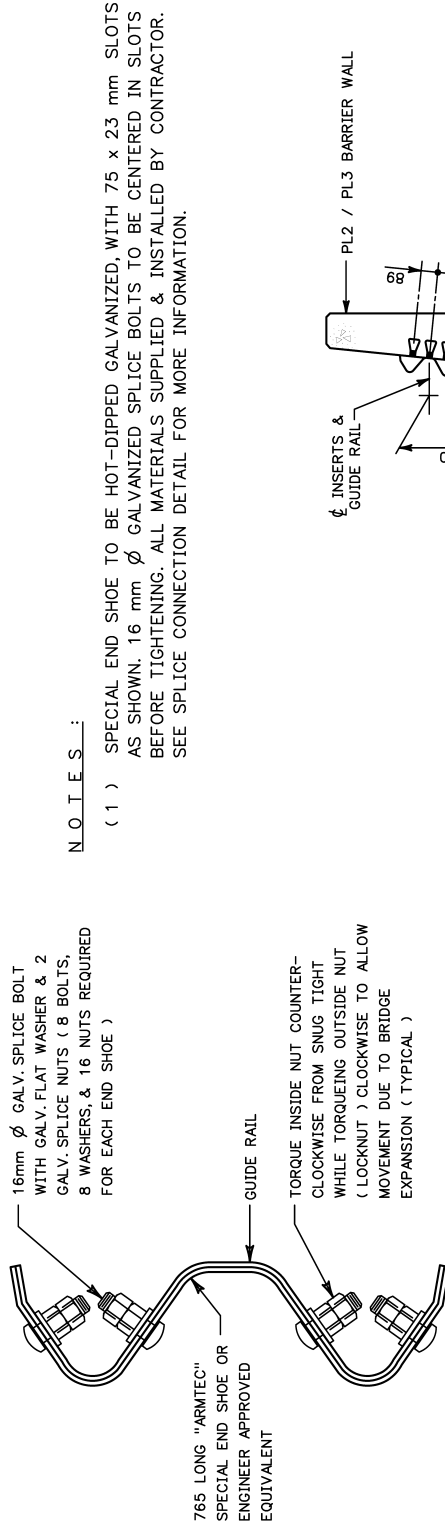
GUIDE RAIL TO BARRIER WALL CONNECTION DETAIL

Guide Rail / Structure Details – 530 Height

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

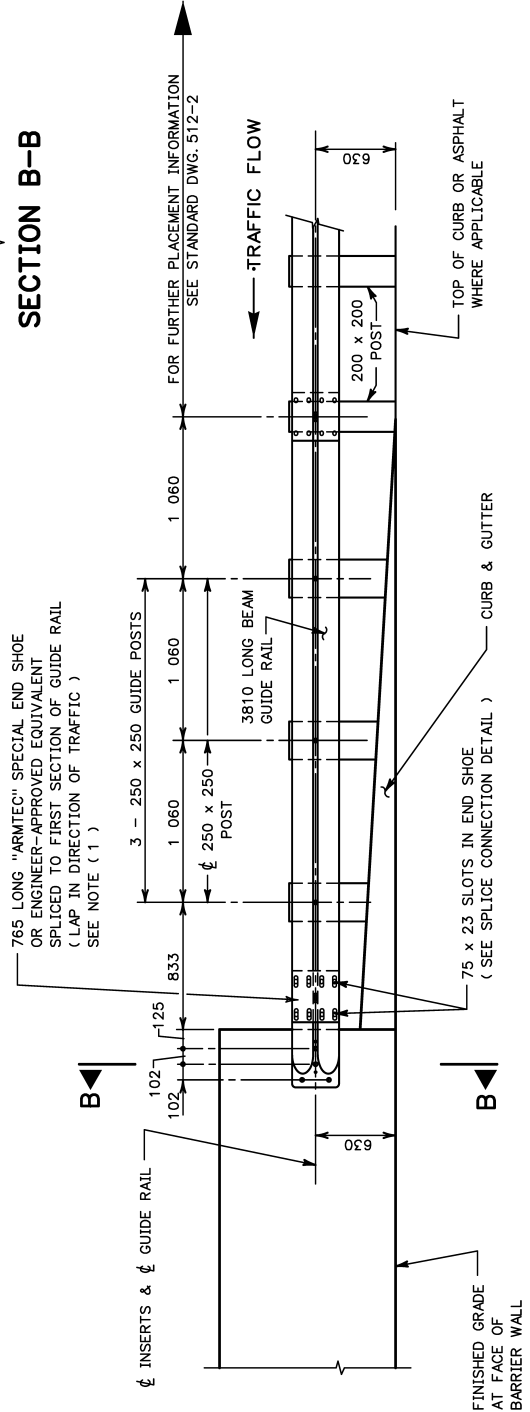
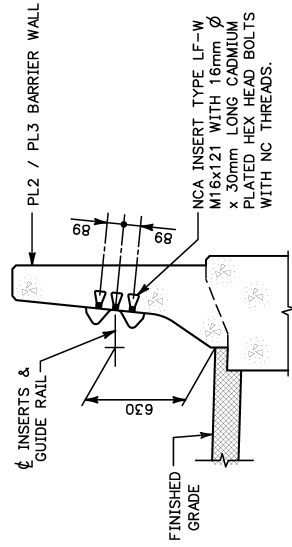
STANDARD DRAWINGS

ITEM: 599



N O T E S :

- (1) SPECIAL END SHOE TO BE HOT-DIPPED GALVANIZED, WITH 75 x 23 mm SLOTS AS SHOWN. 16 mm ϕ GALVANIZED SPLICE BOLTS TO BE CENTERED IN SLOTS BEFORE TIGHTENING. ALL MATERIALS SUPPLIED & INSTALLED BY CONTRACTOR. SEE SPLICE CONNECTION DETAIL FOR MORE INFORMATION.

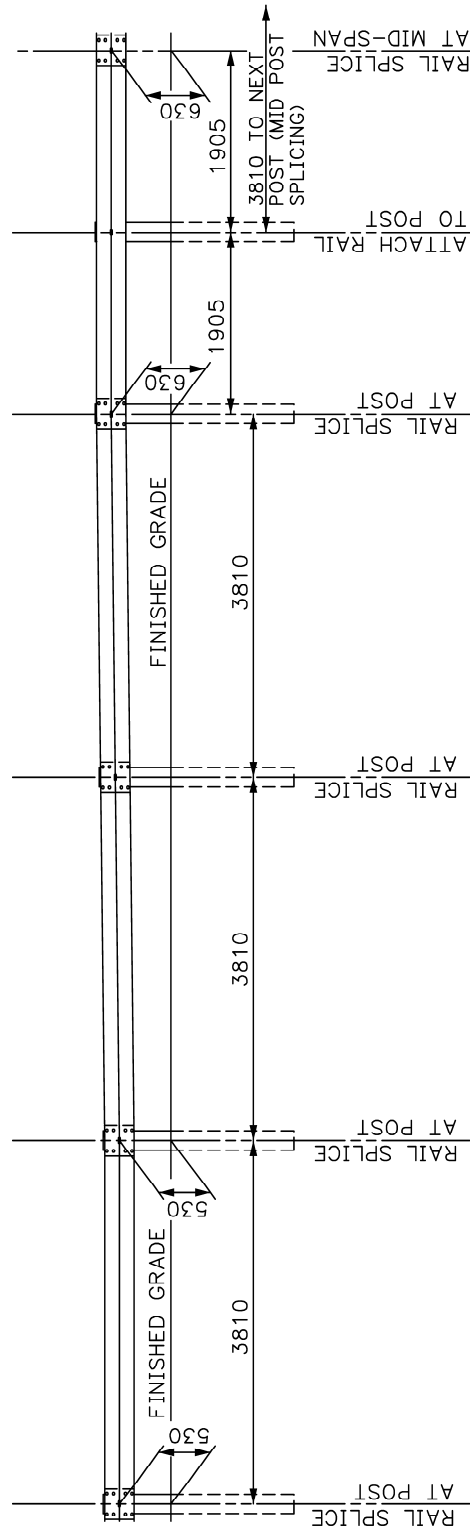


Guide Rail / Structure Details – 630 Height

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



NOTES:

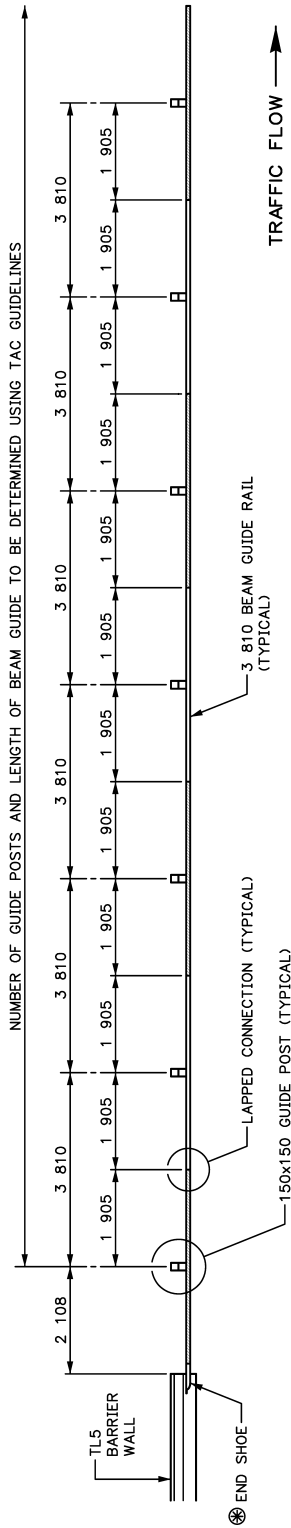
1. SEE APPROPRIATE GUIDE RAIL STANDARD DRAWING(S) FOR DETAIL NOT SHOWN.
2. LAP GUIDE RAIL IN DIRECTION OF ADJACENT TRAFFIC.
3. GUIDE RAIL HEIGHT MEASURED FROM FINISHED GRADE TO CENTER OF BEAM GUIDE RAIL.

Guide Rail Hight Conversion

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

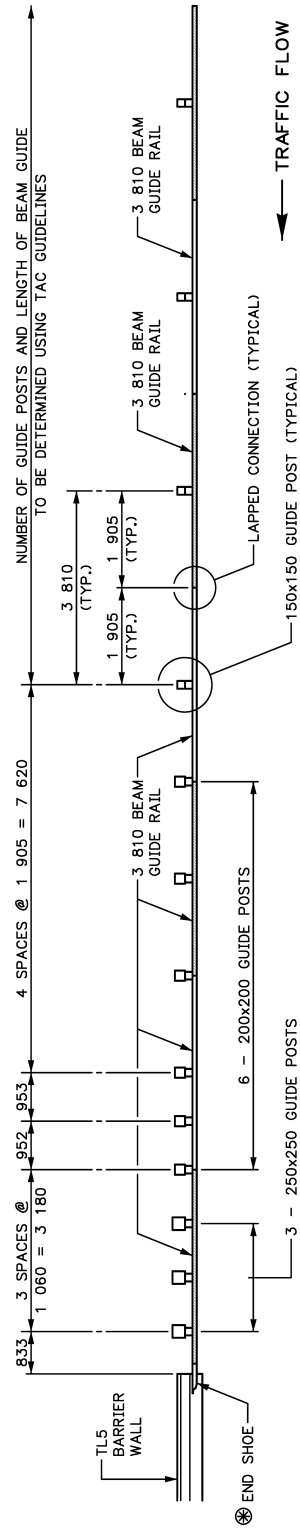
ITEM: 599



**TYPICAL GUIDE POST SPACING: DEPARTING END OF A BRIDGE
(ONE-WAY TRAFFIC ONLY)**

NOTE:
SEE STANDARD DRAWING 510-3
FOR END TERMINATION.

⊗ "ARMTEC" SPECIAL END SHOE, SEE STANDARD DRAWING 512-4.



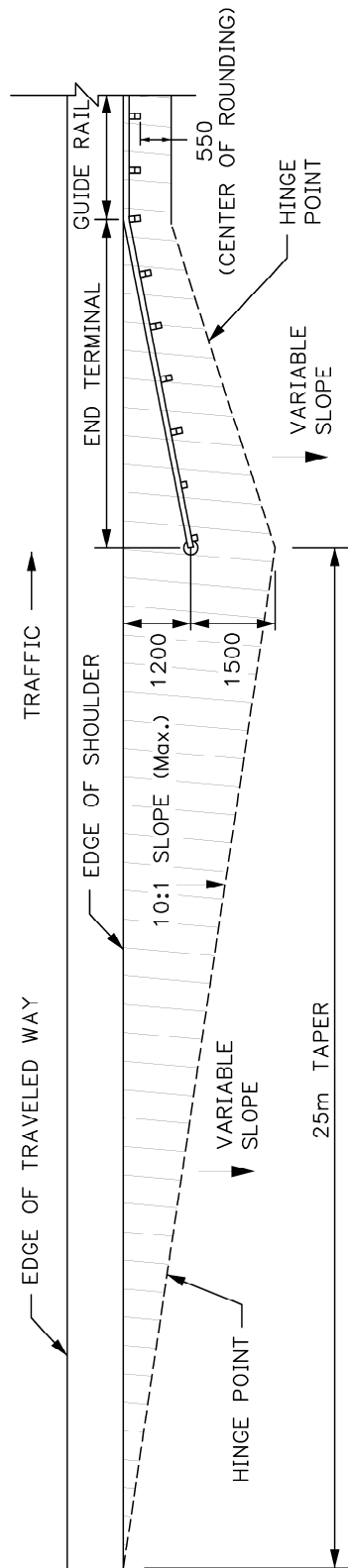
**TYPICAL GUIDE POST SPACING: APPROACHING END OF A BRIDGE
(ONE-WAY AND TWO-WAY TRAFFIC)**

Typical Guide Post Spacing at Structure

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599

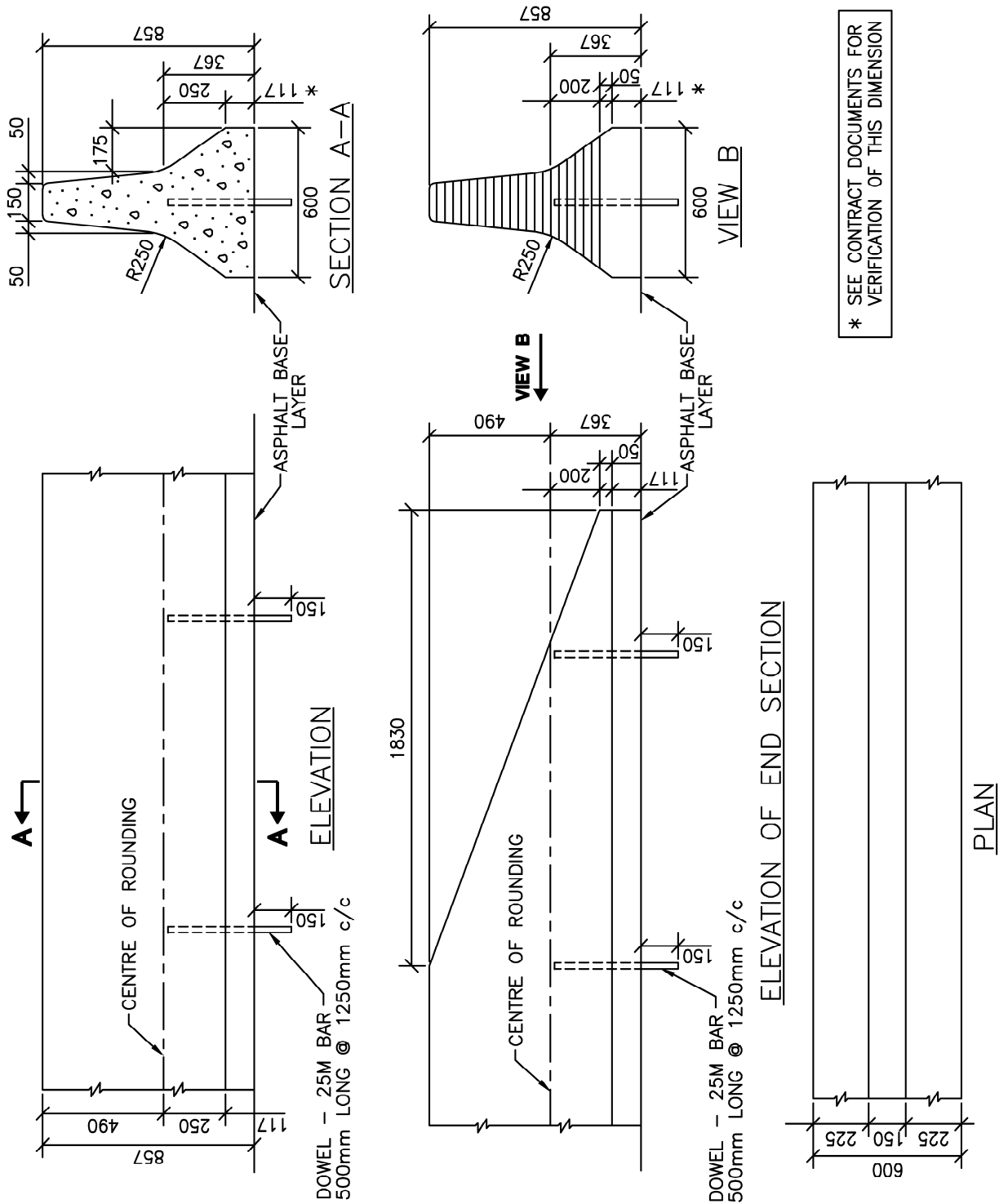


Grading for Flared Energy-Absorbing Guide Rail Terminal (EAGRT) Installation

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

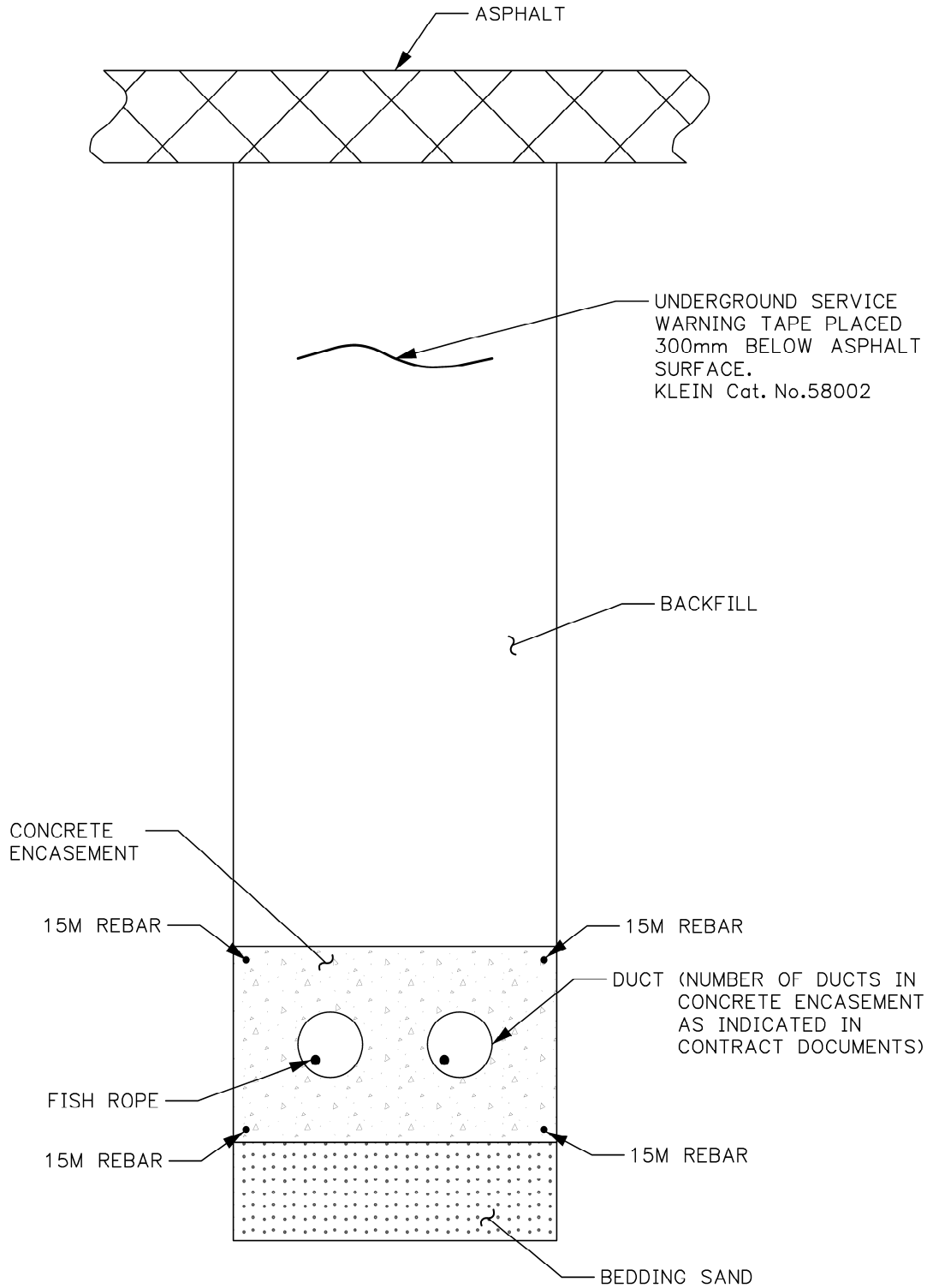


Cast-in-Place Concrete Barrier Details

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599



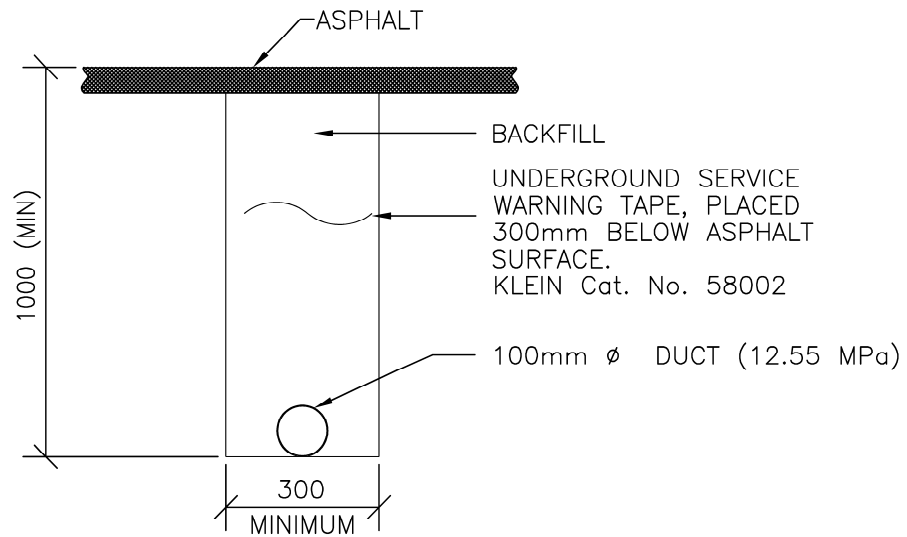
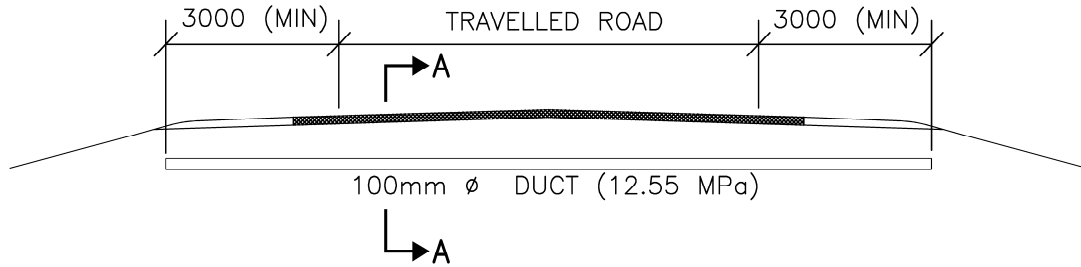
NOTE:
DIMENSIONS SHOWN ON CONTRACT DOCUMENTS.

Concrete Encased Duct Bank System

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599



SECTION A-A

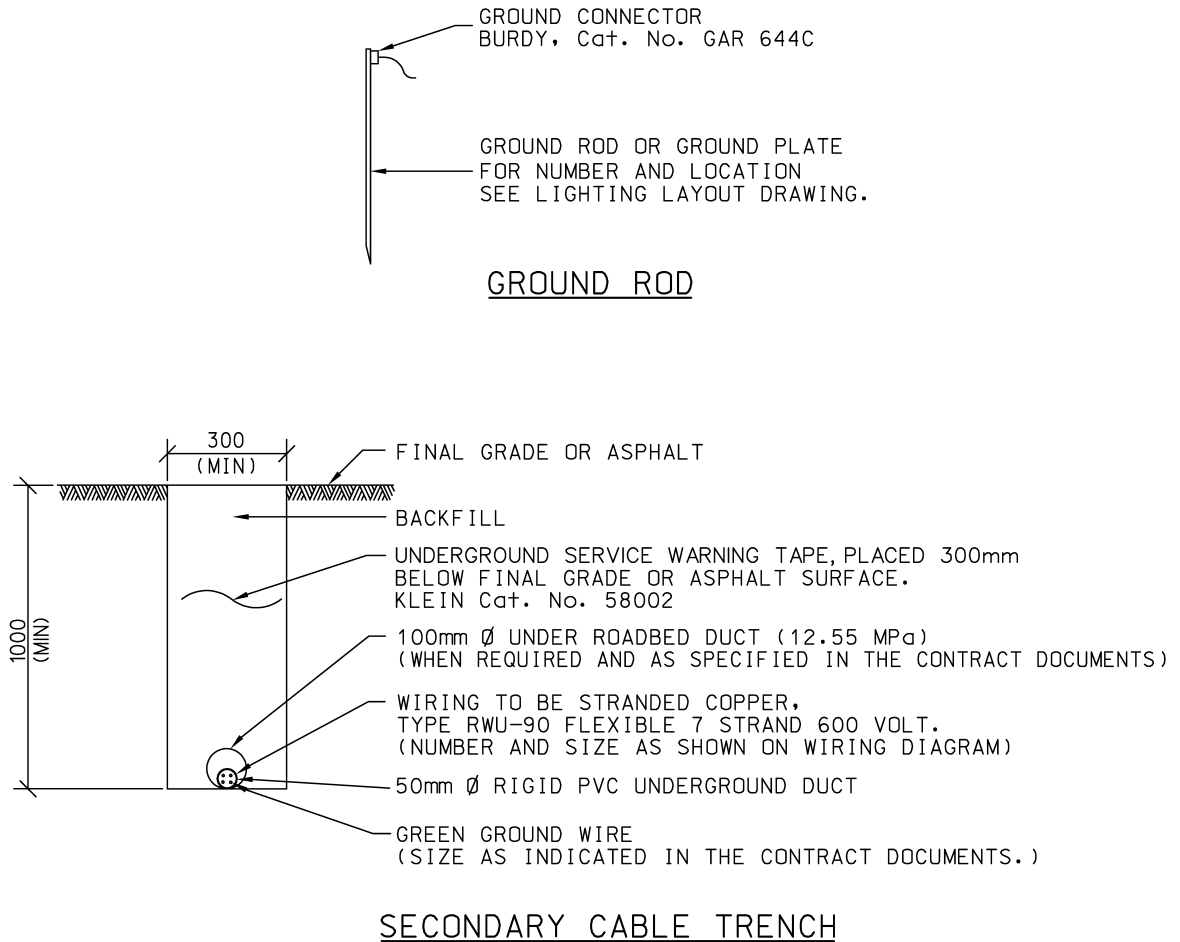
NOTE
WIRING INSTALLED UNDER ITEM 531

Under Roadbed Duct Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



NOTES:

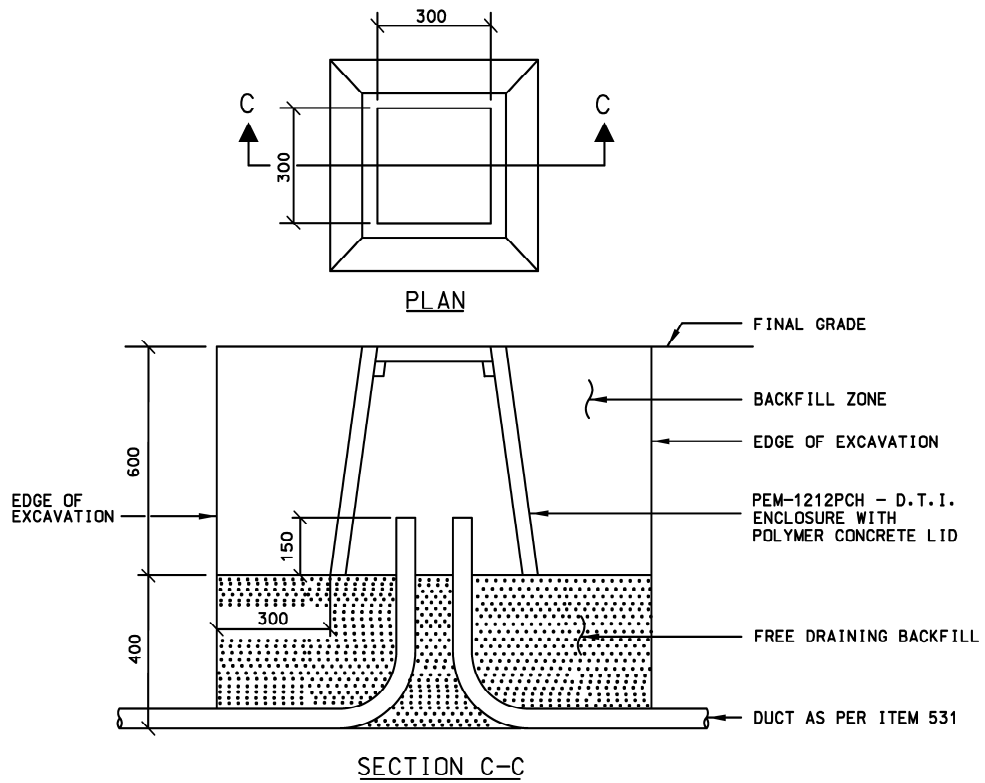
1. CHECK EXISTING AND FUTURE UTILITIES BEFORE COMMENCING EXCAVATION WORK.
2. BEFORE ANY TRENCHING TO POWER POLES, CHECK WITH NB POWER AND ALIANT FOR EXACT LOCATION.
3. CHECK WITH ALIANT FOR FIBRE-OPTIC CABLE LOCATION. CALL 1-800-332-3333 BEFORE DIGGING.

Underground Duct Details

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599

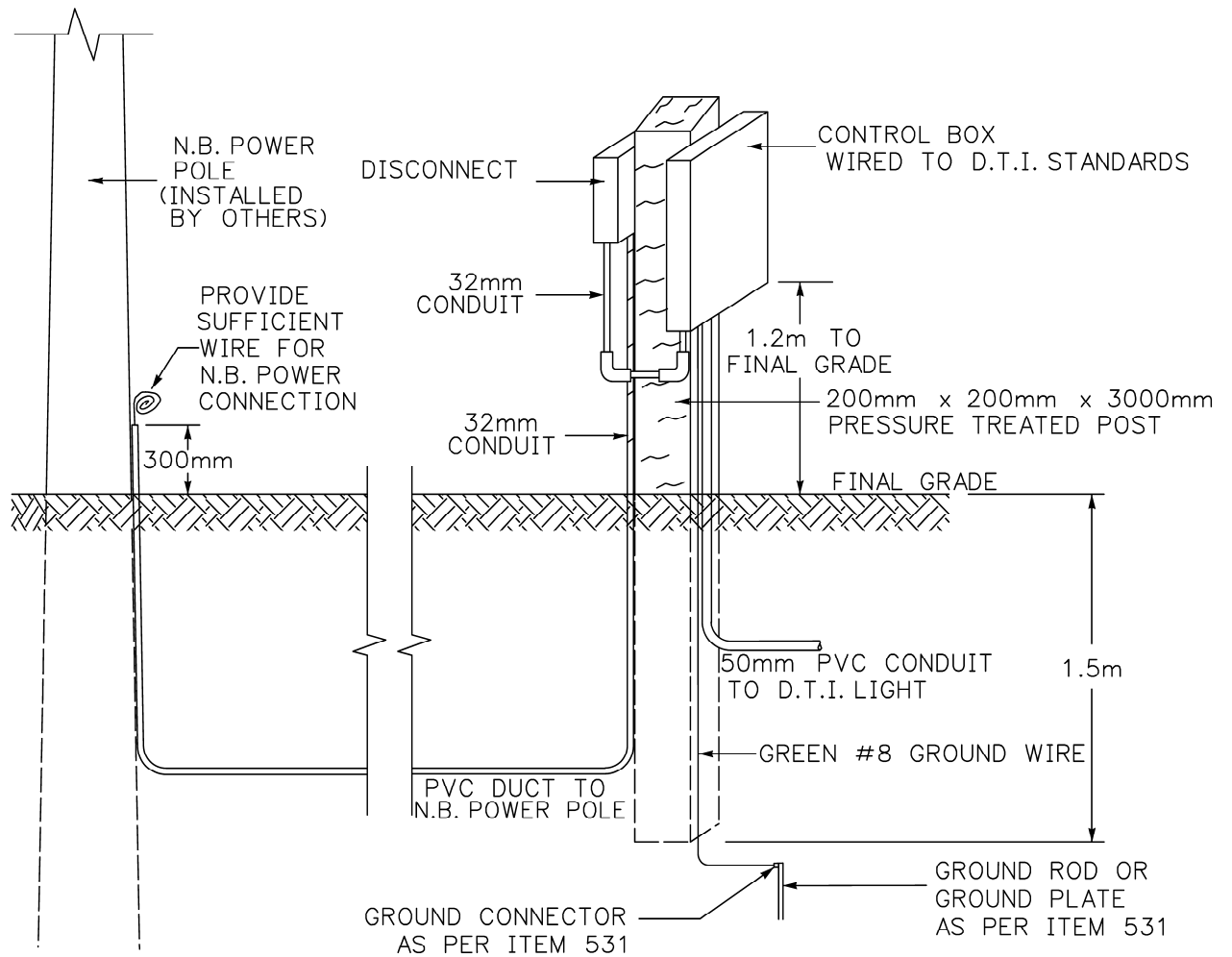


Underground Junction Box Detail

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599

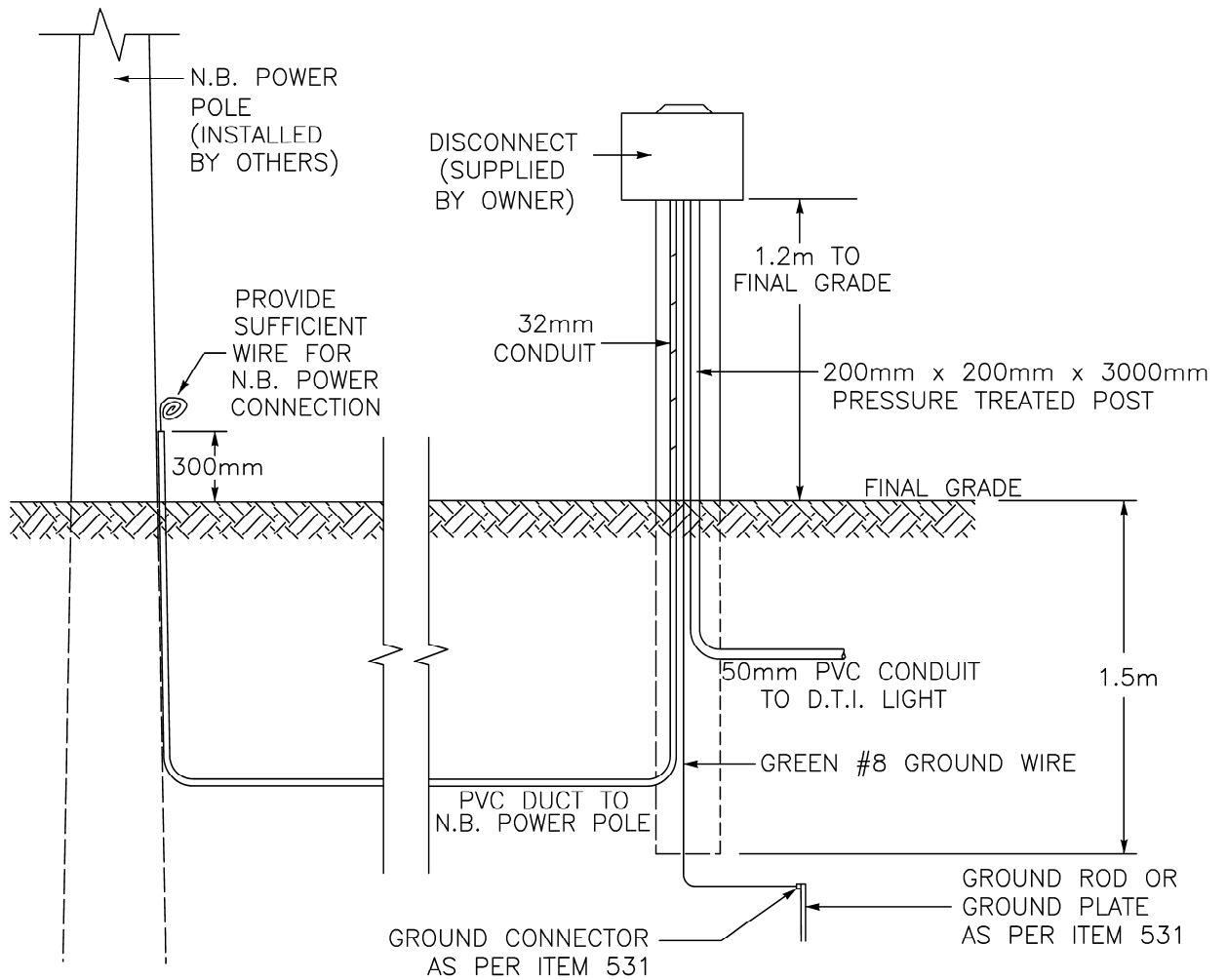


Power Point, Multiple Lights

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599

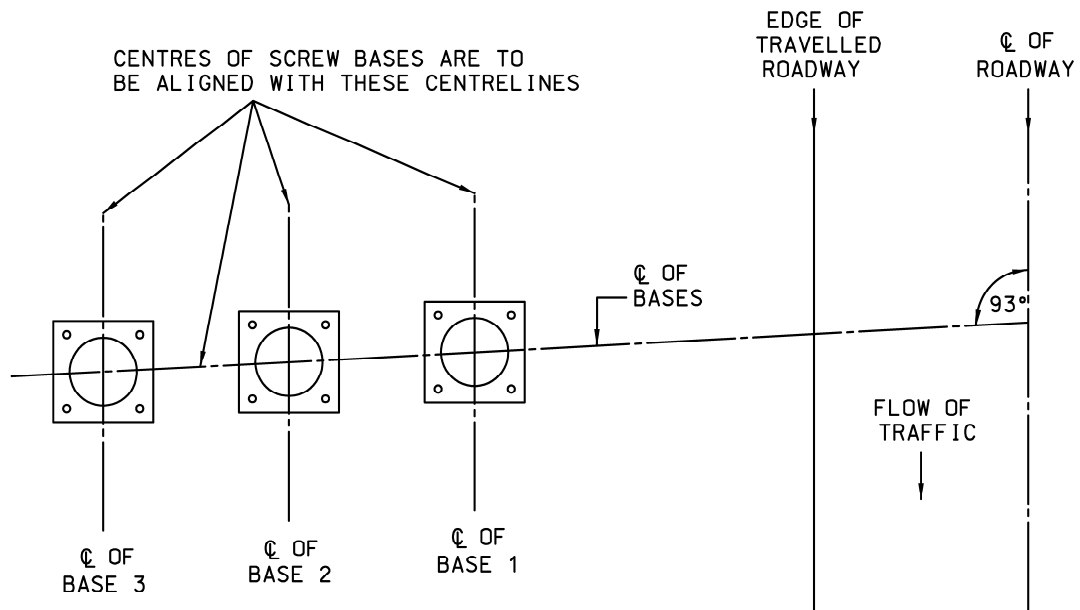
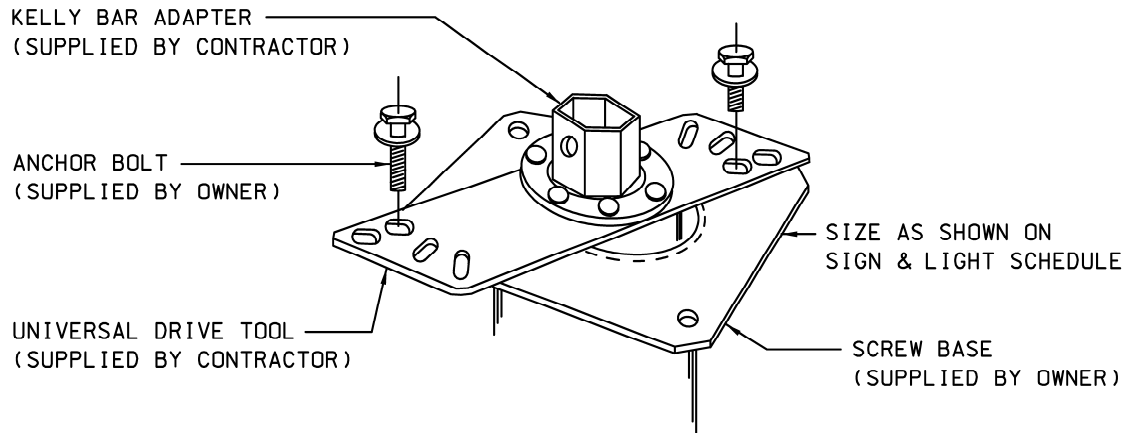


Power Point, Single Light

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599



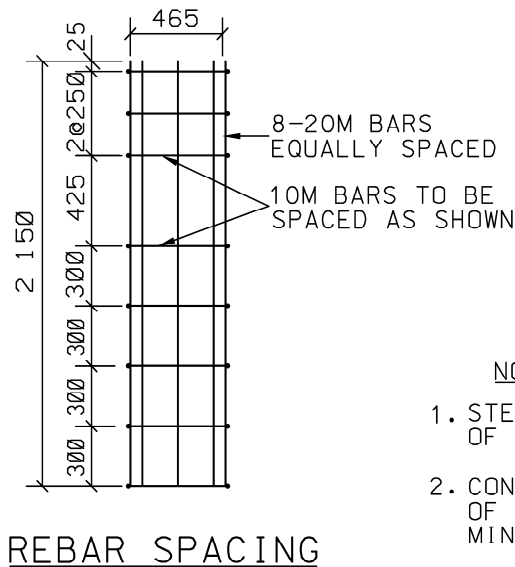
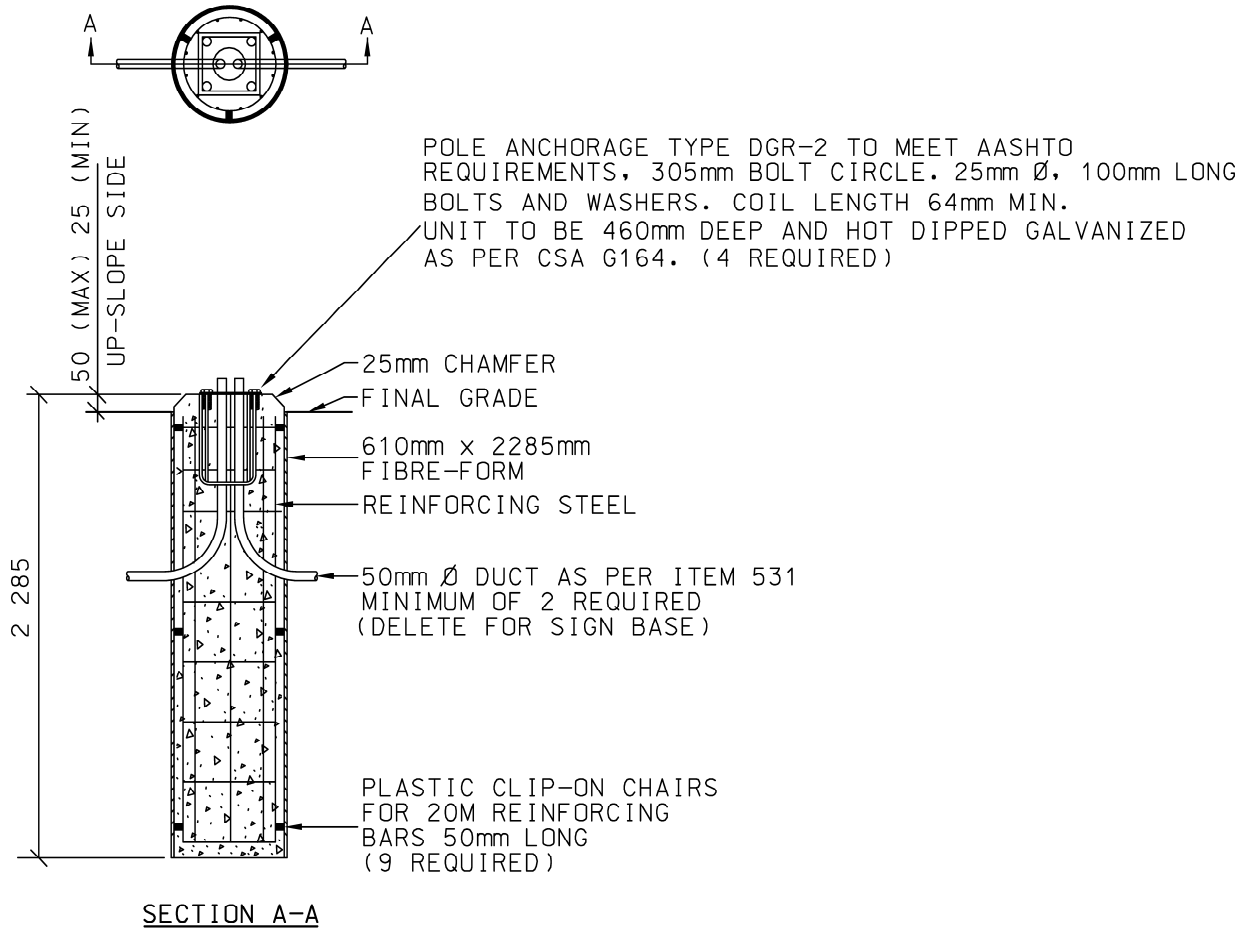
NOTE:
REQUIRED NUMBER OF BASES
INDICATED ON SIGN SCHEDULE

Screw Base Detail

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



NOTE:

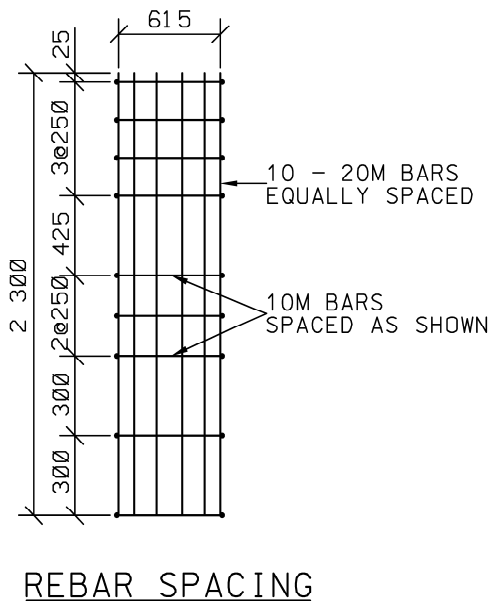
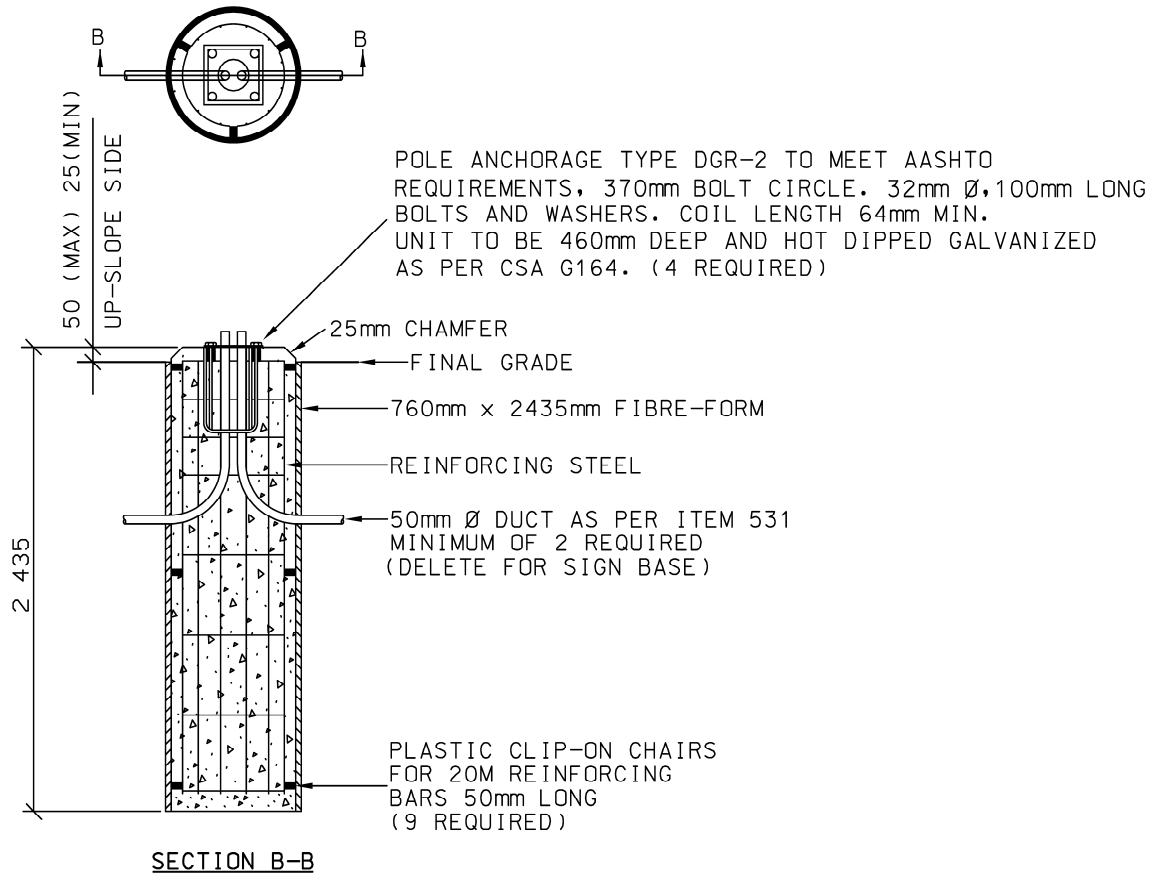
1. STEEL SHALL BE LAPPED MIN. OF 350mm.
2. CONCRETE COVER SHALL BE A MINIMUM OF 40mm ON SIDES & TOP, AND A MINIMUM OF 75mm ON THE BOTTOM.

**Type "E" Sign or Light Base Details
Soil Foundation**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



NOTE:

1. STEEL SHALL BE LAPPED MIN. OF 350mm.
2. CONCRETE COVER SHALL BE A MINIMUM OF 40mm ON SIDES & TOP, AND A MINIMUM OF 75mm ON THE BOTTOM.

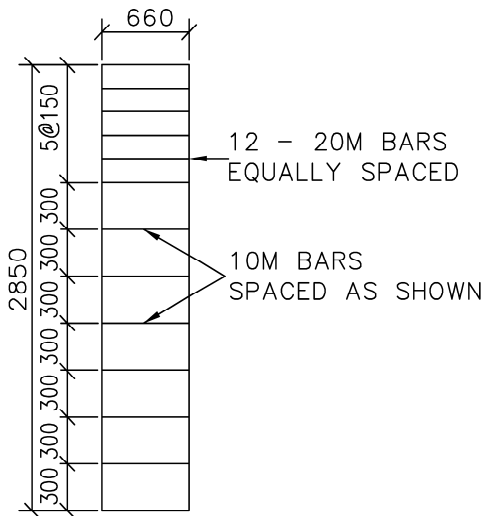
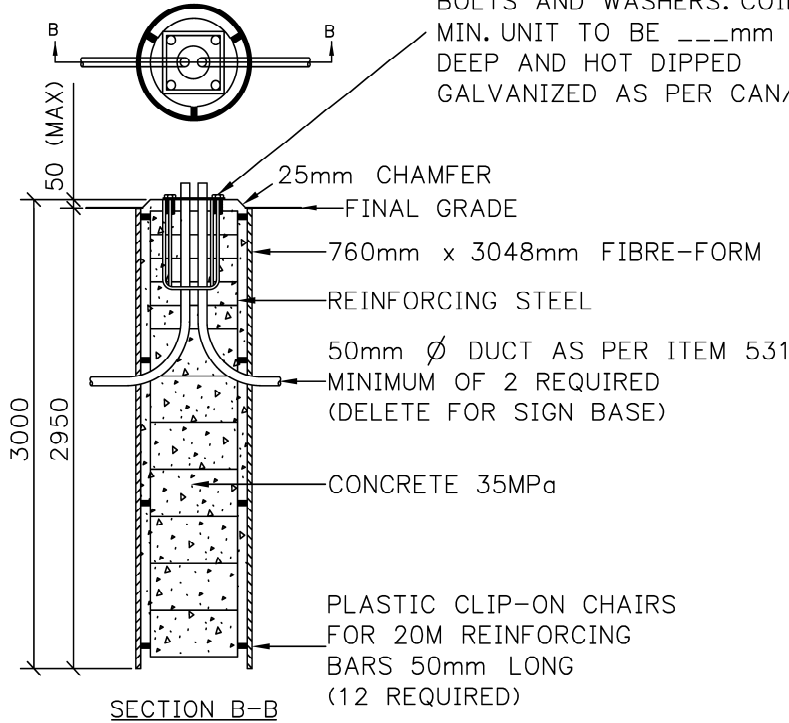
**Type "F" Sign or Light Base Details
Soil Foundation**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

POLE ANCHORAGE NATIONAL CONCRETE
ACCESSORIES (NCA) TYPE DGR-__ __mm
BOLTS CIRCLE. __mm ϕ , __mm LONG
BOLTS AND WASHERS. COIL LENGTH __mm
MIN. UNIT TO BE __mm
DEEP AND HOT DIPPED
GALVANIZED AS PER CAN/CSA G164. (4 REQUIRED)



REBAR SPACING

NOTE:

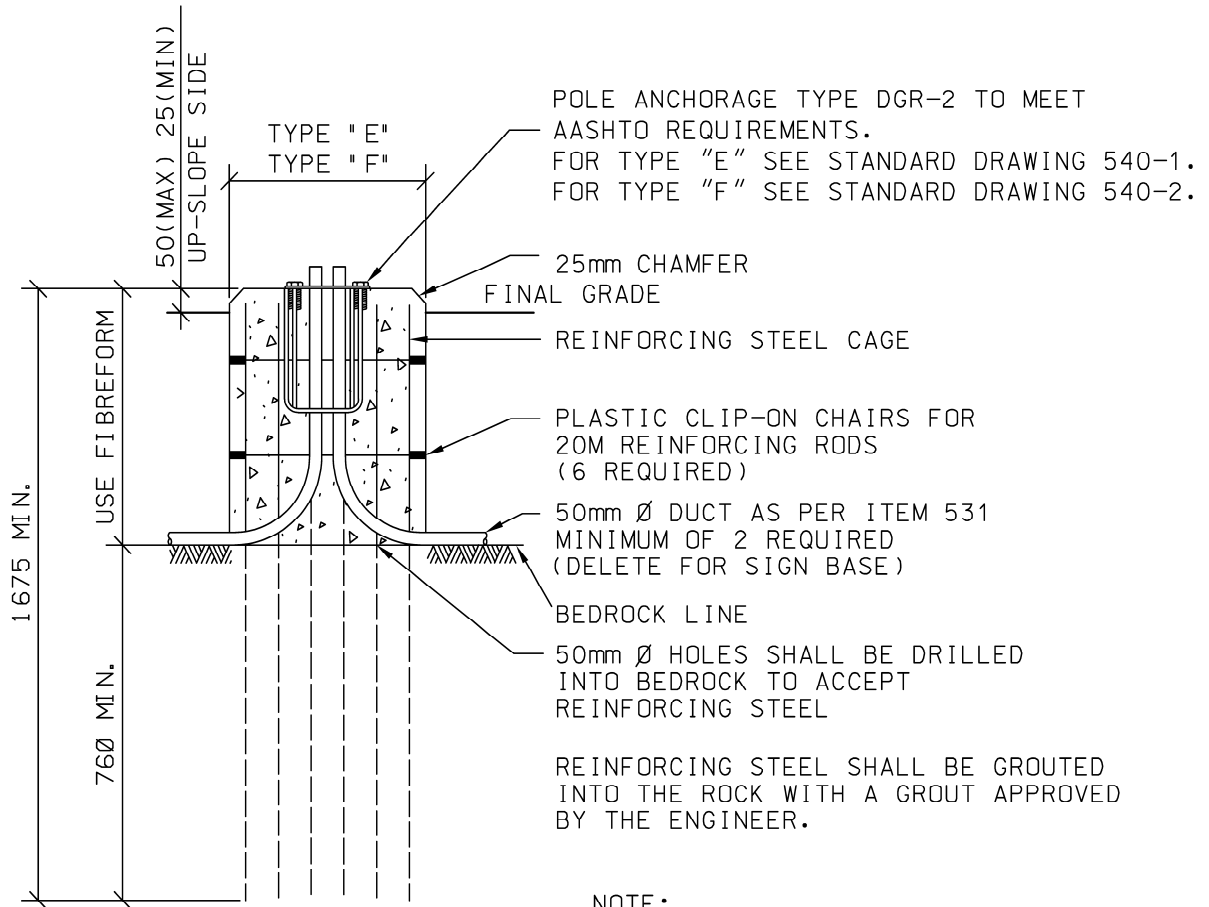
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. STEEL SHALL BE LAPPED MIN. OF 325mm FOR 10M BARS AND 550mm FOR 20M BARS.
3. STEEL SHALL MEET CAN/CSA G30.18-M GRADE 400 AND SHALL BE IN THE FORM OF DEFORMED ROUND BARS
4. CONCRETE COVER FOR REINFORCING STEEL SHALL BE A MINIMUM OF 40mm FOR THE SIDES AND TOP AND 75mm FOR THE BOTTOM.

**Type "G" Sign or Light Base Details
Soil Foundation**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



NOTE:

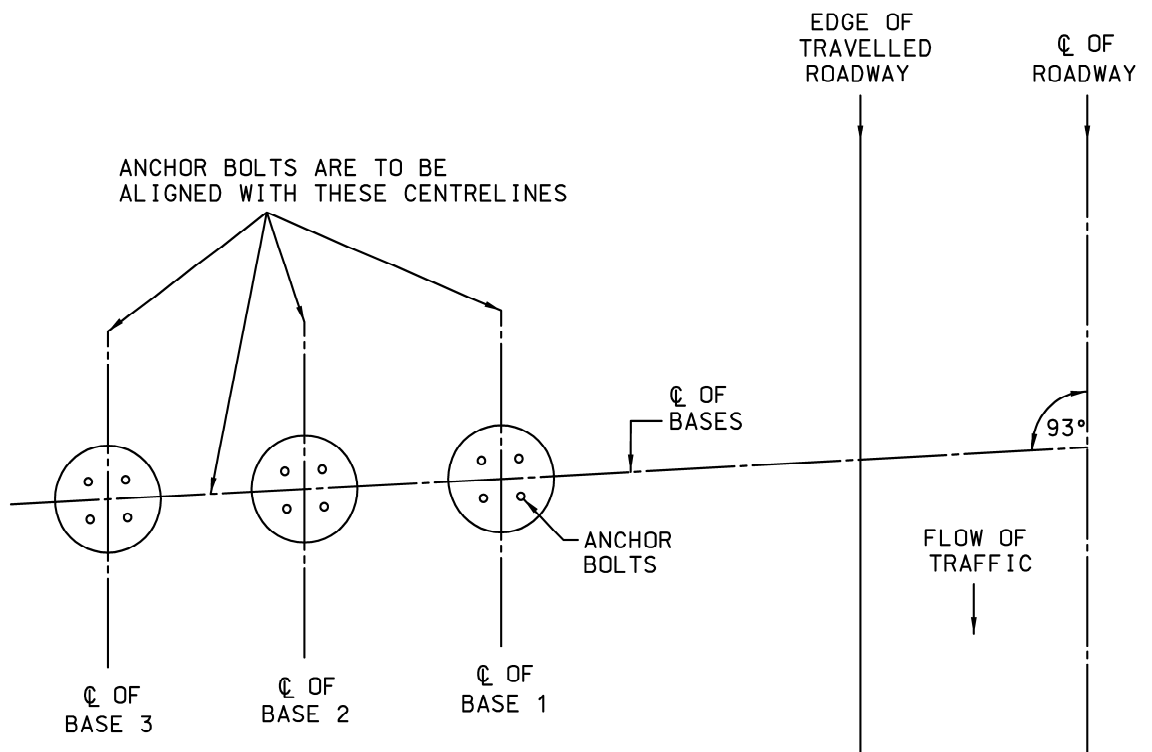
1. STEEL SHALL BE LAPPED MIN. OF 350mm.
2. CONCRETE COVER SHALL BE A MINIMUM OF 40mm ON SIDES & TOP.

**Sign or Light Base Detail
Bedrock Foundation**

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599



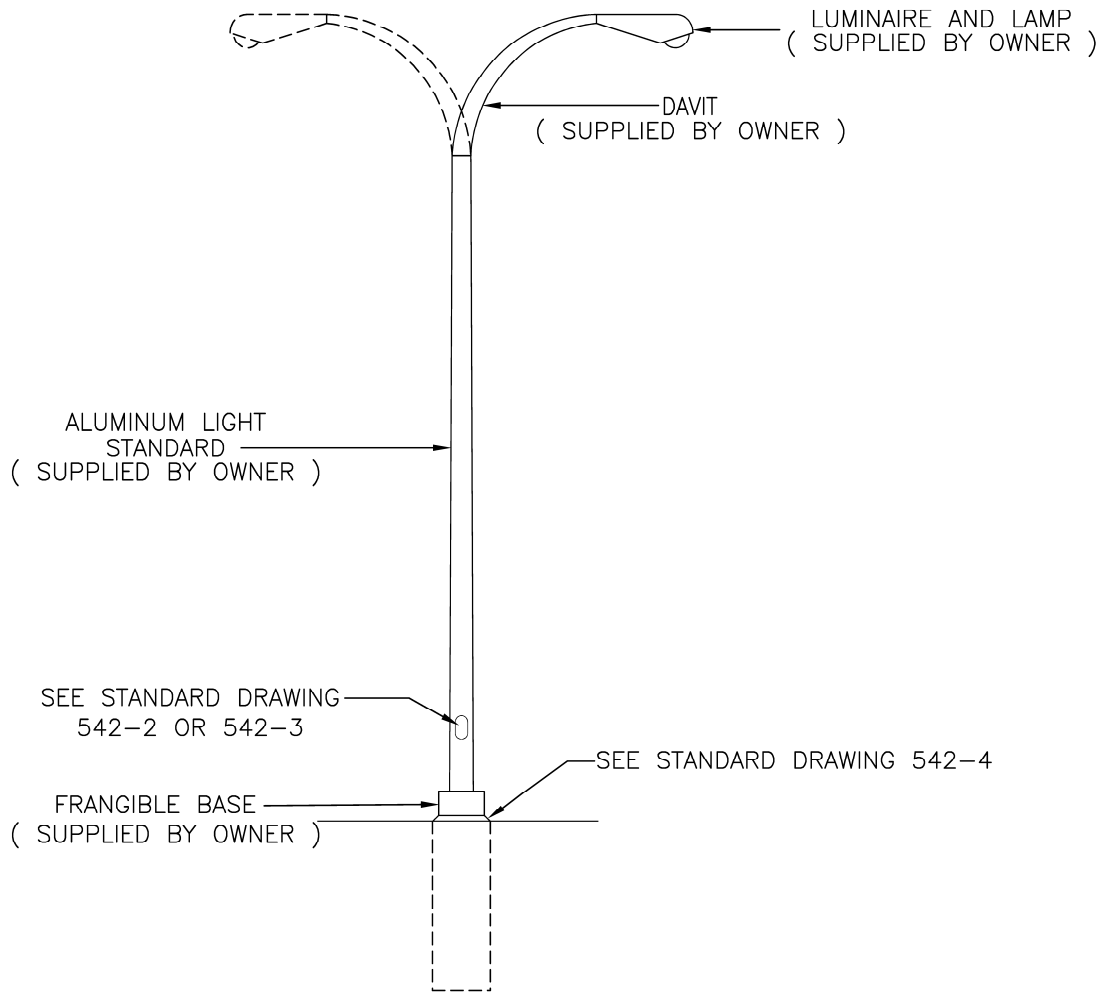
NOTE:
REQUIRED NUMBER OF BASES
INDICATED ON SIGN SCHEDULE

Angulation of Sign Foundations

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

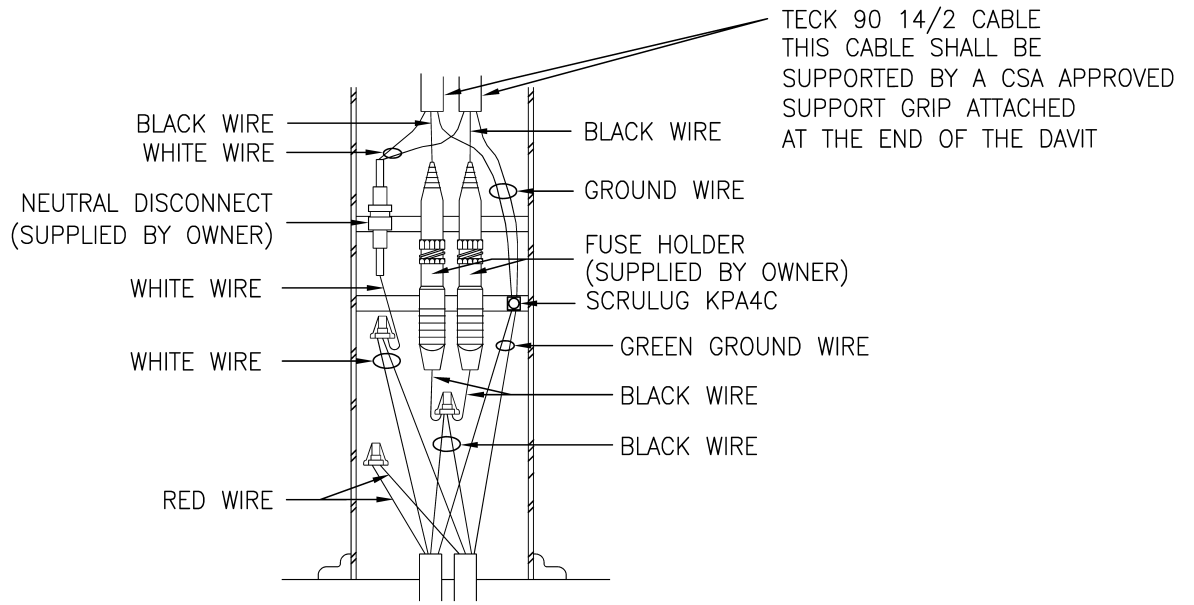


**Light Standard Detail
Single and Double Davit**

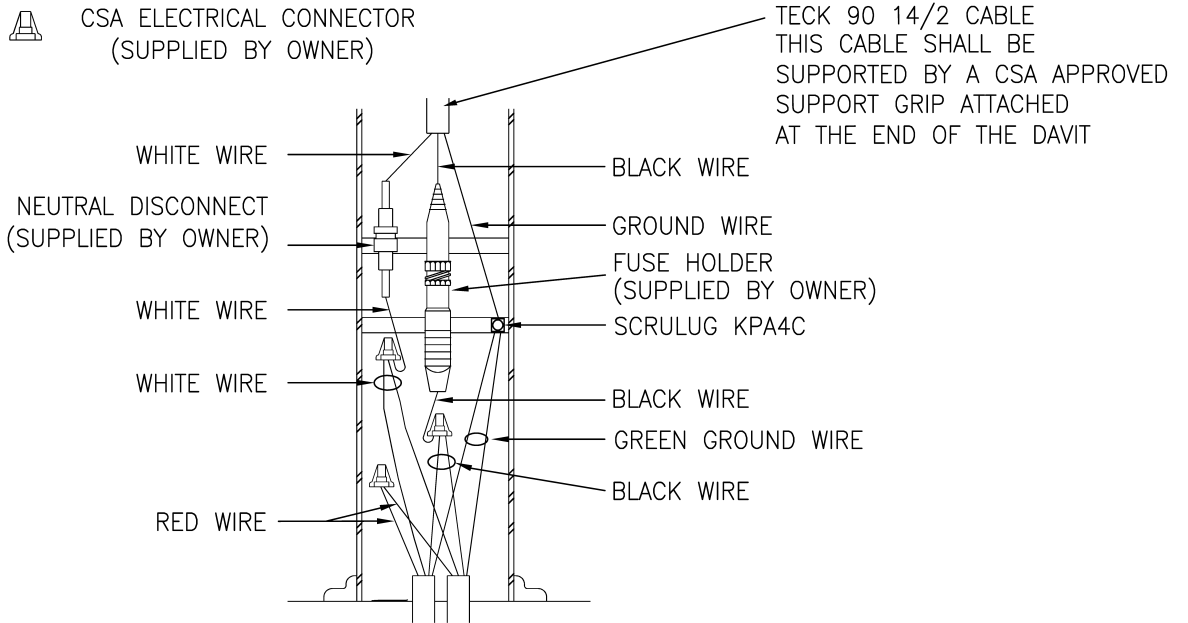
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



120V
TYPICAL CONNECTION FOR
DOUBLE DAVIT ALUMINUM LIGHT STANDARD



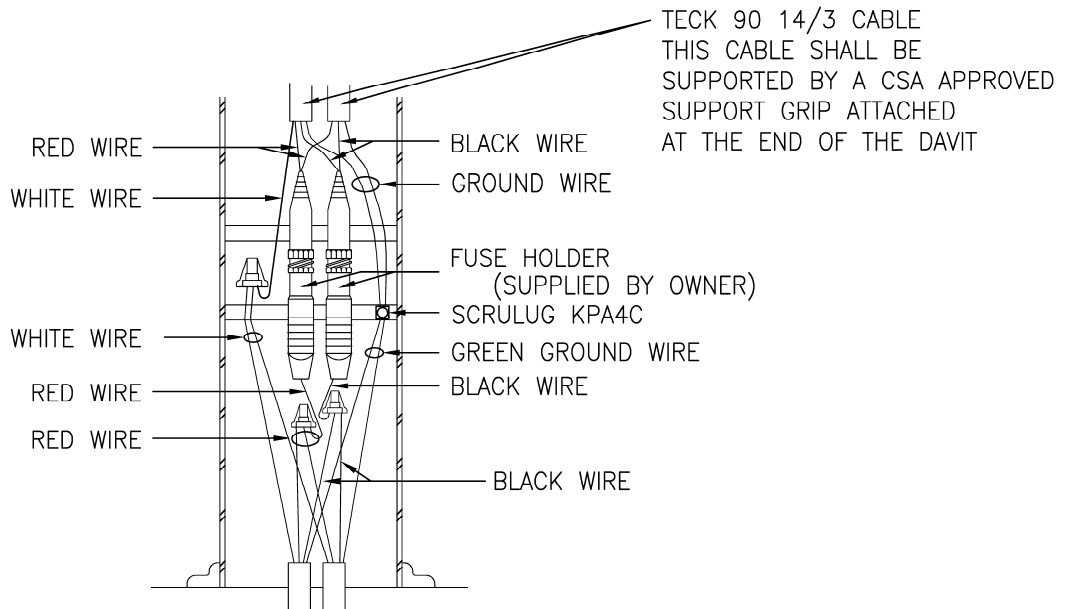
120V
TYPICAL CONNECTION FOR
SINGLE DAVIT ALUMINUM LIGHT STANDARD

**Light Standard Wiring Details
120 volt**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

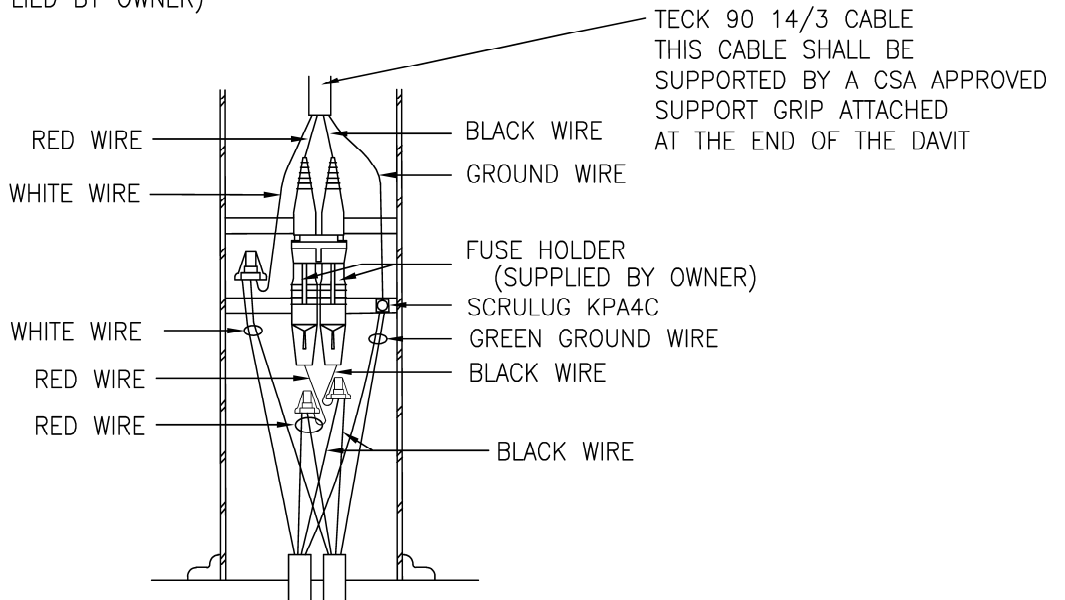
ITEM: 599



240V
TYPICAL CONNECTION FOR
DOUBLE DAVIT ALUMINUM LIGHT STANDARD



CSA ELECTRICAL CONNECTOR
(SUPPLIED BY OWNER)



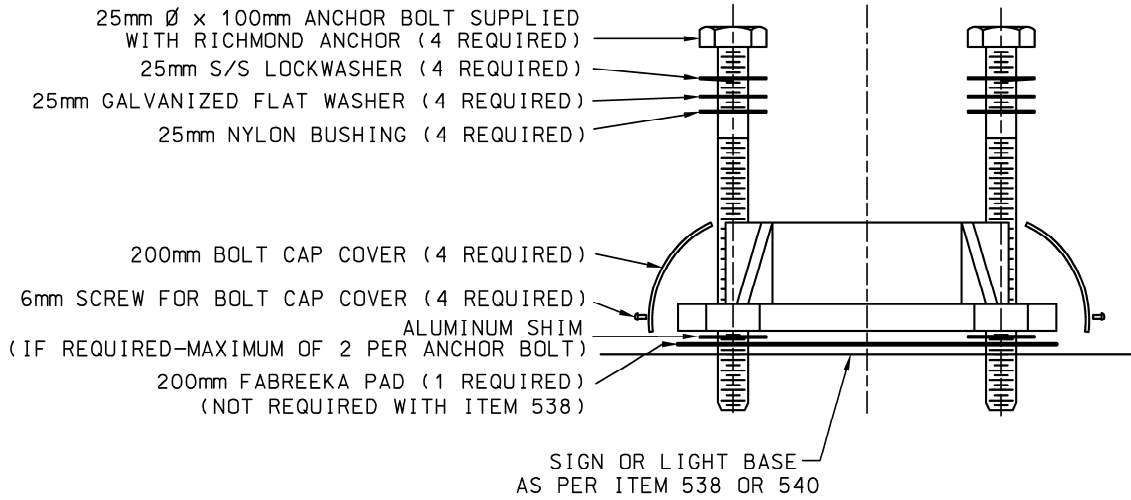
240V
TYPICAL CONNECTION FOR
SINGLE DAVIT ALUMINUM LIGHT STANDARD

**Light Standard Wiring Details
240 volt**

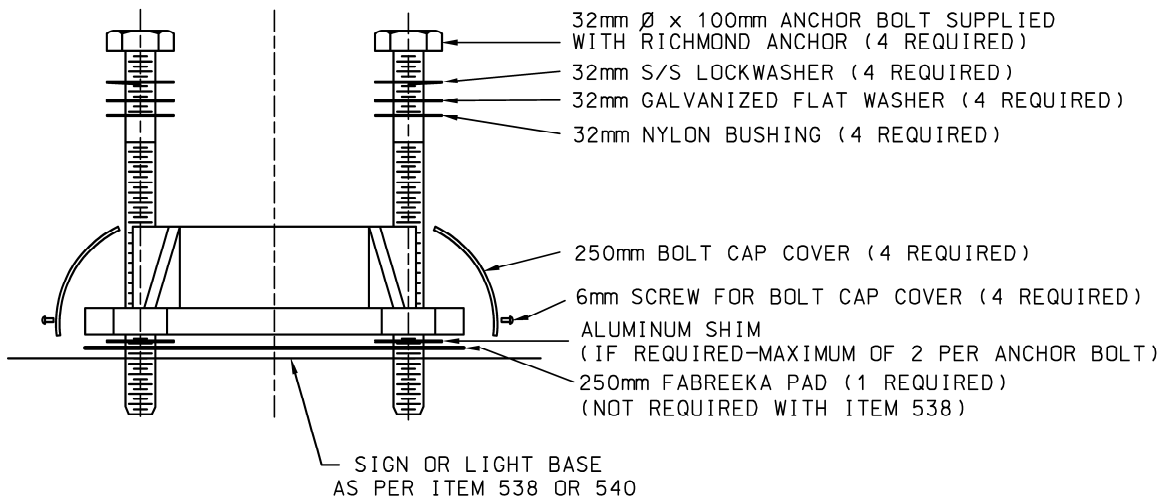
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



MATERIAL FOR A
9.1m AND 10.7m LIGHT STANDARD



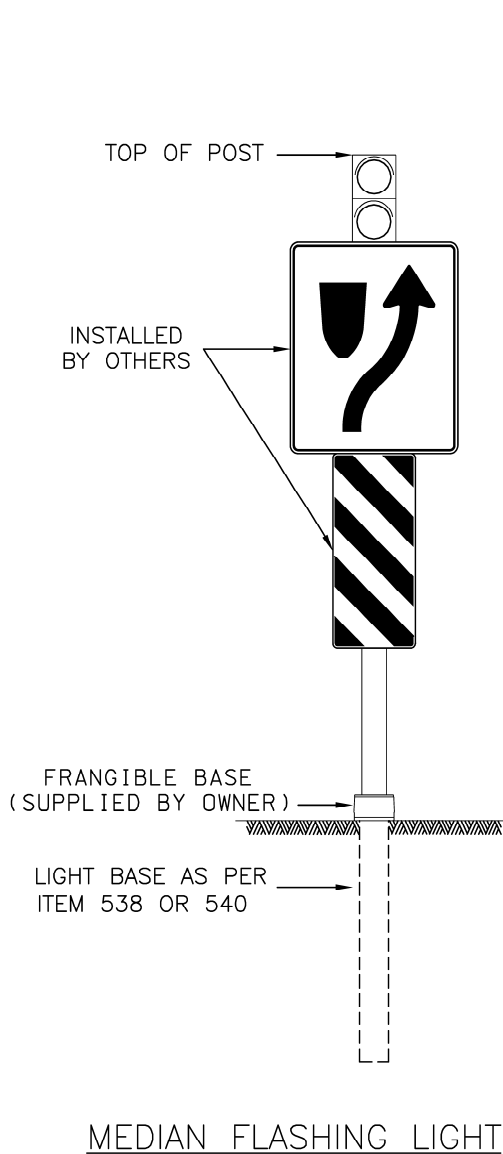
MATERIAL FOR A
12.2m AND 13.7m LIGHT STANDARD

Light Standard Anchor Details

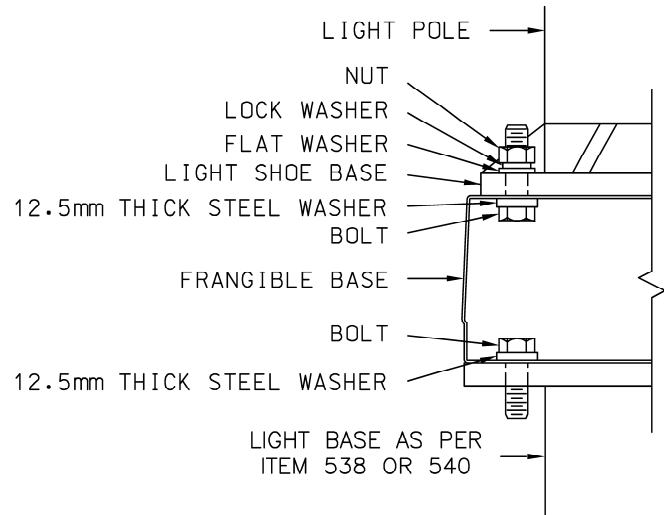
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

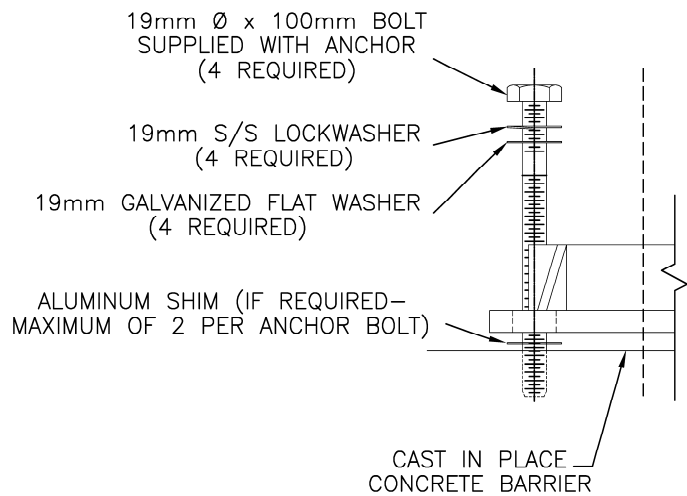
ITEM: 599



LIGHT BASE



MEDIAN BARRIER

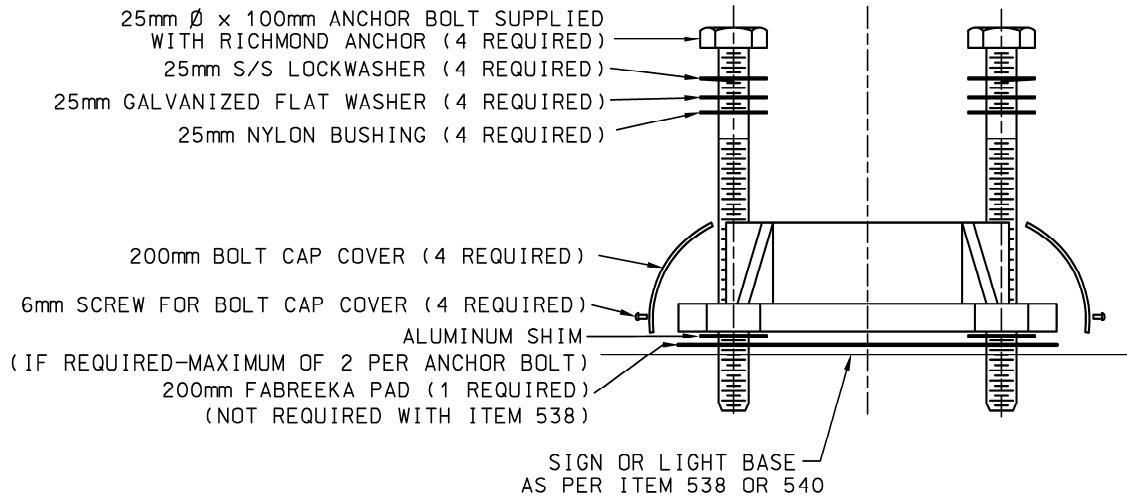


Median Flashing Light Details

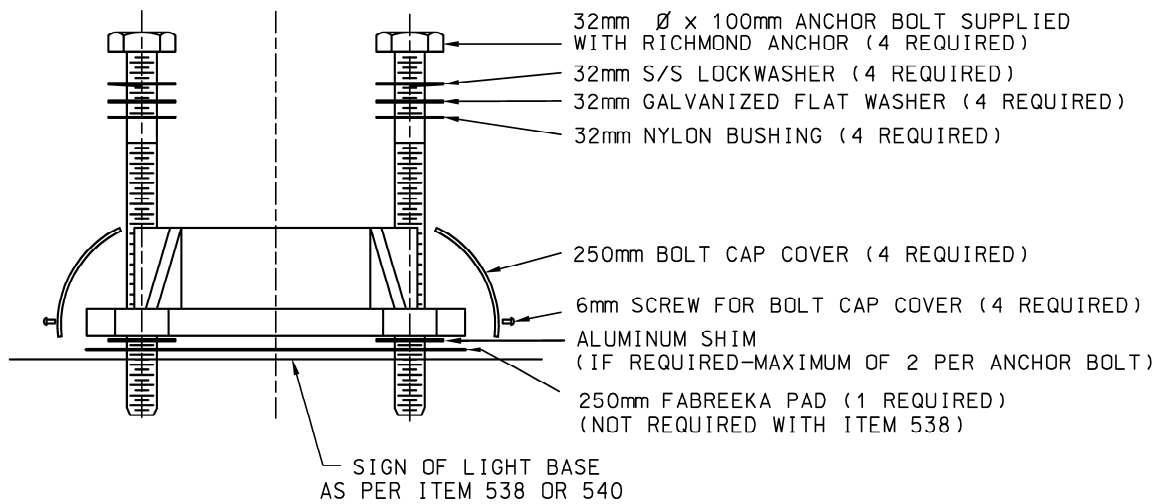
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



MATERIAL FOR A
200mm ALUMINUM SIGN POST



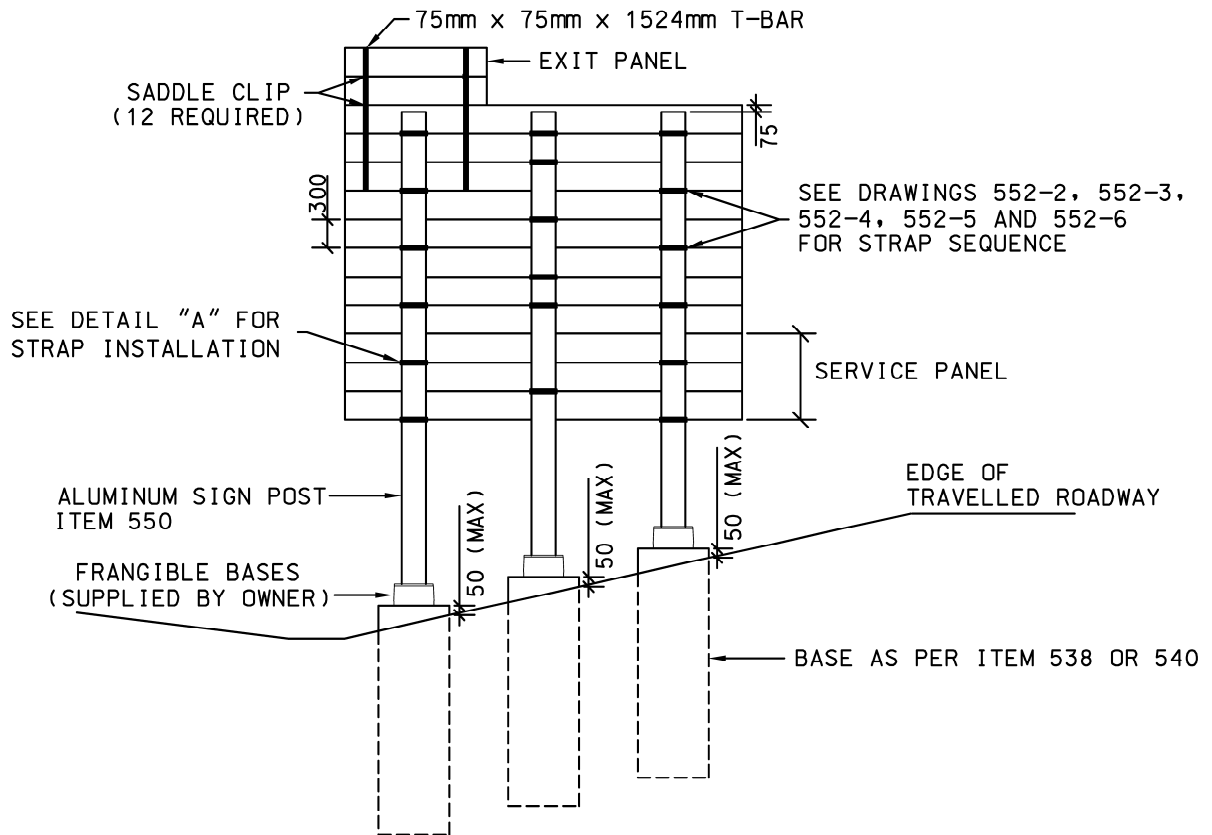
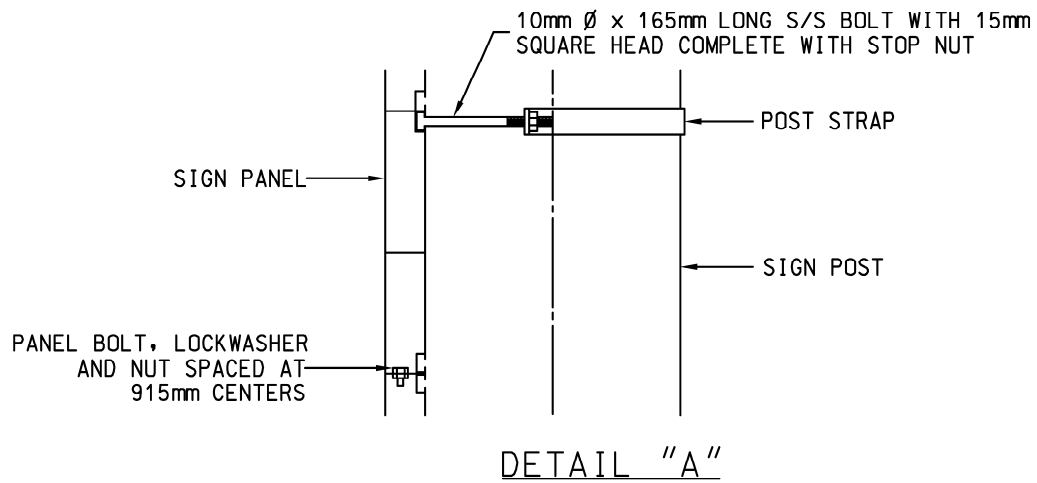
MATERIAL FOR A
250mm ALUMINUM SIGN POST

Roadside Sign Post Anchor Details

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 599

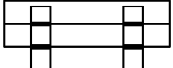
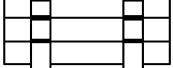
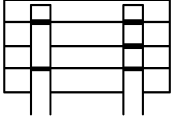
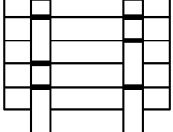
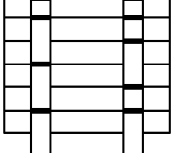
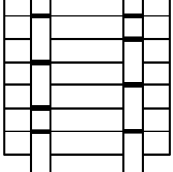
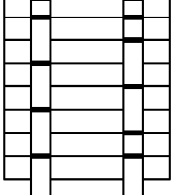
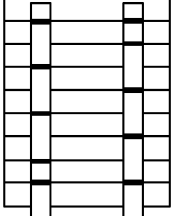


Roadside Sign Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

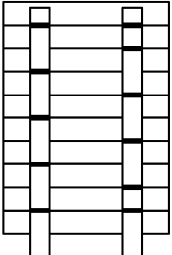
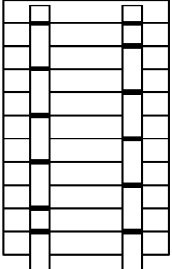
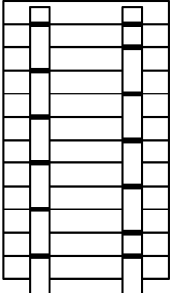
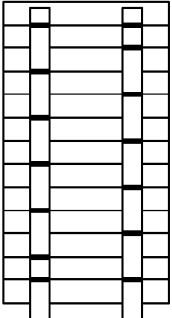
Number of Sign Panels	Number of Straps on First Post	Number of Straps on Second Post	Strap Sequence for Two-Post Signs	Strap Sequence for Third and Fourth Post
2	2	2		
3	2	2		
4	3	2		
5	3	3		
6	4	3		
7	4	4		<p>Regardless of the number of panels, the strap sequence of the third post shall be the same as that of the first post and the strap sequence of the fourth post shall be the same as that of the second post.</p>
8	5	4		
9	5	5		

Roadside Sign Strap Sequence

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

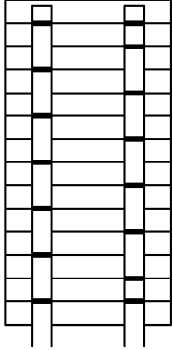
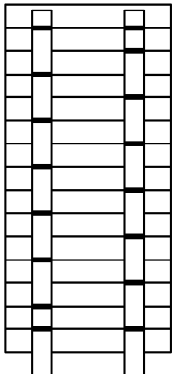
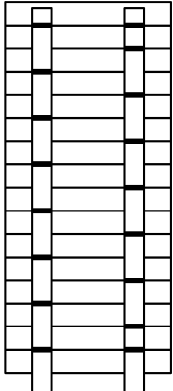
Number of Sign Panels	Number of Straps on First Post	Number of Straps on Second Post	Strap Sequence for Two-Post Signs	Strap Sequence for Third and Fourth Post
10	6	5		<p>Regardless of the number of panels, the strap sequence of the third post shall be the same as that of the first post and the strap sequence of the fourth post shall be the same as that of the second post.</p>
11	6	6		
12	7	6		
13	7	7		

Roadside Sign Strap Sequence

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

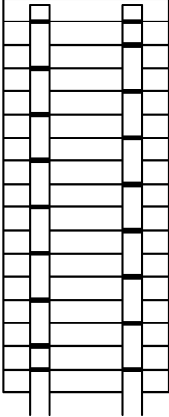
Number of Sign Panels	Number of Straps on First Post	Number of Straps on Second Post	Strap Sequence for Two-Post Signs	Strap Sequence for Third and Fourth Post
14	8	7		<p>Regardless of the number of panels, the strap sequence of the third post shall be the same as that of the first post and the strap sequence of the fourth post shall be the same as that of the second post.</p>
15	8	8		
16	9	8		

Roadside Sign Strap Sequence

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

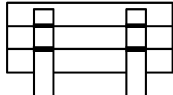
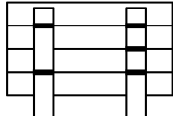
Number of Sign Panels	Number of Straps on First Post	Number of Straps on Second Post	Strap Sequence for Two-Post Signs	Strap Sequence for Third and Fourth Post
17	9	9		<p>Regardless of the number of panels, the strap sequence of the third post shall be the same as that of the first post and the strap sequence of the fourth post shall be the same as that of the second post.</p>

Roadside Sign Strap Sequence

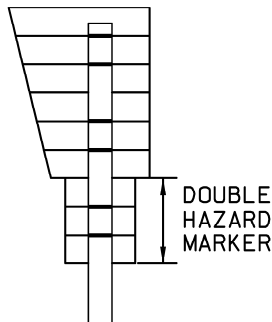
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

Number of Sign Panels	Number of Straps on First Post	Number of Straps on Second Post	Strap Sequence for Two-Post Signs	Strap Sequence for Third and Fourth Post
3	2	2		Regardless of the number of panels, the strap sequence of the third post shall be the same as that of the first post and the strap sequence of the fourth post shall be the same as that of the second post.
4	3	2		

ROADSIDE SIGN SERVICE PANEL STRAP SEQUENCE



NOTE:
OTHER THAN THE GORE EXIT SIGN, ALL SIGNS INSTALLED ON SINGLE POSTS SHALL FOLLOW THE STRAP INSTALLATION OF THE FIRST POST FOR THE SPECIFIED NUMBER OF SIGN PANELS INSTALLED.

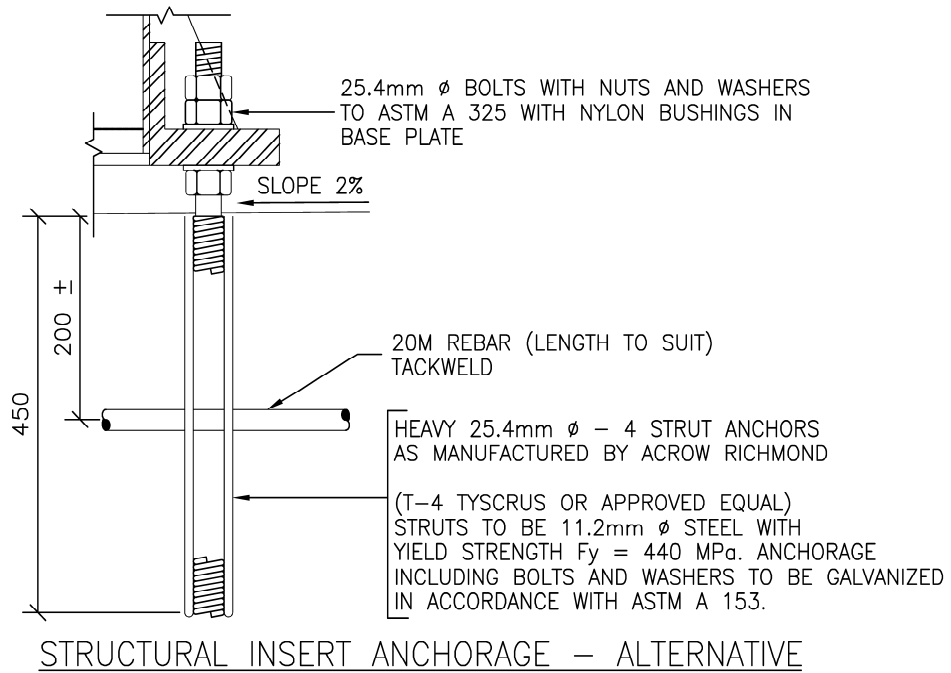
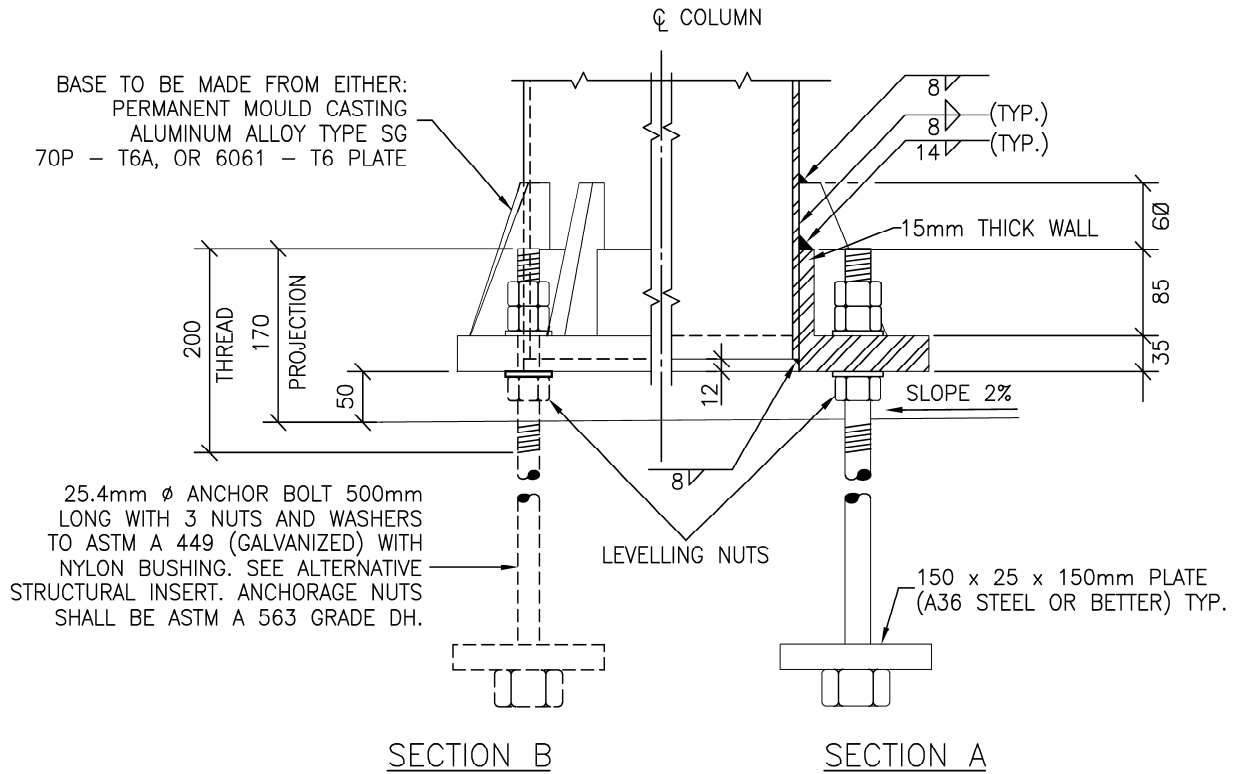
GORE EXIT SIGN STRAP SEQUENCE (SINGLE POST)

Roadside Sign Strap Sequence

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599

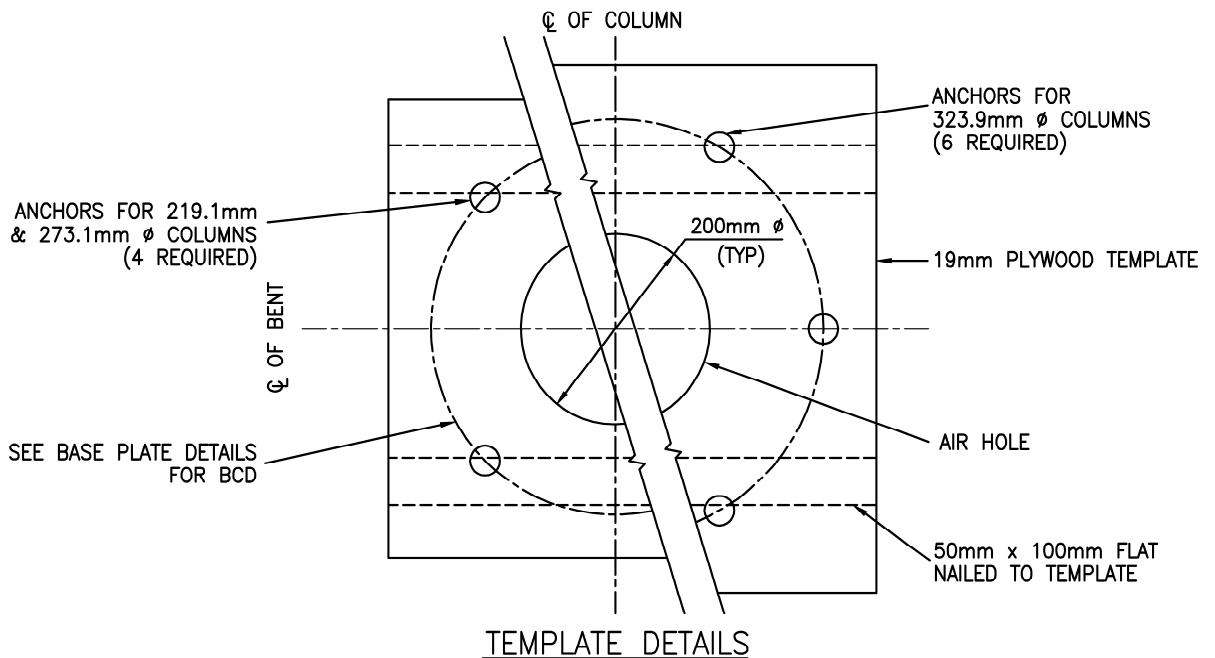
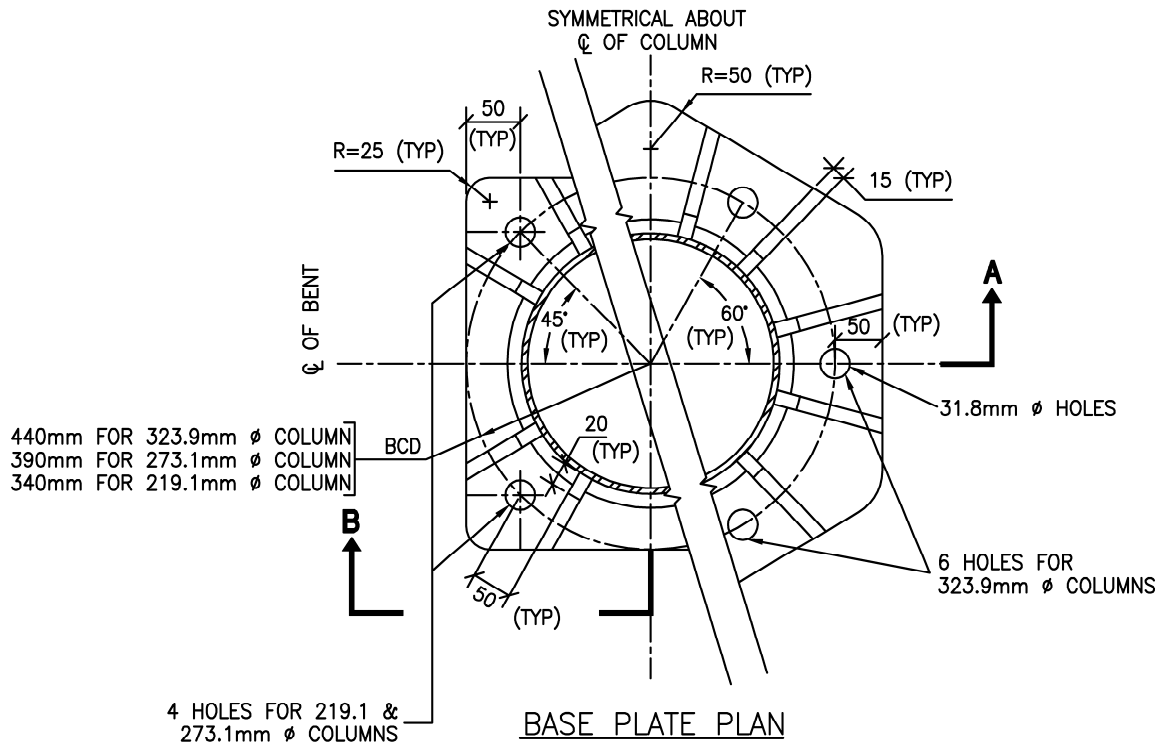


**Overhead Sign Structure Foundation
Anchorage Details**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 599



**Overhead Sign Structure Foundation
Base Plate and Template Details**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 600

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
601	Geotextile	2
602	Sediment Control Fence	2
603	Filter Screen	1
604	Jute Mats	1
605	Erosion Control Structure	3
606	Removal of Erosion Control Structure	1
607	Gabions	2
608	Random Riprap	3
609	Rock Weir	1
610	Armour Stone Protection	2
611	Individual Rock Placement	1
612	Gravel for Fish Habitat	2
613	Topsoil	2
614	Hydroseeding	4
615	Fertilizing	2
616	Mulching	2
617	Root Wads	1
618	Trees and Shrubs	2
620	Temporary Water Barrier	1
621	Temporary Water Control Works	3
622	Fish Rescue	2
623	Culvert Erosion Protection	1
630	Soil Reinforcement	2
631	Sodding	2
632	Hydraulic Ground Cover	4
633	Turf Reinforcement Mat	2
699	Standard Drawings	
	602 - 1 Sediment Control Fence	
	604 - 1 Jute Mat Details	
	605 - 1 Type A - Spillway Structure for Sediment Pond	
	605 - 2 Type A - Spillway Structure Details	
	605 - 3 Type B - Erosion Control Structure for Ditches	
	605 - 4 Type B - Erosion Control Structure Details	
	605 - 5 Type C - Erosion Control Structure for Ditches	
	605 - 6 Type C - Erosion Control Structure Details	

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 600

- 605 - 7 Type D - Erosion Control Structure for Ditches
- 607 - 1 Gabion Backfilling Details
- 609 - 1 Rock Weir Details
- 610 - 1 Armour Stone Protection System Details
- 617 - 1 Root Wad Detail in Pool
- 623 - 1 End Treatment for Culverts \leq 1500mm ID – Roadway
Foreslope 3:1 or Steeper
- 623 - 2 End Treatment for Culverts \leq 1500mm ID – Roadway
Foreslope Flatter Than 3:1

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GEOTEXTILE

ITEM: 601

601.1 DESCRIPTION

601.1.1 This Item consists of the supply and installation of geotextile.

601.2 MATERIALS

601.2.1 All materials shall be supplied by the Contractor.

601.2.2 The plastic yarn of the geotextile and the threads used in sewing operations shall consist of a long chain synthetic polymer composed of at least 85% by mass of propylene, ethylene, ester, amide or vinylidene chloride, and shall contain stabilizers or inhibitors added to the base plastic to make the filaments resistant to deterioration by ultraviolet and heat exposure.

601.2.3 Type N1, N2, N3 and N4 geotextile shall be a pervious sheet of non woven plastic yarn.

601.2.4 Type W1, W2 and W3 geotextile shall be a sheet of woven plastic yarn.

601.2.5 The geotextile shall conform to the requirements as indicated in Table 601-1.

601.2.6 The material shall be handled and protected as per the manufacturer's instructions and recommendations until incorporated into the Work.

601.2.7 Thread for the seams shall be equal to or better than the geotextile in resistance to chemical and biological degradation and both factory and field sewn or sealed seams shall have a grab tensile strength equal to 90% of that of the geotextile.

601.3 SUBMITTALS

601.3.1 The Contractor shall submit, in advance of the Work, a mill certificate for the geotextile to be supplied.

601.3.2 The Contractor shall submit, upon request, the manufacturer's recommended procedures for installation and instructions for handling of the selected geotextile.

601.4 CONSTRUCTION

601.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

601.4.2 The areas to be covered with geotextile shall be prepared by shaping the ground to present a uniform and regular surface free from bumps and depressions.

601.4.2.1 Geotextile shall not be placed on stumps, brush, limbs, ice or other material that may tear or puncture the fabric.

601.4.2.2 The geotextile shall be placed so as to create a surface that is smooth and free of tension stress, folds, wrinkles, and creases.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GEOTEXTILE

ITEM: 601

**Table 601-1
Requirements Of Non-Woven and Woven Geotextiles**

Property (Note 1)	Unit	ASTM	Type Of Fabric						
			N1	N2	N3	N4	W1	W2	W3
Tearing Strength (Trapezoid Method)	N	D4533	160	250	310	500	200	500	625
Grab Tensile Strength (Both Directions)	N	D4632	400	600	790	1200	400	1200	1500
Elongation At Break	%	D4632	50	50	50	50	25 max.	25 max.	25 max.
Apparent Opening Size	µm	D4751	50 to 250	50 to 250	50 to 250	50 to 250	840 max.	Note 2	Note 2
UV Degradation	% Ret.	D4355					70 min	Note 2	Note 2
Permittivity	Sec ⁻¹	D4491	1.75 to 3.50	1.25 to 2.75	1.00 to 2.50	1.00 to 2.50	0.01 min.	Note 2	Note 2
Thickness	mm								

NOTES: 1) Values above the heavy line are Minimum Average Roll Values (MARV) and unless otherwise noted, values are minimum requirements.

2) Special requirement defined in the Contract Documents.

601.4.3 The manufacturer's installation procedures shall be the standard of installation that shall be applied except as follows:

601.4.3.1 Where more than one width of fabric is used, the fabric shall be joined by sewing or by an overlap of at least 500 mm and all overlap joints shall be securely held in place.

601.4.4 For Roadbed construction, at least 300 mm of fill material shall be kept between Equipment and fabric.

601.4.4.1 In no case shall Equipment travel on uncovered fabric.

601.4.5 The Contractor shall immediately repair damaged geotextile.

601.4.5.1 The damaged area shall be covered with a patch of the same fabric type extending a minimum of one metre beyond the perimeter of the damaged area.

601.5 MEASUREMENT FOR PAYMENT

601.5.1 The Quantity to be measured for payment shall be the number of square metres of area covered with geotextile in accordance with this Item.

601.5.2 Overlapped joints, patches and seams shall be measured as a single layer of fabric.

601.6 BASIS FOR PAYMENT

601.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of geotextile, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SEDIMENT CONTROL FENCE

ITEM: 602

602.1 DESCRIPTION

602.1.1 This Item consists of the supply, installation, maintenance and removal of a sediment control fence.

602.2 MATERIALS

602.2.1 All materials shall be supplied by the Contractor.

602.2.2 The fence may be prefabricated or constructed on site from the specified individual components.

602.2.3 The fabric shall conform to the requirements of 601.2, Type W1, geotextile.

602.2.4 Support posts are to be supplied as indicated on Standard Drawing 602-1.

602.3 SUBMITTALS

602.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

602.4 CONSTRUCTION

602.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

602.4.2 The Contractor shall install additional sediment control fence as directed by the Contractor's on-site environmental representative, as defined in 948.2, when necessary to comply with Item 948, as well as applicable permits and regulations.

602.4.3 The sediment control fence shall be installed as indicated on the Standard Drawing 602-1 and prefabricated sediment control fence shall be installed as per the manufacturer's instructions.

602.4.3.1 In areas of potential sheet flow runoff where construction activity may cause the drainage runoff to transport sediment(s), and the Contract Documents do not provide for sediment control fences in these areas, the Contractor shall ensure that sediment control fences are properly located for effective runoff control.

602.4.4 The Contractor shall maintain the sediment control fence in a functional condition continuously from the time of installation until the completion of the Contract or removal.

602.4.5 The Contractor shall inspect all sediment control fences after each rainfall and at least daily during periods of prolonged rainfall.

602.4.6 The Contractor shall immediately repair any damage to sediment control fences or parts thereof.

602.4.7 The Contractor shall remove retained sediment prior to it having accumulated to a level approximately but not exceeding one-half the height of the fence, and this sediment shall be disposed of at a location at least 30 m away from any watercourse, and in such a manner that the sediment will not be returned to the Work Area or the watercourse; or

602.4.7.1 Subject to the approval of the Engineer, the Contractor may install a second, back up sediment control fence, at his/her own expense.

602.4.8 The Contractor shall remove all sediment control fence and the time of such removal shall be subject to the Engineer's approval but in all cases shall occur prior to the completion of the Contract.

602.4.8.1 Sediment control fence removed shall become the property of the Contractor and shall be disposed of outside the Work Site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SEDIMENT CONTROL FENCE

ITEM: 602

602.4.8.2 If the Engineer notifies the Contractor in writing, prior to the completion of the Contract, that all or any part of the sediment control fence is to remain in place, the Contractor shall be deemed to have completed her/his obligations for that portion of the sediment control fence under this Item and the sediment control fence shall become the property of the Owner.

602.4.9 At the time of removal, the Contractor shall excavate any remaining sediment and dispose of it at a location at least 30 m from any watercourse, and in such a manner that the sediment will not be returned to the Work Area or the watercourse and shall dress and seed the area of the removed fence and sedimentation, to the satisfaction of the Engineer.

602.5 MEASUREMENT FOR PAYMENT

602.5.1 The Quantity to be measured for payment shall be the number of linear metres of sediment control fence supplied, installed, maintained and removed in accordance with this Item.

602.6 BASIS OF PAYMENT

602.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FILTER SCREEN

ITEM: 603

603.1 DESCRIPTION

603.1.1 This Item consists of the design, supply, installation, maintenance, and removal of a filter screen.

603.2 MATERIALS

603.2.1 All materials shall be supplied by the Contractor.

603.2.2 The filter screen shall utilize, as a minimum requirement, geotextile meeting the requirements of 601.2, Type N4.

603.2.3 The material shall be handled and protected as per the manufacturer's instructions and recommendations until incorporated into the Work.

603.3 SUBMITTALS

603.3.1 The Contractor shall submit a detailed design in accordance with Item 956.

603.3.1.1 The purpose of the filter screen is to provide an effective barrier to sediment (silt and other fine particulate matter) from migration off site and is to be constructed in such a manner so as to be effective over the entire water depth.

603.3.1.2 The barrier must be able to withstand all-natural forces and the predictable weather conditions specific to the site where installed.

603.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

603.4 CONSTRUCTION

603.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

603.4.2 The Contractor shall construct the filter screen per the design submitted under 603.3.1.

603.4.3 The portion of the geotextile located along the bottom of the watercourse shall be held in place in such a manner that water cannot pass between the bottom line of the geotextile and the bed of the watercourse.

603.4.4 The geotextile is to form a continuous sheet and the seams are to be constructed with materials and in a manner that conforms with the manufacturer's instructions.

603.4.5 The Contractor shall maintain the filter screen in a functional manner throughout the period applicable.

603.4.6 The Contractor shall remove from the watercourse all materials and associated Structures or related items, pertaining to the filter screen, following notification to and approval from the Engineer.

603.5 MEASUREMENT FOR PAYMENT

603.5.1 The Quantity to be measured for payment shall be the number of linear metres of filter screen designed, supplied, installed, maintained, and removed in accordance with this Item.

603.6 BASIS OF PAYMENT

603.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

JUTE MATS

ITEM: 604

604.1 DESCRIPTION

604.1.1 This Item consists of the supply and installation of jute mats as a ditch liner.

604.2 MATERIALS

604.2.1 All materials shall be supplied by the Contractor.

604.2.2 Jute mats shall be made of unbleached, loosely twisted jute yarn 3 to 5 mm in diameter, woven to mesh openings of approximately 20 mm.

604.2.3 Mats shall be a minimum of 1.2 m in width and shall have an average unit shipping weight of 500 g/m².

604.2.4 Staples shall have the approximate dimensions as indicated on Standard Drawing 604-1.

604.3 SUBMITTALS

604.3.1 The Contractor shall submit, upon request, the manufacturer's certification that the materials being supplied meet the specified requirements.

604.3.2 The Contractor shall submit the manufacturer's recommended procedures for installation of the materials.

604.3.3 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

604.4 CONSTRUCTION

604.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

604.4.2 Jute Mats shall be installed as indicated on Standard Drawing 604-1 and in accordance with the manufacturer's procedures.

604.4.3 Jute mats shall be installed along the full length of all CE ditches and all topsoiled ditches the same day as removal of erosion structures, after final shaping of the ditches, and prior to hydroseeding.

604.4.4 Staples shall be driven perpendicular to the ground in an approved pattern and finished flush with the ground, such that the mats are secured in uniform contact with the ground.

604.5 MEASUREMENT FOR PAYMENT

604.5.1 The Quantity to be measured for payment shall be the number of square metres of jute mats supplied and installed in accordance with this Item.

604.5.2 Overlapped joints, patches and seams shall be measured as a single layer.

604.6 BASIS OF PAYMENT

604.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EROSION CONTROL STRUCTURE

ITEM: 605

605.1 DESCRIPTION

605.1.1 This Item consists of the supply, construction, and maintenance of an erosion control structure.

605.2 MATERIALS

605.2.1 All materials shall be supplied by the Contractor.

605.2.2 Geotextile shall be supplied in accordance with the requirements of 601.2, Type N1.

605.2.3 Random riprap shall be supplied in accordance with the requirements of 608.2 and may consist of rock from the Work Site.

605.2.4 Fill material shall be obtained from within the limits of the excavation and shall be of a gradation capable of forming an impermeable dike when compacted, unless otherwise directed by the Engineer.

605.3 SUBMITTALS

605.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

605.4 CONSTRUCTION

605.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

605.4.2 The Contractor shall install additional erosion control structures as directed by the Contractor's on-site environmental representative, as defined in 948.2 when necessary to comply with Item 948, as well as applicable permits and regulations.

605.4.3 Erosion control structures shall be constructed, to the dimensions as indicated on Standard Drawings 605-1 through 605-7.

605.4.4 Erosion control structures may be installed in natural swales prior to ditch construction, in temporary or partially constructed ditches, and/or in completed ditches.

605.4.4.1 In areas of potential sheet flow runoff where construction activity may cause the drainage runoff to transport sediment, and the Contract Documents do not provide for erosion control structures in these areas, the Contractor shall ensure that erosion control structures are properly located for effective runoff control.

605.4.5 The Contractor shall carry out the Work in accordance with Item 946 and Item 948.

605.4.6 The application, construction details and clean-out requirements for the different types of erosion control structures shall be carried out as indicated in Table 605-1 and 605.4.7.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EROSION CONTROL STRUCTURE

ITEM: 605

**Table 605-1
Erosion Control Structures**

Type	Application	Construction Details	Clean-Out Requirements
"A"	Type A structures shall be installed as spillways of dykes that are built to pond runoff from ditches or from grubbed areas, or at the end of a cut where runoff leaves the ditch to flow down a natural slope.	Standard Drawings 605-1 and 605-2	The Contractor shall remove the sediment deposits prior to the level of sedimentation reaching a point within 300 mm of the crest of the spillway.
"B"	Type B structures are typically installed in rock ditches where stakes required for Type C and D structures cannot be driven.	Standard Drawings 605-3 and 605-4	The Contractor shall remove the sediment deposits prior to the level of sedimentation reaching a point within 100 mm of the crest of the notch.
"C"	Type C structures are typically installed in earth ditches or swales.	Standard Drawings 605-5 and 605-6	The Contractor shall remove the sediment deposits prior to the level of sedimentation reaching a point within 100 mm of the crest of the notch.
"D"	Type D structures are typically installed in earth ditches or swales.	Standard Drawing 605-7	The Contractor shall remove the sediment deposits prior to the level of sedimentation reaching a point within 100 mm of the crest of the notch.

- 605.4.7 Clean-out consists of removal of sediment deposits retained by the structure and disposal of the removed materials in accordance with 605.4.11.
- 605.4.7.1 Sediment removal shall be performed so as to cause minimal disturbance to the ground or any part of the erosion control structure, and in the case of Type A structures, to the sediment pond dyke.
- 605.4.8 The Contractor shall maintain erosion control structure(s) in a functional condition from the time of installation until their removal.
- 605.4.8.1 All erosion control structures shall be kept in place until the grass on hydroseeded slopes and ditches is established as an effective erosion deterrent, or as directed by the Engineer.
- 605.4.8.1.1 In Work Areas that are hydroseeded up to but no later than September 15th, erosion control structures Types B, C, and D shall be kept in place until the day on which the ground is prepared for hydroseeding, as approved by the Engineer.
- 605.4.8.2 All erosion control structures(s) shall be removed under Item 606.
- 605.4.9 The Contractor shall inspect all erosion control structure(s) prior, during and after each rainfall and at least daily during periods of prolonged rainfall.
- 605.4.10 The Contractor shall immediately repair any damage to erosion control structure(s) or parts thereof.
- 605.4.11 The Contractor shall dispose of the excavated sediment at a location, at least 30 m away from any watercourse, and in such a manner that the sediment will not be returned to the Work Area or watercourse.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EROSION CONTROL STRUCTURE

ITEM: 605

605.4.12 The Contractor shall not remove any erosion control structure without the authorization of the Engineer.

605.5 MEASUREMENT FOR PAYMENT

605.5.1 The Quantity to be measured for payment shall be the number of erosion control structure(s) that are supplied, constructed and maintained in accordance with this Item.

605.5.2 The Quantity to be measured for payment for clean-out of retained sediment deposits will be the number of such clean-outs performed in accordance with 605.4.6 as approved by the Engineer.

605.6 BASIS OF PAYMENT

605.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of erosion control structure, as identified under the Contract.

605.6.2 Payment for Work under this Item shall include a separate Unit Price for the clean-out of each type of erosion control structure, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

REMOVAL OF EROSION CONTROL STRUCTURE

ITEM: 606

606.1 DESCRIPTION

606.1.1 This Item consists of the removal of an erosion control structure.

606.2 MATERIALS

606.2.1 None identified.

606.3 SUBMITTALS

606.3.1 None identified.

606.4 CONSTRUCTION

606.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

606.4.2 Scheduling of the removal of the erosion control structures shall be subject to the approval of the Engineer.

606.4.2.1 Erosion control structures removed shall become the property of the Contractor and shall be disposed of outside the Work Site.

606.4.2.2 If the Engineer notifies the Contractor in writing, prior to the completion of the Contract, that all or any of the erosion control structure(s) are to remain in place, the Contractor shall be deemed to have completed his/her obligations for that portion of the Work under this Item and the erosion control structure(s) indicated shall become the property of the Owner.

606.4.3 At the time of removal, the Contractor shall excavate any remaining sediment and dispose of it at a location at least 30 m from any watercourse, and in such a manner that the sediment will not be returned to the Work Area or the watercourse.

606.4.4 The Contractor is to ensure that all possible care is taken to ensure that ground disturbance is maintained at a minimum during the erosion control structure removal operation and that all necessary precaution is taken to ensure that no sediment release occurs as a result of this removal activity.

606.4.5 The Contractor shall be responsible to match the affected ditches and Slopes with the Slopes and ditch grades of the adjacent Work Area(s).

606.4.6 The Contractor shall restore the area of the removed erosion control structure, deposited sedimentation and other disturbed ground within the Work Area, in accordance with Items 614 and/or 616, and to the satisfaction of the Engineer within 48 hours following the removal of the erosion control structure.

606.5 MEASUREMENT FOR PAYMENT

606.5.1 The Quantity to be measured for payment shall be the number of erosion control structure(s) removed in accordance with this Item.

606.6 BASIS OF PAYMENT

606.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of erosion control structure, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GABIONS

ITEM: 607

- 607.1 DESCRIPTION
- 607.1.1 This Item consists of the supply and installation of gabion baskets fabricated from wire mesh and filled with rock.
- 607.2 MATERIALS
- 607.2.1 All materials shall be supplied by the Contractor.
- 607.2.2 Gabion baskets shall be fabricated of galvanized wire mesh.
- 607.2.2.1 Fasteners to secure the baskets shall be supplied in a material compatible with the material type and properties of the basket.
- 607.2.3 Rocks used in the construction of gabions shall be clean, hard, sound, and durable, with the least dimension of any rock equal to or greater than one and one-half times the mesh size and shall not exceed 300 mm in greatest dimension.
- 607.2.3.1 Rock used for basket fill material, when tested by the Micro-Deval test method in accordance with MTO LS – 618, shall have a Micro-Deval loss not greater than 35%.
- 607.2.3.2 Rock when tested by the Freeze/Thaw test method in accordance with MTO LS – 614, shall have a Freeze/Thaw loss not greater than 20%.
- 607.2.3.3 Rocks shall be of a size that at least two layers of overlapping rock are required to fill the gabion.
- 607.2.4 Geotextile shall be supplied in accordance with the requirements of 601.2, Type N1.
- 607.2.5 Gabion baskets shall conform to the following minimum standards:
- 607.2.5.1 Factory fabricated so that the sides, ends, lid and internal diaphragms can be readily assembled at the Work Area into rectangular baskets of the sizes indicated in the Contract Documents.
- 607.2.5.2 When the length exceeds horizontal width, diaphragms of the same mesh as the gabion basket walls shall be used to divide the basket into equal cells of a length not in excess of the horizontal width.
- 607.2.5.3 Wire mesh shall be a uniform regular pattern, with a maximum nominal opening size of 80 by 100 mm and fabricated to be non ravelling.
- 607.2.5.4 Selvage edges of the mesh shall be securely fastened together so that the joints, which are formed, are as strong as the body of the mesh.
- 607.2.5.5 Hot dip galvanized wire shall have a minimum coverage of 260 g/m² and shall conform to ASTM Tests: A641, A90, and A764.
- 607.2.5.6 Wire shall be dimensioned, as a minimum, as indicated in Table 607-1.
- 607.2.6 The Contractor shall supply free draining backfill behind the gabion Structure in accordance with 366.2.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GABIONS

ITEM: 607

**Table 607-1
Minimum Twisted Galvanized Wire Dimensions**

Application	Diameter
Mesh	2.95 mm
Selvages	3.80 mm
Binding	2.20 mm
Interlocking Wire Fasteners	3.17 mm

607.3 SUBMITTALS

- 607.3.1 The Contractor shall submit, in advance of the Work, a mill certificate for the gabion materials to be supplied.
- 607.3.2 The Contractor shall submit, upon request, the manufacturer's recommended procedures for installation and instructions for handling of the selected gabion.
- 607.3.3 The Contractor shall notify the Engineer, in writing, for approval of the source of supply of rock, at least 14 Days in advance of obtaining material from the source proposed.
- 607.3.4 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

607.4 CONSTRUCTION

- 607.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 607.4.2 The Contractor shall prepare the area to receive the gabions in accordance with 161.4 and the Contract Documents.
- 607.4.3 The Contractor shall place the gabions on a prepared rock and/or compacted soil foundation grade and shall assemble the gabions according to the manufacturer's instructions and recommendations.
- 607.4.4 The gabion baskets in any row shall be filled in stages to minimize void spaces and so that local deformations are avoided.
- 607.4.5 The rock for the exposed rock face(s) of the gabion basket shall be hand placed to ensure proper alignment and a neat, compact, square appearance.
- 607.4.6 Bulges in the gabions shall not exceed 40 mm at the most extreme point measured in any cell.
- 607.4.7 The geotextile shall be placed in accordance with 601.4.
- 607.4.8 The Contractor shall backfill the areas behind gabion Structure in accordance with 366.4 and to the lines indicated on the Standard Drawing 607-1.

607.5 MEASUREMENT FOR PAYMENT

- 607.5.1 The Quantity to be measured for payment shall be the volume in cubic metres of gabions, supplied and installed in accordance with this Item.

607.6 BASIS OF PAYMENT

- 607.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

RANDOM RIPRAP

ITEM: 608

608.1 DESCRIPTION

608.1.1 This Item consists of supply and placement of random riprap and/or mixed random riprap.

608.2 MATERIALS

608.2.1 All materials shall be supplied by the Contractor.

608.2.2 Random riprap materials shall be a well-graded mixture and shall conform to the grading limits shown in Table 608-1.

608.2.3 Random riprap for each rock shall have both thickness and breadth greater than or equal to one-third of its length.

608.2.4 Random riprap shall consist of clean, hard, sound, durable rock, having a density of not less than 2.6 t/m³ and angular surfaces such that the rocks interlock when placed.

608.2.4.1 Rock when tested by the Micro-Deval test method in accordance with MTO LS - 618, shall have a Micro-Deval loss not greater than 35%.

608.2.4.2 Rock when tested by the Freeze/Thaw test method in accordance with MTO LS - 614, shall have a Freeze/Thaw loss not greater than 15%.

608.2.5 Random riprap used for Backslope stabilization or in erosion control structures may have a Micro-Deval loss not greater than 70% and a Freeze/Thaw loss not greater than 30%.

608.2.6 Acceptability of the rock shall be determined by the Owner's service records and/or by laboratory and/or field testing procedures carried out by qualified personnel.

608.2.7 Mixed Random Riprap

608.2.7.1 Mixed random riprap shall be noted in the Contract Documents as R-# mixed and shall consist of a random riprap material of the designated size (R-#) thoroughly mixed with a pitrun gravel subbase which shall conform to the requirements of 201.2.

608.2.7.1.1 Finely shattered rock which conforms to the requirements of 608.2.4, 608.2.4.1, and 608.2.4.2 may be substituted for gravel, subject to the approval of the Engineer.

608.2.7.2 The Contractor shall produce a consistently mixed homogeneous blended supply of the specified mixture at a proportion of approximately 30% by weight to the random riprap material indicated, to form a dense material.

608.3 SUBMITTALS

608.3.1 The Contractor shall notify the Engineer, in writing, for approval of the source of supply of rock or gravel/finely shattered rock materials, at least 14 Days in advance of obtaining material from the proposed source.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

RANDOM RIPRAP

ITEM: 608

**Table 608 - 1
Random Riprap Grading Limits**

Mass (kg)	Size (mm) <small>(Note 1)</small>	Finer by Mass (%)								
		R-A <small>(Note 2)</small>	R-5	R-25	R-50	R-100	R-250	R-500	R-1000	R-2000
6000	1600									100
4000	1400									70 - 90
3000	1300								100	
2000	1100								70 - 90	40 - 55
1500	1000							100		
1000	900							70 - 90	40 - 55	
750	820						100			
500	710						70 - 90	40 - 55		
300	600					100				
250	570						40 - 55			
200	530					70 - 90				0 - 15
150	480				100					
100	420				70 - 90	40 - 55			0 - 15	
75	380			100						
50	330			70 - 90	40 - 55			0 - 15		
25	260			40 - 55			0 - 15			
15	220	100	100							
10	190		70 - 90			0 - 15				
5	150		40 - 55		0 - 15					
2.5	120	0		0 - 15						
0.5	70		0 - 15							
Thickness (mm) <small>(Note 3)</small>		300	300	500	600	800	1100	1400	1600	2200

Notes:

- 1) Approximate diameter (for information only)
- 2) Random riprap for abutment and slope protection
- 3) Measured perpendicular to the prepared surface

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

RANDOM RIPRAP

ITEM: 608

608.4 CONSTRUCTION

608.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

608.4.2 The Contractor shall clear the Work Area of all driftwood, debris, snow, ice, and other objectionable materials.

608.4.3 Control of the gradation shall be by visual examination.

608.4.3.1 Differences in opinion between the Engineer and the Contractor shall be resolved by testing in accordance with ASTM D5519.

608.4.3.2 The Contractor shall provide the Equipment, a sorting site, and the labour required to undertake the testing required.

608.4.4 The Contractor shall place random riprap material such that the underlying materials and any abutting Structures are not damaged.

608.4.4.1 The Contractor shall be responsible, at his own expense, to repair any such damage to the Work.

608.4.4.2 The material shall not be dropped from a height of more than 150 mm, discharged all at once from a bucket or hopper, or pushed against the Structure by machinery.

608.4.5 The Contractor shall tamp mixed random riprap during placement.

608.4.6 Prior to opening a channel to stream flow, riprap shall be washed so as to consolidate the material and to prevent sedimentation of the watercourse.

608.4.6.1 Water with suspended sediment shall be pumped to an area outside of the watercourse.

608.5 MEASUREMENT FOR PAYMENT

608.5.1 The Quantity to be measured for payment shall be the number of tonnes of random riprap and/or mixed random riprap, supplied and placed in accordance with this Item.

608.6 BASIS OF PAYMENT

608.6.1 Payment for Work under this Item shall include a separate Unit Price for each gradation of random riprap, and/or mixed random riprap, as identified under the Contract.

608.6.2 Cost for the provision of materials, labour, and Equipment to test the random riprap to resolve a disagreement between the Owner and the Contractor shall be borne by the Contractor if the test results show that the material does not meet the specified gradation, otherwise the Owner shall bear the cost of the test.

608.6.2.1 The cost of any retesting to resolve the supply of the specified material gradation shall be borne by the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ROCK WEIR

ITEM: 609

609.1 DESCRIPTION

609.1.1 This Item consists of the supply and installation of a Rock Weir.

609.2 MATERIALS

609.2.1 All materials shall be supplied by the Contractor.

609.2.2 Individual rocks shall have approximate dimensions as indicated on Standard Drawing 609-1.

609.2.2.1 Rocks shall be clean, hard, sound, and durable and shall meet the following test requirements:

609.2.2.1.1 Micro-Deval loss not greater than 35% (MTO LS618).

609.2.2.1.2 Freeze-Thaw loss not greater than 25% (MTO LS614).

609.2.2.2 Rocks with visible planes of weakness and/or marked deterioration by water or weather will not be accepted.

609.2.3 Random Riprap R-50 Mixed shall conform to Item 608.2.

609.3 SUBMITTALS

609.3.1 The Contractor shall submit upon request to the Engineer for approval of the source of supply of rock, at least 14 Days in advance of obtaining material from the source proposed.

609.3.2 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

609.4 CONSTRUCTION

609.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

609.4.2 Rock Weirs shall be constructed in accordance with Standard Drawing 609-1.

609.5 MEASUREMENT FOR PAYMENT

609.5.1 The Quantity to be measured for payment shall be the number of Rock Weirs constructed in accordance with this Item.

609.6 BASIS OF PAYMENT

609.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ARMOUR STONE PROTECTION

ITEM: 610

610.1 DESCRIPTION

610.1.1 This Item consists of supply and placing of the armour stone protection system.

610.2 MATERIALS

610.2.1 All materials shall be supplied by the Contractor for both armour stone and filter blanket, in the specified size range by mass of individual rock or gradation limit, as indicated in the Contract Documents.

610.2.2 The armour stone protection shall be rock that is clean hard, sound, durable, resistant to weathering and degradation in water, free of Overburden, spoil, shale and organic material, and having a density of not less than 2.6 t/m³.

610.2.2.1 The rock, when tested by the Micro-Deval test method in accordance with MTO LS - 618, shall have a Micro-Deval loss not greater than 35%.

610.2.2.2 When tested by the Freeze/Thaw test method in accordance with MTO LS - 614, the rock material shall have a Freeze/Thaw loss not greater than 15%.

610.2.3 Individual rock shall be angular, and each rock shall have both thickness and breadth greater than or equal to one-half of its length.

610.2.4 Rock with visible planes of weakness and/or subject to marked deterioration by water or weather will not be accepted.

610.2.5 The acceptability of the rock shall be determined by the Owner's service records and/or by laboratory and/or field testing procedures carried out by qualified personnel.

610.2.6 The approval of some rock fragments does not convey the Engineer's approval of all rock fragments to be obtained at that quarry.

610.3 SUBMITTALS

610.3.1 The Contractor shall notify the Engineer, in writing, for approval of the source of supply of rock, at least 14 Days in advance of obtaining material from the source proposed.

610.4 CONSTRUCTION

610.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

610.4.2 The Contractor shall place armour stone protection system (comprised of the composite of armour stone and filter blanket material) as indicated in the Contract Documents and/or in accordance with the Standard Drawing 610-1.

610.4.3 The Contractor shall verify the existing grades and shall notify the Engineer if reshaping is required.

610.4.4 The Contractor shall maintain the grades and Slopes of the underlying material to ensure that the Work Area is cleared of all driftwood, debris, snow, ice and all other objectionable materials in the area of the Work.

610.4.4.1 The armour stone protection shall be placed in conjunction with the construction of the embankment, so that the embankment is fully protected as soon after placement as practical.

610.4.5 Control of the gradation shall be by visual examination.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ARMOUR STONE PROTECTION

ITEM: 610

- 610.4.5.1 Any difference in opinion between the Engineer and the Contractor shall be resolved by testing in accordance with ASTM D5519.
- 610.4.5.2 The Contractor shall provide the Equipment, a sorting site and the labour required to undertake the testing required.
- 610.4.6 The Contractor shall place the armour stone protection such that the underlying materials and any abutting Structures are not damaged.
- 610.4.6.1 The Contractor shall be responsible at his/her own expense to repair any such damage to the Work.
- 610.4.7 Armour stone protection shall be placed such that each rock is stable, secure and supported by rocks below and the placement shall be controlled to ensure that a uniform and continuous cover results.
- 610.4.7.1 The Contractor shall ensure that during placement the larger rocks shall be dispersed throughout the entire armour stone protection mass.
- 610.4.7.2 The Contractor shall place the individual rock in such a manner that the whole structure shall be bound and consolidated to as great an extent as the nature of the rock will allow.
- 610.4.8 No pushing or dumping of armour stone protection shall be permitted during placement.
- 610.4.9 The Contractor shall be responsible for any Work or materials required to repair damage which is a result of water level variations, waves or weather conditions.
- 610.5 MEASUREMENT FOR PAYMENT
- 610.5.1 The Quantity to be measured for payment shall be the number of tonnes of the armour stone protection system supplied and placed in accordance with this Item.
- 610.6 BASIS OF PAYMENT
- 610.6.1 Payment for Work under this Item include a separate Unit Price for each armour stone protection system, as identified under the Contract.
- 610.6.2 The cost of the provision of materials, labour and Equipment to test the armour stone protection to resolve disagreement between the Owner and the Contractor shall be borne by the Contractor if the test results show that the material does not meet the specified gradation, otherwise the Owner shall bear the cost of the test.
- 610.6.2.1 The cost of any retesting to resolve the supply of the specified material gradation shall be borne by the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

INDIVIDUAL ROCK PLACEMENT

ITEM: 611

611.1 DESCRIPTION

611.1.1 This Item consists of the supply and placing of individual rocks.

611.2 MATERIALS

611.2.1 All materials shall be supplied by the Contractor.

611.2.1.1 The rocks may be made available from the Work Site at the location(s) of their origin or production.

611.2.2 The material shall be rocks that are hard, sound, durable, resistant to weathering and degradation in water and free of deleterious materials.

611.2.3 Individual rocks shall be typically 600 mm ± 100 mm long and shall have both the thickness and breadth greater than or equal to one-half of their length.

611.3 SUBMITTALS

611.3.1 The Contractor shall notify the Engineer, for approval, of the source(s) of supply, prior to the supplying of any material from the source(s) identified.

611.4 CONSTRUCTION

611.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

611.4.2 The Contractor shall ensure that the placement of individual rocks does not disturb the underlying or surrounding material.

611.5 MEASUREMENT FOR PAYMENT

611.5.1 The Quantity to be measured for payment shall be the number of individual rocks placed in accordance with this Item.

611.6 BASIS OF PAYMENT

611.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GRAVEL FOR FISH HABITAT

ITEM: 612

612.1 DESCRIPTION

612.1.1 This Item consists of the supply and placement of gravel for fish habitat.

612.2 MATERIALS

612.2.1 All materials shall be supplied by the Contractor.

612.2.2 Gravel for fish habitat shall consist of a well graded granular material composed of clean, uncoated particles, free of clay or other deleterious materials. When tested in accordance with ASTM C136 it shall conform to the gradation limits presented in Table 612-1.

**Table 612-1
Gradation Limits for Gravel for Fish Habitat**

ASTM Sieve Size	Percent Passing
100 mm	100
75 mm	85 - 100
50 mm	65 - 95
19 mm	35 - 70
9.5 mm	19 - 56
1.18 mm	9 - 30
0.075 mm	2 - 10

612.2.3 Gravel for fish habitat shall show a Micro-Deval loss of not greater than 35%, when tested in accordance with MTO LS - 618.

612.2.4 Gravel from the existing streambed may be used in the Work, if identified in the Contract Documents as being available.

612.3 SUBMITTALS

612.3.1 The Contractor shall notify the Engineer, in writing, for approval of the source of gravel, at least 14 Days in advance of obtaining material from the source proposed.

612.3.2 The Contractor shall submit verification that the material meets the specified requirements prior to the commencement of the Work.

612.4 CONSTRUCTION

612.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

612.4.2 The Contractor shall adhere to the following construction practices, as a minimum standard, when conducting salvage of existing streambed materials:

612.4.2.1 Streambed material shall only be taken from areas of the existing watercourse which are being abandoned and are identified in the Contract Documents.

612.4.2.2 All salvage activity shall occur in the dry and in areas separated from the existing stream flow by environmentally accepted and approved techniques.

612.4.2.3 The Contractor shall be responsible for the salvage area and shall leave the salvage area in a clean, neat, and environmentally acceptable condition.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GRAVEL FOR FISH HABITAT

ITEM: 612

612.4.3 Prior to opening a channel to stream flow, fish gravel shall be washed so as to consolidate the material into the riprap and to prevent sedimentation of the watercourse.

612.4.3.1 Water with suspended sediment shall be pumped to an area outside of the watercourse.

612.5 MEASUREMENT FOR PAYMENT

612.5.1 The Quantity to be measured for payment shall be the number of tonnes of gravel for fish habitat supplied and placed in accordance with this Item.

612.6 BASIS OF PAYMENT

612.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TOPSOIL

ITEM: 613

613.1 DESCRIPTION

613.1.1 This Item consists of the placement of topsoil, either available on site or including the supply from an off-site source, and/or the supply and application of a soil amendment.

613.2 MATERIALS

613.2.1 Topsoil shall be material salvaged and stockpiled under Item 106 and 107.

613.2.1.1 If additional material is required beyond that available on the Work Site, the Contractor shall obtain that material from outside the Work Site.

613.2.2 Topsoil composition shall consist of 20 to 70% sand and contain 2 to 10% organic matter by weight.

613.2.3 Topsoil shall be free of debris and stones larger than 75 mm in greatest dimension and large clods, roots, and any other coarse vegetative material, of a size equal to or greater than the thickness of the layer of topsoil to be placed.

613.2.3.1 In areas of lawn restoration, topsoil shall be free of debris and stones larger than 25 mm in greatest dimension.

613.2.4 All soil amendment materials shall be supplied by the Contractor.

613.2.4.1 Accepted soil amendment products are shown in Table 613-1. Alternatives must be approved by the Engineer.

**Table 613-1
Soil Amendment Products**

Manufacturer	Product
ECB Verdyol	Biotic Earth (Black)
Profile Products LLC	ProGanics Biotic Soil Media

613.2.4.2 Soil stabilizing tackifier shall be supplied by the Contractor in accordance with the manufacturer's recommendations.

613.3 SUBMITTALS

613.3.1 The Contractor shall notify the Engineer of the source(s) of topsoil to be obtained from outside the Work Site, at least 7 Days prior to importing material from off site.

613.3.2 The Contractor shall submit the manufacturer's recommended procedures for application of soil amendment, at least 7 Days in advance of the commencement of the Work.

613.4 CONSTRUCTION

613.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

613.4.2 Areas to be topsoiled shall be scarified or otherwise loosened to a depth of at least 50 mm within 1 Day preceding the placement of topsoil.

613.4.3 Soil amendment shall be applied in the locations identified in the Contract Documents.

613.4.3.1 Areas requiring soil amendment will not require topsoil.

613.4.3.2 Application rate shall be a minimum of 5600 kg/ha.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TOPSOIL	ITEM: 613
613.4.3.3	Soil amendment shall be applied in accordance with the manufacturer's recommendations.
613.4.4	Topsoil and soil amendment placement in the Work Area shall be completed prior to the placement of any Roadbed materials above Subgrade, unless otherwise approved by the Engineer.
613.4.5	Topsoil shall be spread on the prepared area(s) to a depth of 100 mm ± 25 mm and shall be brought to a true and even surface meeting the required grade.
613.4.5.1	Hand placement and raking shall be required in areas adjacent to finished lawns or in areas of restricted access.
613.4.5.2	In areas of lawn restoration, topsoil shall be rolled using a lawn roller or approved equivalent.
613.4.5.3	Topsoil shall be placed on Foreslopes from Subgrade shoulder down in cuts and fills, including the slopes of the layer of Borrow A/A1- quality material as identified in the Contract Documents; and on Backslopes or as directed by the Engineer.
613.4.6	Placing of topsoil and soil amendment shall not be carried out on frozen materials or when materials are wetted to such a degree that balling and clumping results.
613.4.7	Topsoil and soil amendment shall not be placed after the end of the week in which September 30th occurs without prior approval of the Engineer.
613.4.8	Topsoil that is contained within the Work Site that can be or has been salvaged shall be used prior to importing topsoil.
613.4.8.1	The Contractor shall incorporate imported topsoil into the Work only after receiving written authorization from the Engineer.
613.4.9	If excess topsoil material exists after completion of the Work, this material shall remain the property of the Owner.
613.5	<u>MEASUREMENT FOR PAYMENT</u>
613.5.1	The Quantity to be measured for payment shall be the number of square metres of topsoil and/or soil amendment placed in accordance with this Item.
613.5.2	The area shall be measured along the slope of the ground.
613.6	<u>BASIS OF PAYMENT</u>
613.6.1	Payment for Work under this Item shall include a separate Unit Price for topsoil and soil amendment, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HYDROSEEDING

ITEM: 614

614.1 DESCRIPTION

614.1.1 This Item consists of supply and application of hydroseeding on Foreslopes, Backslopes, ditches and other prepared areas.

614.1.2 Hydroseeding shall be identified by the following mix designations:

614.1.2.1 Roadside Mix with Mulch per 616.4 - Hydroseeding "B"

614.1.2.2 Municipal Mix with Mulch per 616.4 - Hydroseeding "BM"

614.2 MATERIALS

614.2.1 All materials shall be supplied by the Contractor.

614.2.2 Seed mix shall be as indicated in Table 614-1, except that for lawns and other areas identified by the Engineer, the seed mix shall be as indicated in Table 614-2.

614.2.2.1 Additional alternatives to the municipal seed mix may be approved by the Engineer.

614.2.2.2 The seed mixes for Tables 614-1 and 614-2 shall meet or exceed the requirements of the Canada Seeds Act for Canada No. 1 Ground Cover Mixture and Canada No. 1 Lawn Grass Mixture, respectively.

**Table 614-1
Composition of Roadside Mix**

Species	Seed Mix % By Mass
Creeping Red Fescue	40
Hard Fescue	20
Canada Bluegrass	15
Alsike or White Clover	5
Annual Ryegrass	15
Red Top	5

**Table 614-2
Composition of Municipal Mix**

Species	Seed Mix% By Mass	
	Alternative 1	Alternative 2
Kentucky Bluegrass	50	40
Creeping Red Fescue (Turf Type)	30	40
Annual Ryegrass	20	20

614.2.3 Fertilizer shall be a 15-25-15 (N-P-K) mix for seeding done May 1st to Labour Day and 10-20-20 (N-P-K) thereafter.

614.2.4 Bags of seed and fertilizer shall be labelled, identifying mass (kg), mix components and percentages, date of bagging and supplier's name.

614.2.4.1 Bags of seed shall also be marked with lot number.

614.2.5 Seed and fertilizer shall be kept dry and protected from direct sunlight and other detrimental conditions.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HYDROSEEDING

ITEM: 614

- 614.2.5.1 Seed and fertilizer that have been subjected to moisture shall not be used.
- 614.2.6 Binder may be supplied in liquid, flake or powder form.
- 614.2.7 Water shall be free of any impurities which would inhibit germination of the seed.
- 614.2.8 Hydraulic mulch for hydroseeding as specified in Table 614-3 shall be a product made primarily for use in hydroseeding, and shall consist of shredded wood fibres, shredded newsprint coloured green with an environmentally acceptable dye, or shredded straw mixed with raw cotton fibres and/or shredded newsprint.
- 614.2.8.1 Hydraulic mulch shall form a homogeneous slurry when agitated or mixed in water with the other specified materials and shall contain no growth-inhibiting chemicals or compounds.
- 614.2.9 When applied, the hydroseeding mix shall be capable of forming an absorptive mat, which will allow moisture to percolate into the underlying soil.

614.3 SUBMITTALS

- 614.3.1 The Contractor shall submit, upon request, the manufacturer's and/or supplier's certification that the materials supplied meet the specified requirements as detailed in the Contract Documents.
- 614.3.2 The Contractor shall submit, upon request, a Certificate of Analysis for the seed mix identifying the component species and percentages, including weed and inert material content. This submission shall include the location(s) where the lot(s) of seed to be used on the Contract may be sampled by the Engineer.
- 614.3.3 The Contractor shall submit the proposed binder application rate in conjunction with 614.3.1.

614.4 CONSTRUCTION

- 614.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 614.4.2 Areas to be hydroseeded shall be free of ruts, ridges and deleterious materials such as weeds, sticks, roots and large rocks which would impede growth of the seed mix and mowing.
- 614.4.2.1 Stones greater than 75 mm in the least dimension shall be removed and disposed of outside the Work Area.
- 614.4.3 Final shaping of Slopes and other exposed earth surfaces shall be done in areas of cut and fill, as portions of the Work are completed, to enable hydroseeding to be done in stages in accordance with Item 946.
- 614.4.4 The Contractor shall ensure all such areas are prepared to a loosened condition to a minimum depth of 25 mm no sooner than 2 Days prior to hydroseeding.
- 614.4.4.1 Hydroseeding shall not be permitted on hardened, crusted, or rutted soil.
- 614.4.5 Hydraulic mulch, seed, fertilizer and binder shall be thoroughly mixed with water in a hydroseeding tank capable of continually agitating the mixture during the hydroseeding operation to ensure that a homogeneous slurry is produced.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HYDROSEEDING

ITEM: 614

614.4.6 Application Rates

- 614.4.6.1 Application rates shall be as shown in Table 614-3 and may vary by $\pm 15\%$, depending on ground conditions.
- 614.4.6.2 Binder is required with both the hydroseeding and mulching operations of Hydroseeding B and BM.
- 614.4.6.3 Hydroseeding B includes mulching applied after hydroseed, in accordance with 616.2.

**Table 614-3
Application Rates for Hydroseed**

Type of Material	"B" (kg/ha)	"BM" (kg/ha)
Seed	125	200
Fertilizer	375	375
Hydraulic Mulch: All	500	500
Binder (tackifier): Application rate per manufacturer's specifications.		
Mulch: Hay/straw bales/rolls/processed straw	Per 616.4	Straw only per 616.4

614.4.7 Timing of Application

- 614.4.7.1 Hydroseeding shall be carried out in all cases within 2 Days after completion of the surface preparation, as defined by 614.4.4.
- 614.4.7.1.1 The Engineer shall approve and pre-measure all areas to be hydroseeded, in advance of the commencement of the hydroseeding of any area.
- 614.4.7.1.2 The Engineer shall be notified at least 24 hours in advance of the application of the hydroseeding.
- 614.4.7.2 Hydroseeding should not be performed during windy conditions or periods of rainfall.
- 614.4.7.3 Hydroseeding done between May 1st and Labour Day must produce a satisfactory growth over at least 95% of the area hydroseeded in the growing season of that year.
- 614.4.7.3.1 Areas of poor or no growth shall be reseeded as determined by the Engineer.
- 614.4.7.4 After Labour Day, and up to the end of the week in which September 30th occurs, only Hydroseed B (BM), incorporating a 10-20-20 fertilizer mix as per 614.2.3 shall be used.
- 614.4.7.4.1 The hay/straw mulching operation, which forms part of Hydroseed B (BM), shall be carried out within 48 hours of the hydroseeding operation in accordance with 616.4.
- 614.4.7.4.2 Growth will be based on the performance during the next growing season as per the conditions of 614.4.7.3.
- 614.4.7.5 No hydroseeding shall be carried out after the week of September 30th without the prior approval of the Engineer.
- 614.4.7.6 The Contractor shall take all reasonable care to prevent overspray onto Structures, signs, and all other installations and, where such overspray occurs, the Contractor shall remove it by a method approved by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HYDROSEEDING

ITEM: 614

614.4.7.6.1 Where overspray comes in contact with the foliage of any trees, shrubs or other susceptible vegetation, the Contractor shall immediately spray the affected vegetation with water to remove such overspray.

614.5 MEASUREMENT FOR PAYMENT

614.5.1 The Quantity to be measured for payment shall be the area in square metres of hydroseeding supplied and applied in accordance with this Item.

614.5.2 The area shall be measured along the slope of the ground.

614.6 BASIS OF PAYMENT

614.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of hydroseeding, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FERTILIZING

ITEM: 615

615.1 DESCRIPTION

615.1.1 This Item consists of supplying and applying fertilizer.

615.2 MATERIALS

615.2.1 All materials shall be supplied by the Contractor.

615.2.2 Fertilizer shall have a composition of 20-10-10 (N-P-K) with 50% of the nitrogen being derived from sulphur-coated urea and/or polymer-coated urea.

615.2.3 Hydraulic mulch shall be shredded wood fibres or shredded newsprint coloured green with an environmentally acceptable dye.

615.2.3.1 Hydraulic mulch shall contain no growth-inhibiting chemicals or compounds.

615.2.3.2 Hydraulic mulch material shall form a homogeneous slurry when agitated or mixed in water with the other specified materials.

615.2.4 Water shall be free of any impurities which would inhibit the effect of the fertilizer.

615.3 SUBMITTALS

615.3.1 The Contractor shall submit, upon request, the manufacturer's and/or supplier's certification that the materials supplied meet the specified requirements as detailed in the Contract Documents.

615.3.2 The Contractor shall submit the proposed proportioning of the ingredients and coverage per tankful for the selected Equipment to be employed in the Work and in conjunction with 615.3.1.

615.4 CONSTRUCTION

615.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

615.4.2 Application shall be by hydroseeding methods and no direct access to the areas with Equipment will be permitted.

615.4.3 Fertilizing shall be carried out between mid-April and Victoria Day.

615.4.3.1 The Engineer shall be notified at least 24 hours in advance of the application of the fertilizer.

615.4.4 The Contractor shall not perform the Work under adverse field conditions.

615.4.5 Hydraulic mulch, at the rate of 150 kg/ha, shall be mixed with water in the fertilizer tank.

615.4.6 Fertilizer, at the rate of 250 kg/ha, shall be introduced immediately prior to spraying, with agitation sufficient to distribute the mix uniformly in the tank.

615.4.7 Application rates shall not vary by more than 15%.

615.4.8 The Contractor shall take all reasonable care to prevent overspray onto Structures, signs, and all other installations and, where such overspray occurs, the Contractor shall remove it by a method approved by the Engineer.

615.4.8.1 Where overspray comes in contact with the foliage of any trees, shrubs or other susceptible vegetation, the Contractor shall immediately spray the affected vegetation with water to remove such overspray.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FERTILIZING

ITEM: 615

615.5 MEASUREMENT FOR PAYMENT

615.5.1 The Quantity to be measured for payment shall be the area in square metres of fertilizer supplied and applied in accordance with this Item.

615.5.2 Areas shall be measured along the slope of the ground.

615.6 BASIS OF PAYMENT

615.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MULCHING

ITEM: 616

616.1 DESCRIPTION

616.1.1 This Item consists of the supply and application of mulch on exposed ground.

616.2 MATERIALS

616.2.1 All materials shall be supplied by the Contractor.

616.2.2 Mulch shall be hay or straw and supplied in either of the following forms:

616.2.2.1 Unprocessed form such as bales or rolls, free of noxious weeds and other undesirable material, and not so wet, decayed or compacted so as to inhibit even and uniform spreading;
or

616.2.2.2 Processed straw.

616.2.3 When applied the mulch shall form an absorptive mat, which will allow moisture to percolate into the underlying soil.

616.2.4 Binder must be capable of joining together the mulch particles to secure the mulch to the ground and shall remain effective for 60 Days from the time of application.

616.2.5 Binder shall not form an impervious seal which would prevent the penetration of moisture to the underlying soil.

616.2.6 Binder may be supplied in liquid, flake, or powder form.

616.2.7 Water shall be contaminant-free and obtained from a source approved by the appropriate regulatory agency.

616.3 SUBMITTALS

616.3.1 The Contractor shall submit, upon request, the manufacturer's and/or supplier's certification that the materials supplied meet the specified requirements as detailed in the Contract Documents.

616.4 CONSTRUCTION

616.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

616.4.2 The Contractor shall apply additional mulch as directed by the Contractor's on-site environmental representative, as defined in 948.2, when necessary to comply with Item 948, as well as applicable permits and regulations

616.4.3 Mulch shall be applied with binder at the manufacturer's recommended application rate.

616.4.4 Approved unprocessed hay or straw mulch shall be spread evenly and uniformly at a rate of 4500 kg/ha \pm 15% and for approved processed straw mulch the rate shall be 3200 kg/ha \pm 15%.

616.4.4.1 Lumps and thick clumps of mulch shall be broken apart and dispersed.

616.4.4.2 Binder shall be mixed in a solution of water with sufficient green dye or green-coloured wood-fibre or paper mulch and sprayed uniformly over the mulched ground.

616.4.4.3 Binder application shall be completed within 48 hours after the unprocessed hay or straw has been placed.

616.4.4.4 Binder shall be applied at the application rate per the manufacturer's specifications.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MULCHING

ITEM: 616

- 616.4.4.4.1 If using pre-mixed packages, approved processed straw mulch shall be mixed with water and minimum 3% binder by weight for manufactured mulch and sprayed uniformly over the designated area.
- 616.4.5 The Contractor shall maintain the mulched areas until mulch is no longer required during the Contract period.
- 616.4.5.1 The Contractor shall apply additional mulch as required, to restore the area(s) exposed after the initial application of mulch.
- 616.4.6 The Contractor shall take all reasonable care to prevent overspray onto Structures, signs, and all other installations and, where such overspray occurs, the Contractor shall remove it by a method approved by the Engineer.
- 616.4.7 Ditches carried out in accordance with 116.4, and areas requiring the hand placement of mulch may, subject to the approval of the Engineer, be placed without binder.
- 616.5 MEASUREMENT FOR PAYMENT
- 616.5.1 The Quantity to be measured for payment shall be the area in square metres of mulch supplied and applied in accordance with this Item.
- 616.5.2 Areas shall be measured along the slope of the ground.
- 616.6 BASIS OF PAYMENT
- 616.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ROOT WADS

ITEM: 617

617.1 DESCRIPTION

617.1.1 This Item consists of the supply and installation of root wads.

617.2 MATERIALS

617.2.1 All materials shall be supplied by the Contractor.

617.2.2 The trees to be used as root wads, and header and footer logs shall be deciduous trees and native to the Work Site.

617.2.2.1 Trees may be salvaged on-site from areas being cleared to be used as root wads or header and footer logs, as directed by the Engineer.

617.2.3 The trees to be used for root wads shall be 300 to 400 mm in diameter at 1.3 m above the ground and shall be removed from the ground complete with roots, such that the intact root mass is at least 1 m in diameter. The trees shall be cut to a length of 5 m above the roots as indicated in the Contract Documents.

617.2.4 The trees shall be of sound wood and free of decay, breakage, or other damage.

617.2.5 Reinforcing steel used to secure the header and footer logs shall be 15M rebar.

617.2.6 Header and footer logs shall be a minimum of 300 mm in diameter and have a minimum length of 2 m.

617.3 SUBMITTALS

617.3.1 The Contractor shall notify the Engineer, in writing, for approval of the source of supply of material, at least 14 Days in advance of obtaining material from the proposed source.

617.4 CONSTRUCTION

617.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

617.4.2 The root wads shall be embedded into the side of the outlet pool facing the flow, as shown in Standard Drawing 617-1 or as directed by the Engineer.

617.4.3 Header and footer logs shall be installed horizontally and anchored using 15M rebar, as shown in Standard Drawing 617-1.

617.4.4 The tree root mass shall be washed and free of soil prior to installation.

617.5 MEASUREMENT FOR PAYMENT

617.5.1 The Quantity to be measured for payment shall be the number of root wads supplied and installed in accordance with this Item.

617.6 BASIS OF PAYMENT

617.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TREES AND SHRUBS

ITEM: 618

618.1 DESCRIPTION

618.1.1 This Item consists of the supply, planting and maintenance of trees and shrubs.

618.2 MATERIALS

618.2.1 All materials shall be supplied by the Contractor.

618.2.2 Trees and shrubs shall be of the species indicated below or as indicated in the Contract Documents:

618.2.3 Trees shall be Red Maple (*Acer rubrum*) and/or Yellow Birch (*Betula alleghaniensis*).

618.2.3.1 Shrubs shall be Speckled Alder and/or Red Osier Dogwood.

618.2.4 Trees and shrubs shall be free of disease, insects, defects, or injuries and shall be structurally sound with a strong fibrous root system.

618.2.5 Plants, if supplied from the vicinity of the Work Site, shall have adequate root systems, in excess of 750 mm for trees and 450 mm for shrubs.

618.2.6 Nursery stock shall have a root ball at least 200 mm in diameter including the roots and surrounding soil.

618.2.7 Topsoil shall meet the requirements of 613.2.

618.2.8 Stakes for supporting trees shall be steel T-bar, 32 x 32 x 5 mm, or wood, 38 x 38 mm, each a minimum of 2130 mm long.

618.2.9 Trees shall be tied to stakes using trunk collars which neither pinch nor are abrasive to the tree trunks.

618.3 SUBMITTALS

618.3.1 The Contractor shall notify the Engineer, in writing, for approval of the source of supply of material, at least 14 Days in advance of obtaining material from the source proposed.

618.4 CONSTRUCTION

618.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

618.4.2 Roots of the trees and shrubs shall be kept moist until planting by the use of wet burlap bags or other approved means.

618.4.3 Excavation for planting shall be to a depth of 150 mm below and around the root system or root ball.

618.4.4 Each tree and shrub shall be placed on a bedding of topsoil of 150 mm loose thickness, and topsoil shall be placed around the root system in 150 mm lifts, tamped to eliminate voids.

618.4.5 When two-thirds backfilled, the planting hole shall be filled with water. After the water has penetrated into soil, the remaining depth of hole shall be backfilled to finish grade.

618.4.6 A berm shall be built around the rim of the hole and the plant watered again.

618.4.7 Trees large enough to require staking shall be staked and tied at the time of planting, as approved by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TREES AND SHRUBS

ITEM: 618

- 618.4.8 The Contractor shall be responsible to water each plant daily for at least two weeks after planting and as necessary thereafter, so as to maintain soil moisture conditions required for plant growth without causing erosion of the surrounding berm.
- 618.4.9 The Contractor shall guarantee the trees and shrubs for both the year of planting and the following growing season, and shall replace at his cost all trees and shrubs not sustaining growth within the warranty period, except those damaged by vandalism or flooding or other natural disasters.
- 618.5 MEASUREMENT FOR PAYMENT
- 618.5.1 The Quantity to be measured for payment will be the number of trees and shrubs supplied, planted, and maintained in accordance with this Item.
- 618.6 BASIS OF PAYMENT
- 618.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of tree or shrub, as identified under the Contract.
- 618.6.2 Holdback in the amount of 20% of the value of the Work under this Item will be held until the expiration of the warranty period or until released by the Engineer, whichever is the least time.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TEMPORARY WATER BARRIER

ITEM: 620

620.1 DESCRIPTION

620.1.1 This Item consists of the supply, installation, maintenance, and removal of a temporary water barrier.

620.2 MATERIALS

620.2.1 All materials shall be supplied by the Contractor.

620.2.2 Plastic liners shall be clear polyethylene a minimum of 6 mils thick, and shall meet the requirements of CGSB 51.34.

620.3 SUBMITTALS

620.3.1 The Contractor shall submit for approval, at least 14 Days prior to starting Work under this Item, plans and details of the proposed temporary water barrier.

620.4 CONSTRUCTION

620.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

620.4.2 The Contractor shall maintain the temporary water barrier in a functional condition continuously throughout the period of use.

620.4.3 The Contractor shall inspect and document the temporary water barrier after each rainfall and at least daily during periods of prolonged rainfall.

620.4.4 The Contractor shall immediately repair any damage to the temporary water barrier or parts thereof.

620.4.5 When the temporary barrier is no longer required, the Contractor shall remove from the watercourse all materials pertaining to the temporary water barrier.

620.4.5.1 Temporary water barrier located within the limits of an embankment to be constructed may be left in place and incorporated into the final embankment as approved by the Engineer.

620.5 MEASUREMENT FOR PAYMENT

620.5.1 The Quantity to be measured for payment will be the number of linear metres of temporary water barrier supplied, installed, maintained, and removed in accordance with this Item.

620.6 BASIS OF PAYMENT

620.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TEMPORARY WATER CONTROL WORKS

ITEM: 621

621.1 DESCRIPTION

621.1.1 This Item consists of the design, supply, construction, operation, maintenance, and removal of temporary water control works, herein after called "TWCW".

621.1.2 This Item applies to Culverts with a nominal inside diameter (ID) greater than 1200 mm and to Bridges.

621.1.3 Water control for culverts with a nominal inside diameter (ID) less than or equal to 1200 mm shall be in accordance with Item 948.

621.1.4 Definitions

621.1.4.1 Primary flow is the minimum specified flow capacity for the TWCW, and is intended for work during low flow conditions (typically between June and August). Primary flow (m^3/s) is equal to $0.078 \times$ drainage area (km^2), unless otherwise noted in the Contract Documents.

621.1.4.2 Secondary flow is larger than primary flow and is meant to address a large rainfall event. Secondary flow has a return period of two years (Q_2), unless otherwise noted in the Contract Documents.

621.1.5 The following information may be provided on the Plans for each watercourse crossing:

- 621.1.5.1 Drainage Area
 Time of Concentration
 Runoff Coefficient
 Primary Flow
 Q_2 Year Flow

621.2 MATERIALS

621.2.1 All materials shall be supplied by the Contractor, including but not limited to: cofferdams, water barriers, filter screens, sediment control fence, and any other measures necessary to isolate the Work area from the flow of water, whether shown on the Plans or not.

621.2.2 Materials, excavation, and any Work required to build and maintain the TWCW shall be paid for under this Item, and shall not receive any other payment.

621.3 SUBMITTALS

621.3.1 The TWCW plan shall be submitted to the Engineer a minimum of 14 Days prior to commencing Work under this Item, and the TWCW plan shall include but not be limited to:

621.3.1.1 Detailed design drawings and design calculations for the TWCW, stamped and signed by a Professional Engineer, in accordance with Item 956.

621.3.1.1.1 Design drawings shall include but not be limited to plan, cross section, profile, elevations, dimensions, and location of any and all works.

621.3.1.1.2 Design calculations shall include, at a minimum, design criteria, codes, and assumptions made for structural features of the TWCW.

621.3.1.1.2.1 Structural features shall include but not be limited to sheet piling, temporary water barriers, and cofferdams.

621.3.1.2 The designed primary flow capacity and the designed secondary flow capacity of the TWCW.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TEMPORARY WATER CONTROL WORKS

ITEM: 621

- 621.3.1.3 The proposed method, description, and drawings of the TWCW designed to accommodate the primary flow capacity of the TWCW.
- 621.3.1.4 The proposed method of monitoring stream flows and weather forecasts at the Work Area to anticipate stream flow increases.
- 621.3.1.5 The proposed method, description, and drawings of the TWCW designed to accommodate a flow greater than the primary flow, up to the secondary flow of the TWCW, including:
- 621.3.1.5.1 A precautionary Work Area clean-up procedure.
- 621.3.1.5.2 Measures taken to minimize damage to the site and the environment.
- 621.3.1.6 The primary flow capacity is a minimum requirement to obtain the necessary permits, and the Contractor shall consider the factors listed in 621.1.5.1 in designing the TWCW plan, which balances the cost of installation with the risk of delay due to weather events.
- 621.4 **CONSTRUCTION**
- 621.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents, the approved TWCW plan, and/or as directed by the Engineer.
- 621.4.2 The flow of the watercourse shall be discharged back into the watercourse immediately below the Work Area such that the flow is not interrupted.
- 621.4.3 The Contractor shall not weld or attach any part of the TWCW to an existing structure without the written approval of the Engineer.
- 621.4.4 The TWCW shall separate the Work Area from the flow of the watercourse and shall keep the Work Area dry.
- 621.4.5 The TWCW shall prevent the introduction of sediment and debris from the Work Area to the flow of the watercourse.
- 621.4.6 The Contractor is responsible for control and/or removal of any water entering the Work Area due to infiltration. Methods to remove infiltrated water may include the construction of sumps and pumping.
- 621.4.7 If pumping is used as a method of water control through the Work Area, the Contractor shall supply and maintain, ready on site, backup components capable of accommodating the primary flow capacity of the TWCW.
- 621.4.7.1 The backup pumping system shall include a minimum of one additional piece of appropriately sized equipment so as to maintain flow in case of equipment failure, which may include but not be limited to: pump, power supply, hose, and fittings.
- 621.4.8 The Contractor shall inspect the TWCW after each rainfall, and shall inspect the TWCW a minimum of once per Day during periods of prolonged rainfall.
- 621.4.9 The Contractor shall monitor and ensure that the TWCW operates in a functional condition continuously throughout the entire period of use, including evenings and weekends, and shall promptly repair any damage to the TWCW and Work Site, or parts thereof.
- 621.4.9.1 The Contractor shall be responsible for the cost of damage, delay, repair, and clean up of any and all TWCW failures.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TEMPORARY WATER CONTROL WORKS

ITEM: 621

- 621.4.9.2 Failure to maintain a properly functioning TWCW or to properly implement the TWCW plan, as identified by the Engineer or a representative of DFO or DELG, shall result in penalties per 621.6.2.
- 621.4.9.2.1 This penalty shall not apply during periods of flow exceeding the designed flow capacity, provided the TWCW plan was followed and the Contractor submits documentation, such as actual flow (m³/sec) measurements that verifies that flows exceeded the design flow capacity of the TWCW.
- 621.4.10 The Work under this Item shall include installation, replacement, and maintenance of additional sediment control fence required for the TWCW which is not already outlined in the Plans.
- 621.4.11 When the TWCW is no longer required, the Contractor shall remove from the watercourse all materials pertaining to the TWCW.
- 621.4.12 Any parts of the TWCW within the limits of an embankment and/or fill to be constructed under the Contract may be left in place and incorporated into the final embankment, as approved by the Engineer.
- 621.5 MEASUREMENT FOR PAYMENT
- 621.5.1 The design, supply, placement, maintenance, operation, and removal of Temporary Water Control Works (TWCW) in accordance with this Item shall be paid for on a Lump Sum basis.
- 621.6 BASIS OF PAYMENT
- 621.6.1 Payment for Work under this Item shall be at the Lump Sum Price.
- 621.6.2 The Contractor shall be subject to a penalty of \$1000 per Day for each Day that the TWCW is not functioning properly per 621.4.9.1.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FISH RESCUE

ITEM: 622

622.1 DESCRIPTION

- 622.1.1 This Item consists of rescuing and salvaging of fish, including mussels if present, from watercourses, waterbodies, and temporary stream diversions whenever there is potential for fish to be isolated, injured, or killed during construction activities or compromised habitat conditions.
- 622.1.2 For the purpose of this Item the person(s) carrying out the fish rescue will be known as the biologist.
- 622.1.3 The biologist shall have a license from DFO under Section 52 of the Fisheries (General) Regulations for all fish rescues.

622.2 MATERIALS

- 622.2.1 None identified.

622.3 SUBMITTALS

- 622.3.1 The Contractor shall submit the biologist's fish rescue report within one week of receiving it from the biologist.

622.4 CONSTRUCTION

- 622.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.
- 622.4.2 The Contractor shall arrange to have the biologist at the Work Area at the time of any in-stream activities that pose a risk to fish.
- 622.4.3 The Contractor shall install the biologist's barrier nets or structures as directed by the biologist to prevent fish from migrating into the Work Area.
- 622.4.3.1 Brush, logs, and debris shall be removed from the Work Area as required so that cover that would obscure fish is reduced or eliminated.
- 622.4.3.2 After completion of the Work in 622.4.3 and 622.4.3.1, stream flow may be cut off from the Work Area to facilitate capturing the fish.
- 622.4.4 All species of fish shall be captured from the Work Area and promptly placed alive in permanent water flows above or below the Work Area.
- 622.4.5 A fish rescue will be considered complete when deemed by the biologist.
- 622.4.6 After a fish rescue the biologist may leave his/her barrier nets in place if he/she deems that fish might re-enter the Work Area and there is no other suitable option to prevent fish from returning. The Contractor shall be responsible for the care of the nets and for replacement or repair of any lost or damaged nets.
- 622.4.7 For each fish rescue the biologist shall submit a written summary of the results to the Contractor within three weeks of completing the Work.
- 622.4.7.1 The summary shall describe the efforts taken to isolate the Work Area, the species captured, the approximate numbers and sizes of each fish species salvaged and relocated.

622.5 MEASUREMENT FOR PAYMENT

- 622.5.1 The Quantity to be measured for payment shall be the number of fish rescues carried out in accordance with this Item.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FISH RESCUE

ITEM: 622

622.6 BASIS OF PAYMENT

622.6.1 Payment for Work under this Item shall be at the Unit Price.

622.6.2 Payment will not be made for fish rescues other than those identified in the Sequence of Construction for each Culvert installation as shown on the Plans, or those pre-approved by the Engineer under an alternative sequence.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CULVERT EROSION PROTECTION

ITEM: 623

623.1 DESCRIPTION

623.1.1 This Item consists of the excavation for, and supply and installation of geotextile and random riprap for erosion protection of the ends of concrete Culverts.

623.2 MATERIALS

623.2.1 All materials shall be supplied by the Contractor.

623.2.2 Geotextile shall be Type N2 meeting the requirements of 601.2.

623.2.3 Random riprap shall be Type R-25 meeting the requirements of 608.2.

623.3 SUBMITTALS

623.3.1 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

623.4 CONSTRUCTION

623.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

623.4.2 The Work shall be performed before stream flow is diverted into the culvert.

623.4.3 The Contractor shall excavate and shape the existing ground beyond each end of the Culvert, and excavate and shape the excess backfill and Roadbed embankment materials from the invert to the height, slope and width specified in Standard Drawings 623-1 and/or 623-2.

623.4.3.1 Standard Drawing 623-1 applies where the Roadbed foreslope is 3:1 or steeper, and the slope of the riprap is the same as, and flush with, the Roadbed slope.

623.4.3.2 Standard Drawing 623-2 applies where the Roadbed foreslope is flatter than 3:1, and the slope of the riprap is 2:1 with the end of the pipe recessed into the Roadbed slope.

623.4.4 After shaping per 623.4.3, the Contractor shall place geotextile per 601.4 on the prepared slopes, including the faces of the sides of the excavation. The geotextile shall be cut to fit closely around the Culvert perimeter.

623.4.5 The Contractor shall carefully place riprap in accordance with 608.4 on the prepared slope, and for Standard Drawing 623-2, in the outlet pool.

623.5 MEASUREMENT FOR PAYMENT

623.5.1 The Quantity to be measured for payment shall be the number of Culvert ends protected in accordance with this Item.

623.6 BASIS OF PAYMENT

623.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SOIL REINFORCEMENT

ITEM: 630

630.1 DESCRIPTION

630.1.1 This Item consists of the supply and installation of geogrid soil reinforcement.

630.2 MATERIALS

630.2.1 All materials shall be supplied by the Contractor.

630.2.2 Soil reinforcement shall be geogrid manufactured from a polypropylene polymer.

630.2.2.1 Soil reinforcement shall be a biaxial geogrid.

630.2.3 Soil reinforcement shall be Tensar BX1100 or Titan 1515, or an approved equivalent.

630.3 SUBMITTALS

630.3.1 The Contractor shall submit, at least 14 Days in advance of the Work, the name of the supplier, the product specifications, and a mill certificate for the geogrid to be supplied.

630.3.2 The Contractor shall submit, before incorporating the material into the Work, the manufacturer's instructions for handling and recommended procedures for installing the selected geogrid.

630.3.3 The Contractor shall, upon request, make available at the Work Site a representative of the supplier to ensure that Work Area preparation and geogrid installation procedures are as recommended by the manufacturer.

630.3.4 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

630.4 CONSTRUCTION

630.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

630.4.2 The manufacturer's installation procedures shall be observed along with the following:

630.4.2.1 Geogrid shall be oriented such that the roll length runs parallel to the Roadway centerline.

630.4.2.2 Geogrid material shall be tensioned by hand. Overlaps and securing of outside edges shall be as recommended by the manufacturer.

630.4.2.3 The Contractor shall ensure that geogrid sections do not separate at overlaps during construction as recommended by the manufacturer.

630.4.2.4 Equipment shall not travel over unprotected geogrid or over backfilled geogrid with less than 150 mm of cover, which shall be placed the same Day as geogrid placement.

630.4.2.5 The Contractor shall immediately repair damaged geogrid in accordance with the manufacturer's recommendations. All repaired sections shall meet the performance standard of the intact geogrid and shall be subject to the approval of the Engineer.

630.5 MEASUREMENT FOR PAYMENT

630.5.1 The Quantity to be measured for payment shall be the number of square metres of geogrid soil reinforcement supplied and installed in accordance with this Item.

630.5.2 Overlapped joints, patches and seams shall be measured as a single layer of soil reinforcement.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SOIL REINFORCEMENT

ITEM: 630

630.6 BASIS OF PAYMENT

630.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SODDING

ITEM: 631

631.1 DESCRIPTION

631.1.1 This Item consists of the supply and placement of sod.

631.2 MATERIALS

631.2.1 All materials shall be supplied by the Contractor.

631.2.2 Sod shall be cut from living, thickly matted nursery turf which includes grass species that are dormant during cold or dry seasons and capable of renewing growth after the dormant period. Sod shall be relatively free of woody or other undesirable foreign plants, stones, or roots.

631.2.3 Topsoil shall meet the requirements of 613.2.

631.2.4 Fertilizer shall be 6-12-12 composition, free flowing and uniform, having at least 50% of components derived from organic sources, and supplied in unopened, properly labelled, waterproof bags.

631.3 SUBMITTALS

631.3.1 The Contractor shall submit, for the Engineer's approval, the proposed sources of materials.

631.3.2 The Contractor shall submit, in advance of the Work, certification from the suppliers that the materials meet the specified requirements.

631.3.3 The Contractor shall submit the supplier's instructions for handling and installing the sod.

631.3.4 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

631.4 CONSTRUCTION

631.4.1 The Contractor shall perform the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

631.4.2 The Contractor shall deliver the sod to the site within 24 hours after being cut, and shall lay the sod within 24 hours after being delivered.

631.4.3 Sod shall be handled and protected in accordance with the supplier's instructions and recommendations until incorporated into the Work.

631.4.4 Topsoil shall be spread and shaped in accordance with 613.4.

631.4.5 Sod shall be laid as recommended by the supplier, ensuring close contact with the topsoil.

631.4.6 Immediately after placement, the sodded area shall be evenly fertilized at the manufacturer's recommended application rate, and watered sufficiently to obtain moisture penetration into the top 100 mm of topsoil.

631.4.6.1 Watering shall continue daily for a week after placement or as otherwise required such that the roots have established into the topsoil.

631.4.7 Sodded areas shall be accepted by the Engineer if, at 30 Days after being placed, the sod exhibits healthy growth and is free of disease, insects, weeds, fungal organisms, and bare or dead spots.

631.4.8 Areas of unhealthy or dead sod shall be replaced at the Contractor's expense.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SODDING

ITEM: 631

631.5 MEASUREMENT FOR PAYMENT

631.5.1 The Quantity to be measured for payment shall be the number of square metres of sod supplied and placed in accordance with this Item.

631.6 BASIS OF PAYMENT

631.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HYDRAULIC GROUND COVER

ITEM: 632

632.1 DESCRIPTION

632.1.1 This Item consists of the supply and application of a flexible reinforced matrix (FRM) and a hydroseeding mix, to comprise a hydraulic ground cover on slopes, ditches and other areas for erosion and sedimentation control.

632.2 MATERIALS

632.2.1 All materials shall be supplied by the Contractor.

632.2.2 Flexible Reinforced Matrix (FRM)

632.2.2.1 Approved FRMs for the Work are shown in Table 632-1.

**Table 632-1
Approved FRM Systems**

Manufacturer	Product
Profile Products	Flexterra (FGM)
Mat Inc.	Flex Guard (FRM)

632.2.3 Hydroseeding Mix

632.2.3.1 The seed mix shall be in accordance with Table 614-1 and the requirements of the Canada Seeds Act for Canada No. 1 Ground Cover Mixture.

632.2.3.2 Fertilizer shall be a 15-25-15 (N-P-K) mix for seeding done May 1st to Labour Day, and 10-20-20 (N-P-K) thereafter.

632.2.3.3 Bags of seed and fertilizer shall be labelled with mass (kg), mix components and percentages, lot number, date of bagging and supplier's name.

632.2.3.4 Seed and fertilizer shall be kept dry and away from direct sunlight and other detrimental conditions. Materials subjected to moisture will be rejected.

632.3 SUBMITTALS

632.3.1 The Contractor shall submit, upon request, the manufacturer's certification that supplied materials meet the requirements specified in the Contract Documents.

632.3.2 The Contractor shall submit, prior to the Work, the manufacturer's recommended procedures for application of the materials.

632.3.3 The Contractor shall submit, at least one week prior to the Work, the area of coverage anticipated for each tank load of FRM mix for the application rates indicated in Table 632-2 and/or Table 632-3.

632.3.4 For FRM applied into turf reinforcement mat (TRM), the Contractor shall submit prior to the Work, documentation from the FRM and TRM manufacturers that their products are compatible and guaranteed as a system for turf protection and erosion and sediment control.

632.3.5 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HYDRAULIC GROUND COVER

ITEM: 632

632.4 CONSTRUCTION

632.4.1 The Contractor shall perform the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

632.4.2 Ground Preparation

632.4.2.1 The Contractor shall prepare the ground (or topsoiled surface) for application of FRM by removing all ruts, ridges, and deleterious materials such as sticks, roots and stones that would impede growth of the seed mix and mowing.

632.4.2.2 During or after the Work of 632.4.2.1, but no sooner than 2 Days before FRM application, the surface shall be loosened to a minimum depth of 25 mm, to ensure that FRM is not placed on hardened soil.

632.4.3 Application Rates

632.4.3.1 The FRM mix for application on bare ground shall be as shown in Table 632-2.

**Table 632-2
Application Rates for FRM Mix on Bare Ground**

Application Rates (kg/ha)			
FRM	Seed	Fertilizer	Total Mix
4200	125	375	4700
Rates may vary by ±5%, depending on ground conditions			

632.4.3.2 The FRM mix for application on TRM shall be as shown in Table 632-3, and the FRM shall be applied into and completely filling the mesh of the installed TRM.

**Table 632-3
Application Rates for FRM Mix on TRM**

Application Rates (kg/ha)			
FRM	Seed	Fertilizer	Total Mix
3900	125	375	4400
Rates may vary by ±5%, depending on ground conditions			

632.4.4 Areas of Application

632.4.4.1 The Work shall be performed at the locations as indicated in the Contract Documents.

632.4.4.2 The Engineer will pre-measure the limits of coverage of each tank load of mix based on estimated coverage per 632.3.3.

632.4.5 Conditions for Application

632.4.5.1 The Contractor shall notify the Engineer at least 48 hours prior to any application of FRM.

632.4.5.2 FRM shall be applied within 2 Days after ground preparation per 632.4.2, and within 1 Day of placement of TRM per 632.4.3.2.

632.4.5.3 FRM shall not be applied during windy conditions or periods of rainfall, or on unprepared slopes or slopes that are leaching water.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HYDRAULIC GROUND COVER

ITEM: 632

- 632.4.6 Application of FRM
- 632.4.6.1 Application of FRM shall be performed in accordance with the manufacturer's recommended procedures and as specified herein.
- 632.4.6.2 FRM shall be applied only on slopes and other areas that have been pre-approved per 632.4.2 and pre-measured per 632.4.4.2.
- 632.4.6.3 The applied FRM shall form a continuous blanket completely covering and in full contact with all exposed ground, with no voids or shadowing, including the top of slopes to ensure runoff from above the cut does not flow under the FRM.
- 632.4.6.4 FRM shall be built up in successive layers from opposite directions onto each measured area until the prescribed application rate per 632.3.3 and complete and uniform coverage per 632.4.6.3 are achieved.
- 632.4.6.4.1 Complete coverage of slopes requires spraying from top and bottom of the slope, and the use of a manually held hose.
- 632.4.6.4.2 Areas of voids or shadowing shall be redone, at the Contractor's expense, to attain the prescribed application rate.
- 632.4.6.5 After drying, the applied FRM shall not dissolve or disperse when rewetted, or form a crust that inhibits water infiltration.
- 632.4.6.6 The Contractor shall take care to prevent overspray onto Structures, signs, and all other installations and, where such overspray occurs, the Contractor shall remove it by a method approved by the Engineer.
- 632.4.6.7 Overspray that comes in contact with the foliage of any trees, shrubs or similar vegetation shall be immediately washed off with water.
- 632.4.7 Success of the Work
- 632.4.7.1 For FRM applied as a ground cover without seed mix, success shall mean complete coverage of the measured areas with no voids, and no washouts due to precipitation or runoff for a period of one year from the date of application.
- 632.4.7.2 For FRM applied with a seed mix, success shall mean that the FRM remains intact and the seed mix produces satisfactory growth on at least 95% of the areas of application, based on the time of year as follows:
- 632.4.7.2.1 May 1st to Labour Day – based on growth in that year's growing season;
- 632.4.7.2.2 Labour Day to the end of the week of September 30th – based on growth in the next growing season; and
- 632.4.7.2.3 After the week of September 30th until freeze-up, as for 632.4.7.2.2.
- 632.4.7.2.3.1 Work during this period will require prior approval by the Engineer.
- 632.4.7.3 Areas of poor or no growth that exceed 5% (measured cumulatively) of the total area of the Work shall be redone at the Contractor's expense.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HYDRAULIC GROUND COVER

ITEM: 632

632.5 MEASUREMENT FOR PAYMENT

632.5.1 The Quantity to be measured for payment shall be the number of square metres of FRM, and/or FRM with seed mix, supplied and applied in accordance with this Item.

632.5.2 The area shall be measured along the slope of the ground.

632.6 BASIS OF PAYMENT

632.6.1 Payment for Work under this Item shall include a separate Unit Price for each type of FRM application, as identified under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TURF REINFORCEMENT MAT

ITEM: 633

633.1 DESCRIPTION

633.1.1 This Item consists of supply and installation of a Turf Reinforcement Mat (TRM) as a ditch liner or slope protection.

633.2 MATERIALS

633.2.1 All materials shall be supplied by the Contractor.

633.2.2 TRM shall be supplied rolls of a width or varying widths, such as 1 m and 2 m, that will minimize the number of longitudinal seams for the application.

633.2.3 Approved TRMs for the Work are shown in Table 633-1, along with approved flexible reinforced matrix (FRMs) applied under Item 632. The two products comprise an approved turf reinforcement system.

**Table 633-1
Approved Turf Reinforcement Systems**

Manufacturer	TRM	FRM	System
Colbond Geosynthetics	Enkamat 7020	Flexterra	Green Armor
Mat Inc.	Multimat	Flex Guard	Green Guard

633.2.4 Staples for securing TRM to the ground shall be U-shaped steel wire, No. 11 gauge or heavier, and at least 150 mm long for cohesive soils and 200 mm long for granular soils.

633.2.5 Pins for securing the up-grade edge of the TRM shall be staples per 633.2.4, or hook-shaped steel rods or equivalent at least 450 mm long.

633.3 SUBMITTALS

633.3.1 The Contractor shall submit, upon request, the manufacturer's certification that the supplied materials meet the requirements specified in the Contract Documents.

633.3.2 The Contractor shall submit the manufacturer's recommended procedures for installation of the materials.

633.3.3 In cases where FRM will be applied to infill the TRM installed under this Item, the Contractor shall submit, prior to the Work, documentation from the FRM and TRM manufacturers that their products are compatible and guaranteed as a system for turf protection and sediment control, as indicated in Table 633-1.

633.3.4 Submittals are required in accordance with any cross-referenced Item forming part of this Item.

633.4 CONSTRUCTION

633.4.1 The Contractor shall perform the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

633.4.2 TRMs shall be installed in accordance with the manufacturer's recommended procedures and as described herein.

633.4.3 After placement per 633.4.5 or 633.4.6, the TRM shall be held in place with staples driven perpendicularly through the mat in a pattern recommended by the TRM manufacturer, and finished flush with the ground such that the TRM is secured in full and uniform contact with the ground.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TURF REINFORCEMENT MAT

ITEM: 633

633.4.4 The up-grade edge of the TRM shall be embedded in a trench perpendicular to the slope or ditch, and anchored in place with staples or steel J-pegs driven flush with the ground.

633.4.5 Slope Protection

633.4.5.1 TRMs used for slope protection shall be installed at the locations shown on the Plans and/or as directed by the Engineer.

633.4.6 Ditch Liner

633.4.6.1 TRMs shall be installed longitudinally in ditches as shown on the Plans and/or at locations as directed by the Engineer, extending up the foreslope and backslope to have the edges at least 0.3 m vertically above the ditch.

633.4.6.2 The Contractor shall schedule the Work so that on the same day that the ditch is prepared (removal of erosion control structures and retained sediment, final shaping and topsoil placement), the TRM is placed and then covered with FRM under Item 632.

633.5 MEASUREMENT FOR PAYMENT

633.5.1 The Quantity to be measured for payment shall be the number of square metres of turf reinforcement mat supplied and installed in accordance with this Item.

633.5.2 Overlapped joints, patches and seams will be measured as a single layer.

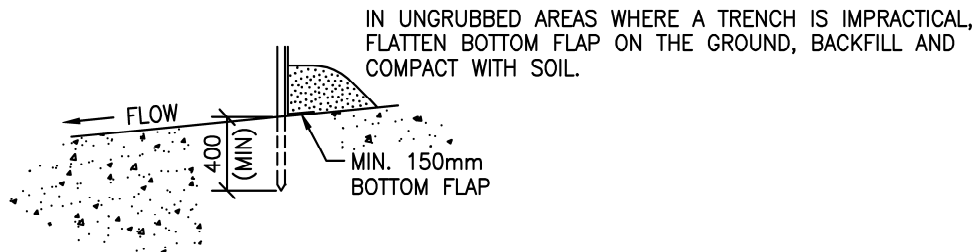
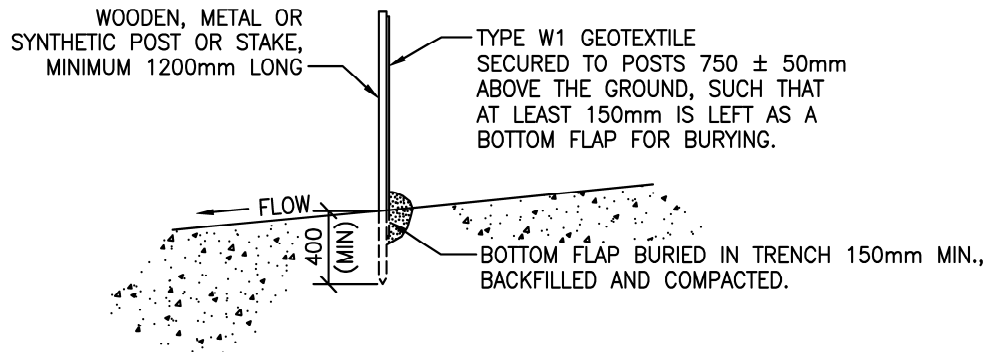
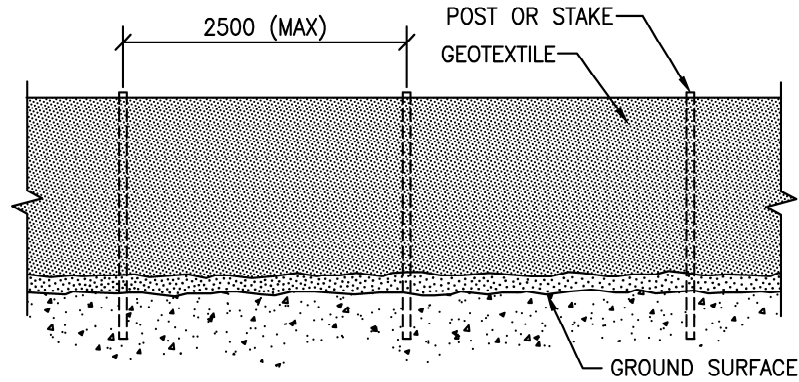
633.6 BASIS OF PAYMENT

633.6.1 Payment for Work under this Item shall be at the Unit Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 699

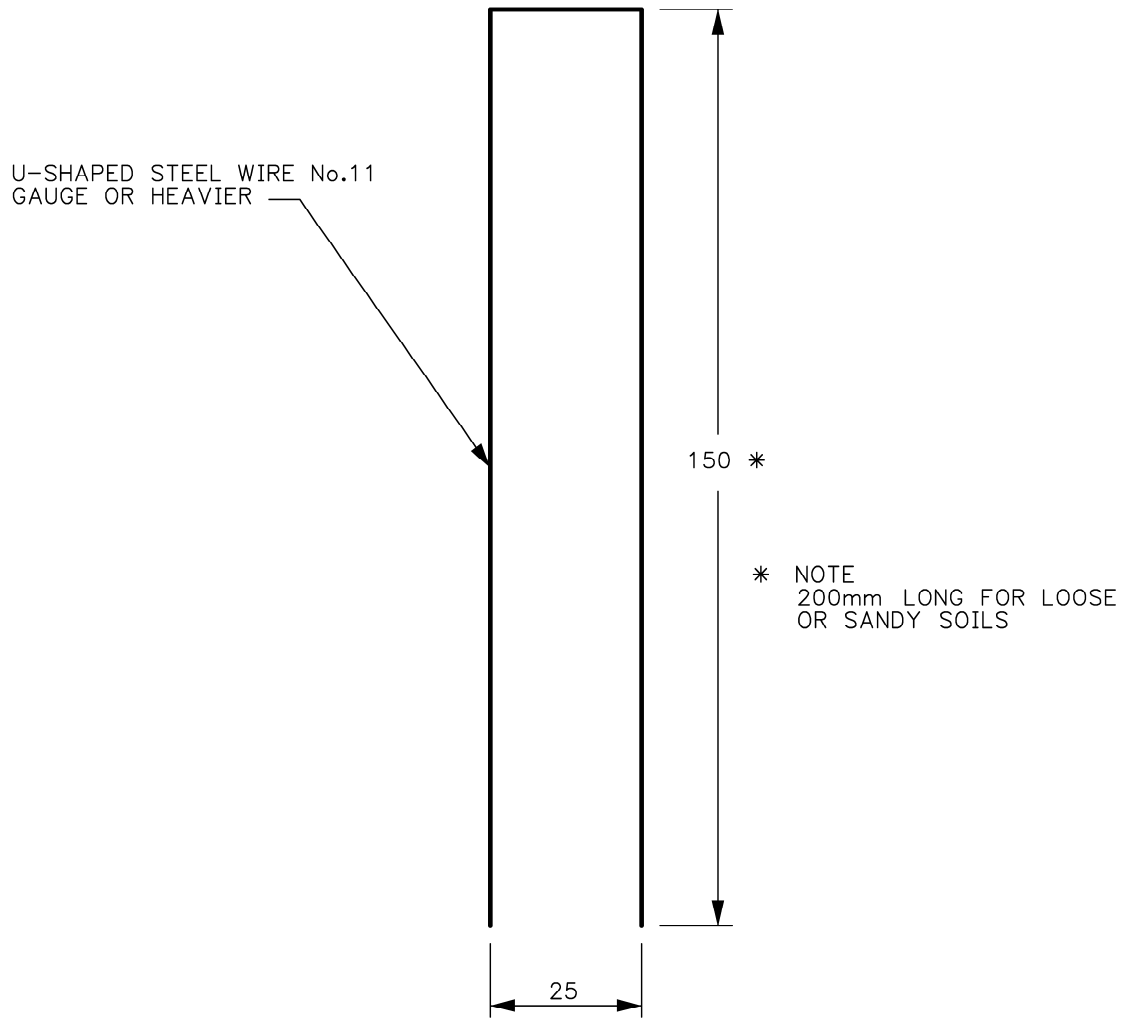


Sediment Control Fence

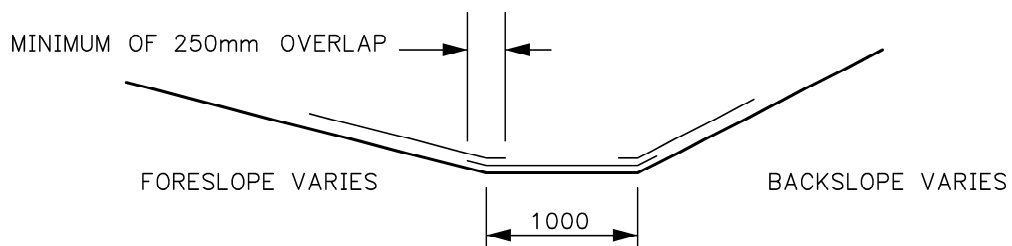
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 699



STAPLE DETAIL



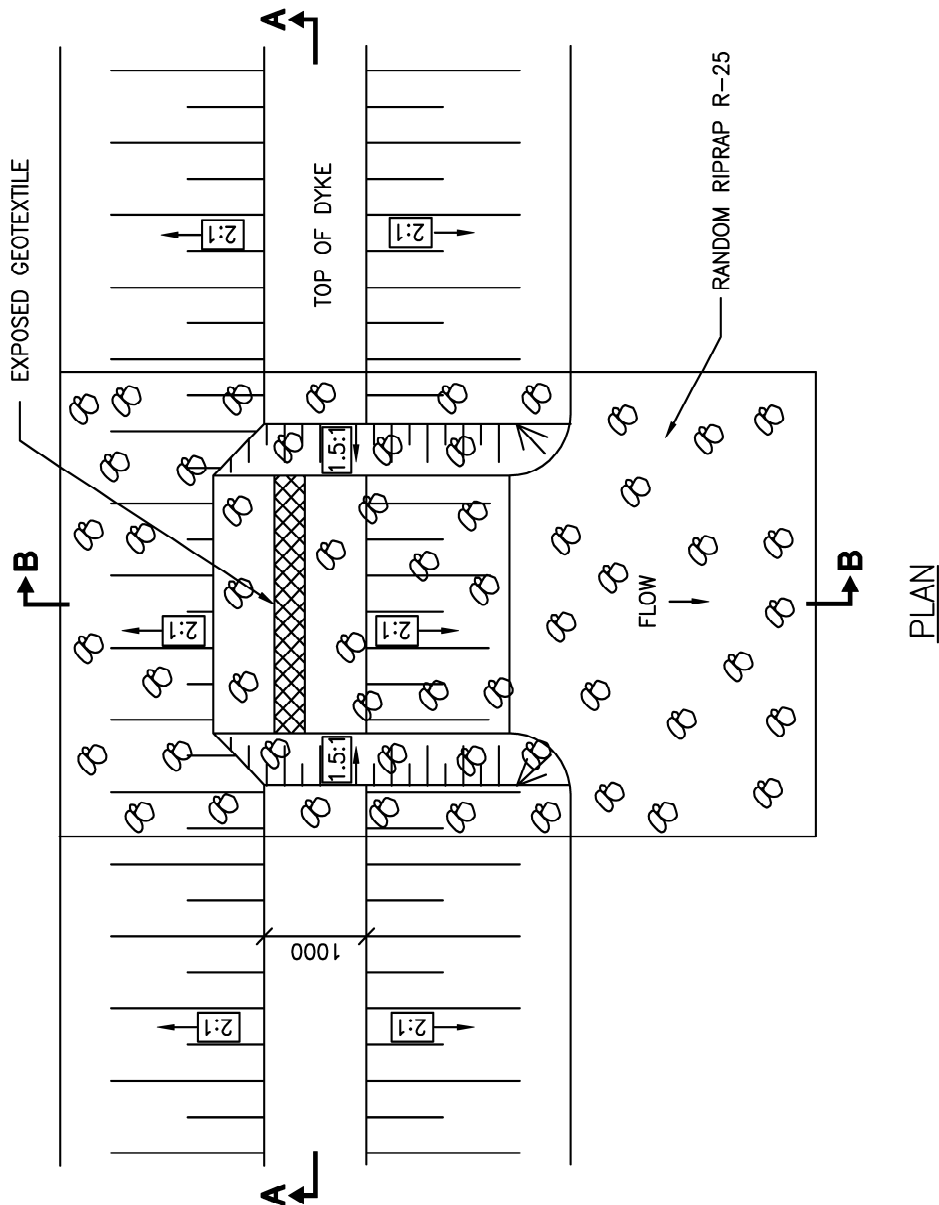
- NOTES
1. ALWAYS USE THREE STRIPS OF JUTE MATS
 2. JUTE MATS ARE TO BE INSTALLED LONGITUDINALLY IN THE DITCH
 3. LAY FIRST STRIP IN DITCH BOTTOM

Jute Mat Details

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 699

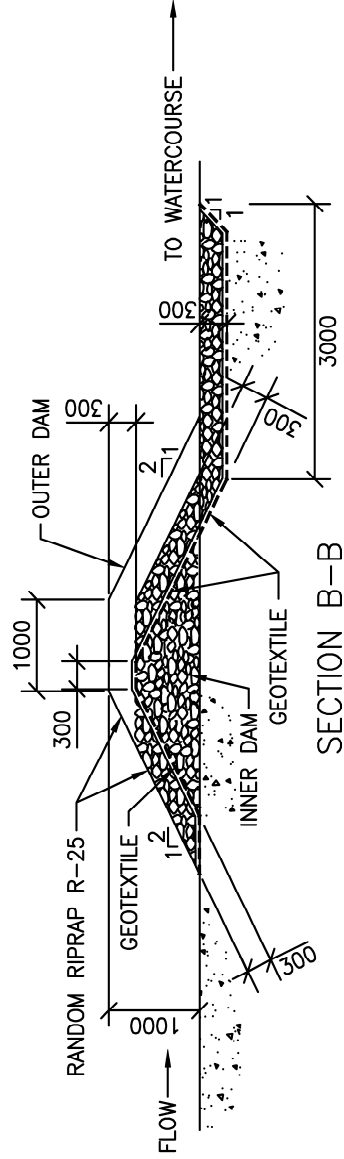
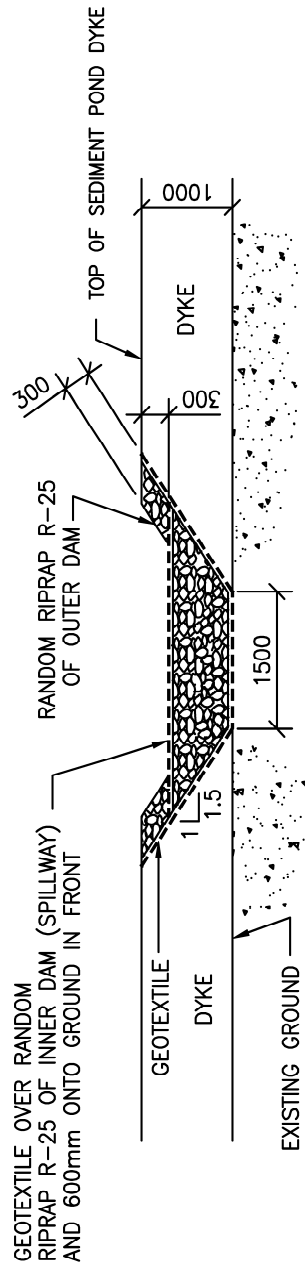


Type A – Spillway Structure for Sediment Pond

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 699



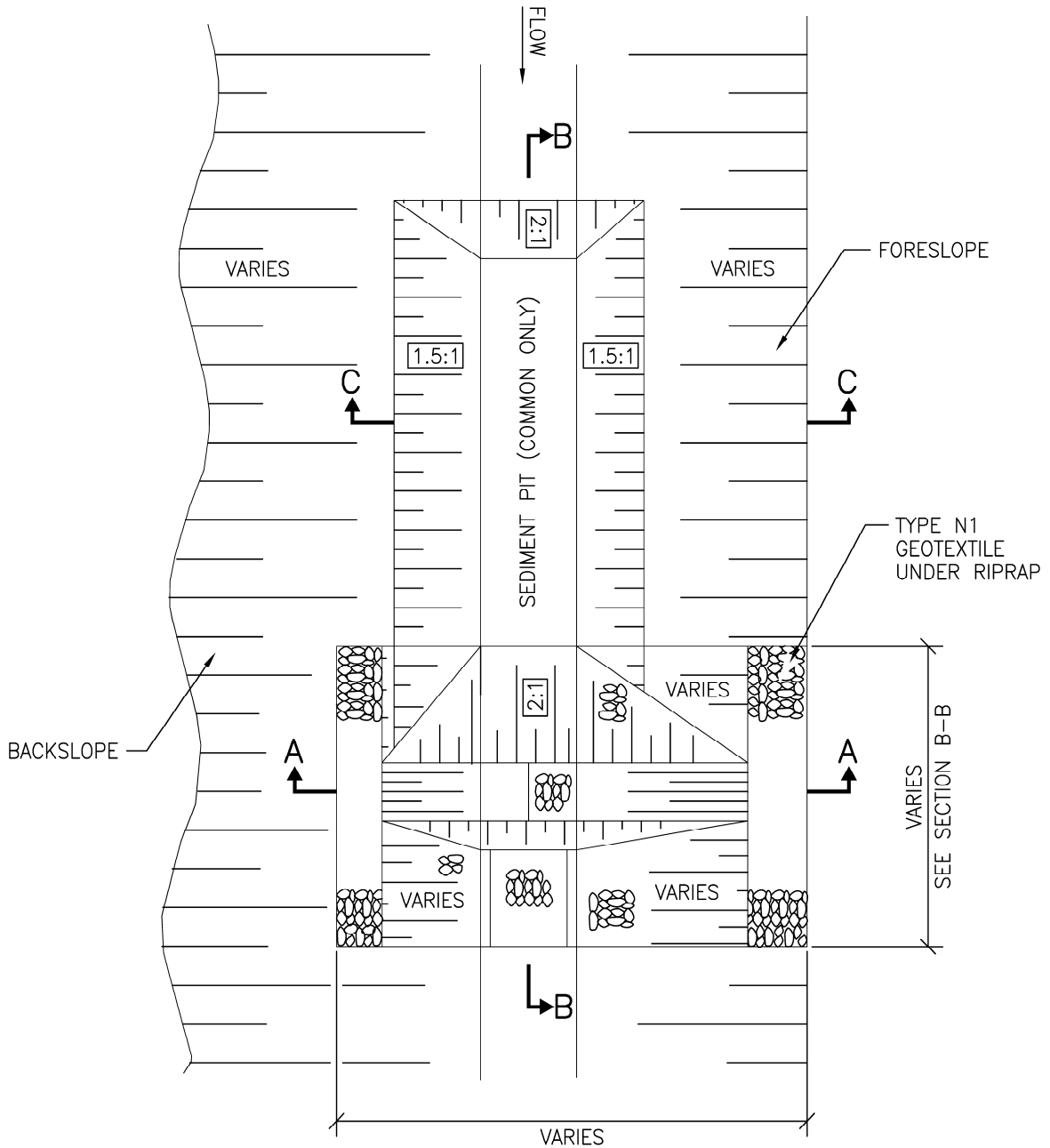
Type A – Spillway Structure Details

PLAN / SECTION LINES ON STANDARD DRAWING 605-1

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 699



NOTES:

1. DEPTH, WIDTH AND SIDE SLOPES OF SEDIMENT PIT MAY VARY WITH SOIL CONDITIONS AS DIRECTED BY THE ENGINEER
2. ALL RIPRAP SHOWN IS R-5 SIZE

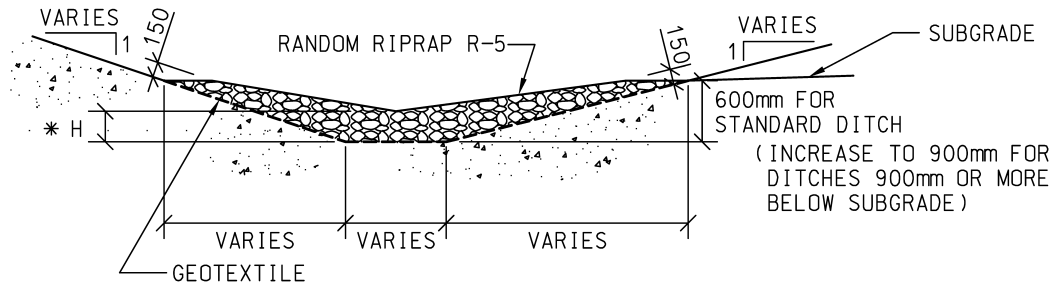
SECTION DETAILS ON STANDARD DRAWING 605-4

Type B – Erosion Control Structure for Ditches

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

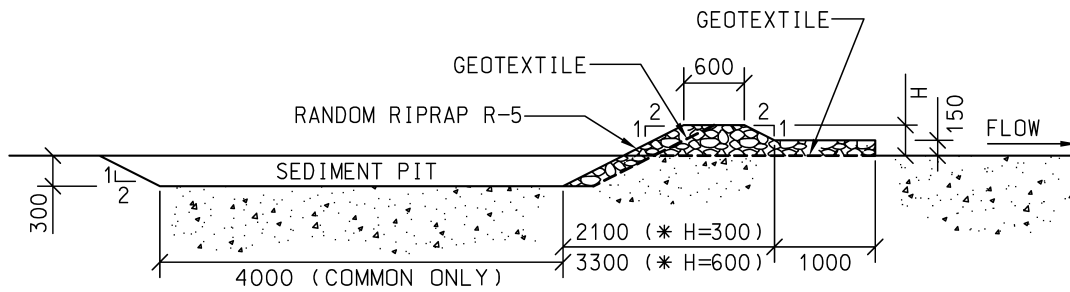
STANDARD DRAWINGS

ITEM: 699

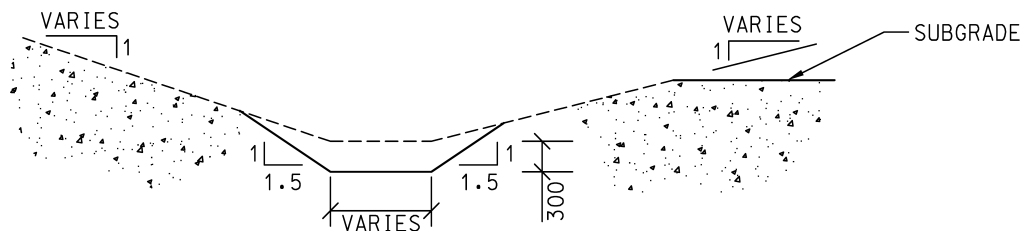


SECTION A-A

* H = 300mm FOR STANDARD
DITCH DEPTH OF 600mm
OR
600mm FOR DITCHES 900mm
OR MORE BELOW SUBGRADE



SECTION B-B



SECTION C-C
(COMMON ONLY)

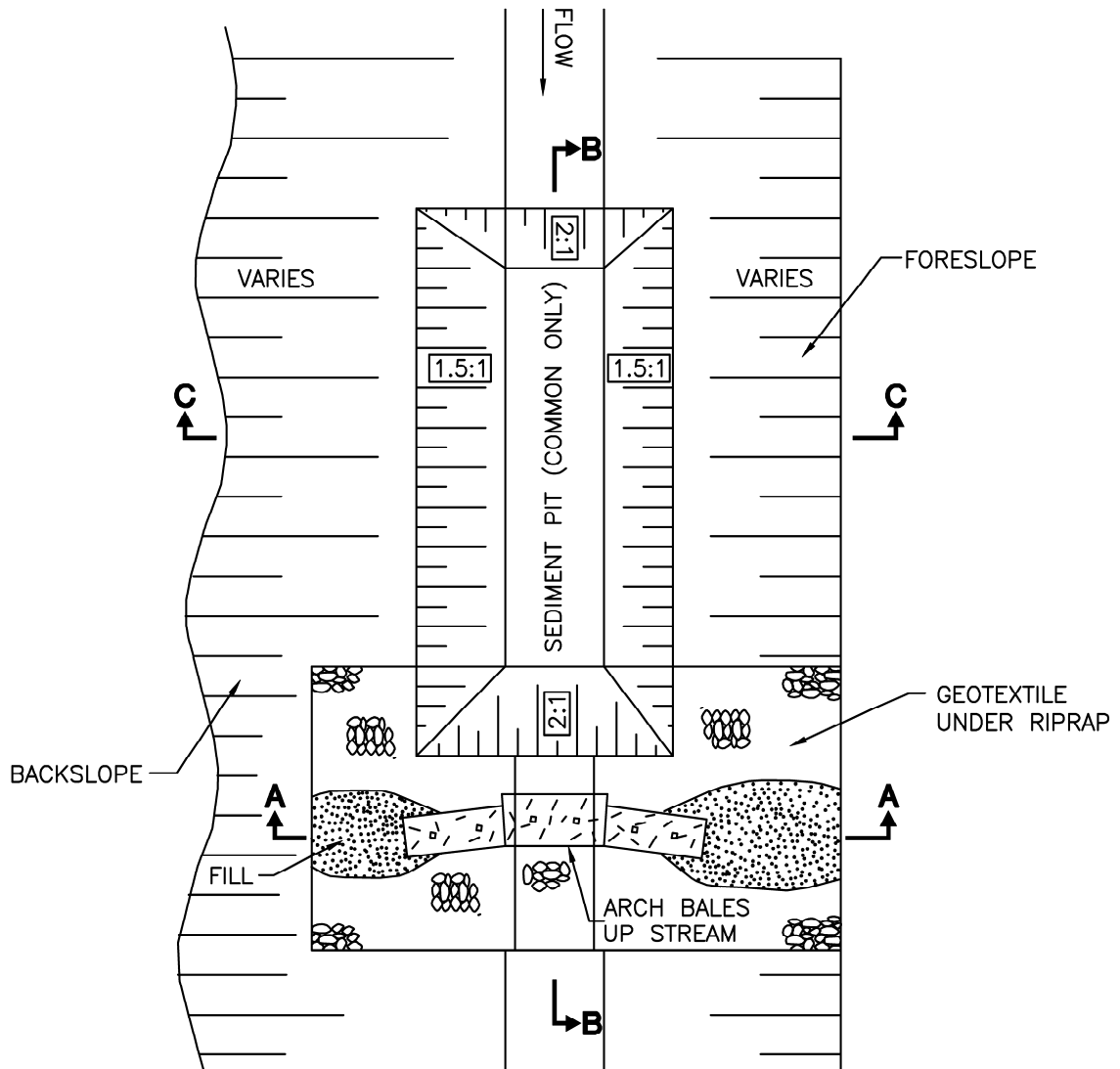
PLAN/SECTION LINES ON STANDARD DRAWING 605-3

Type B – Erosion Control Structure Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 699



- NOTES: 1. NUMBER OF HAY/STRAW BALES REQUIRED VARIES DEPENDING ON BACKSLOPE AND FORESLOPE, AND DITCH WIDTH AND DEPTH.
2. DEPTH, WIDTH AND SIDE SLOPES OF SEDIMENT PIT MAY VARY WITH SOIL CONDITIONS AS DIRECTED BY THE ENGINEER.
3. THE GEOTEXTILE MUST BE PLACED OVER THE BALES AND DYKES AND EXTEND ALONG THE GROUND IN FRONT AND BACK OF THIS DAM, AND BE HELD IN PLACE BY THE RIPRAP R-5.

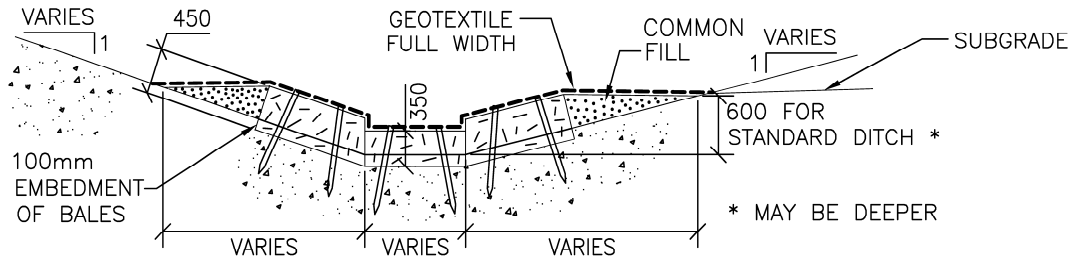
SECTION DETAILS ON STANDARD DRAWING 605-6

Type C – Erosion Control Structure for Ditches

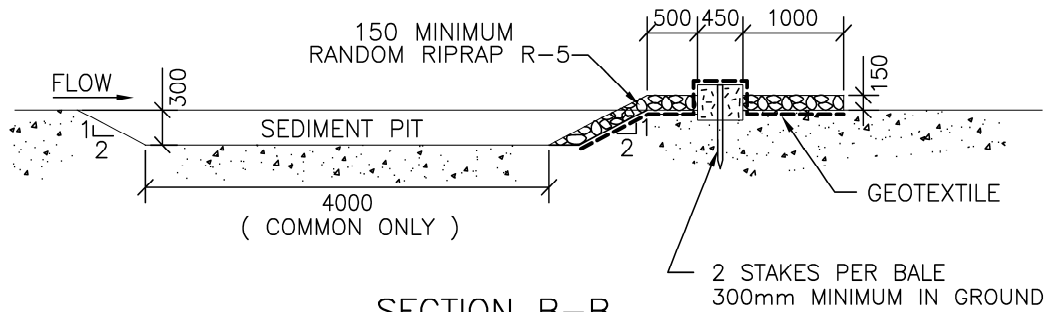
**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

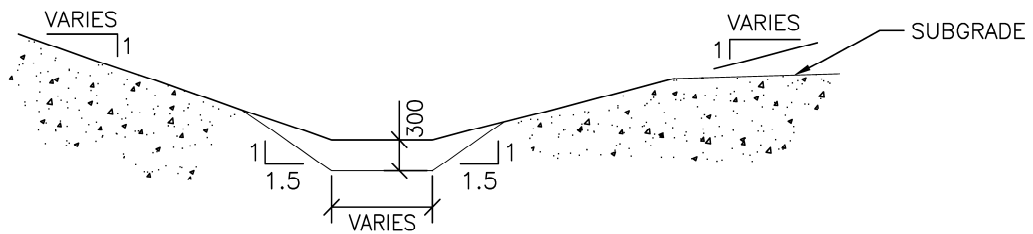
ITEM: 699



SECTION A-A



SECTION B-B



**SECTION C-C
(COMMON ONLY)**

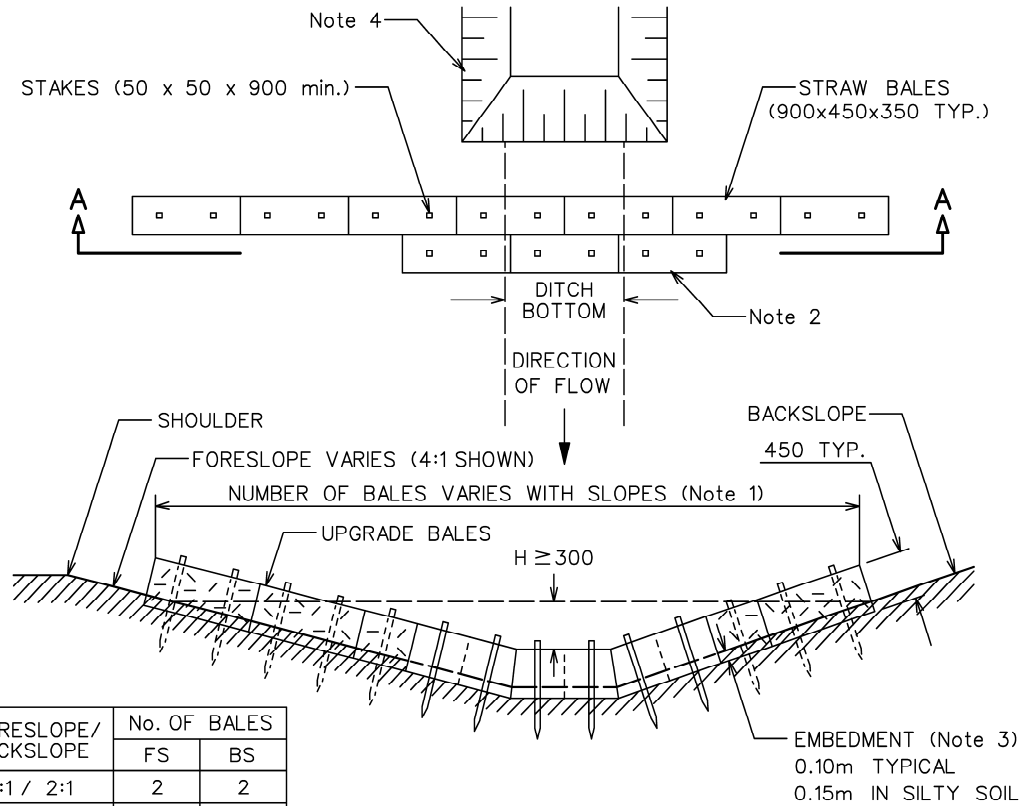
PLAN / SECTION LINES ON STANDARD DRAWING 605-5

Type C – Erosion Control Structure Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 699



FORESLOPE/ BACKSLOPE	No. OF BALES	
	FS	BS
2:1 / 2:1	2	2
3:1 / 2:1	3	2
3:1 / 3:1	3	3
4:1 / 3:1	4	3
6:1 / 3:1	5	3
WIDE SWALES	AS REQ'D	

SECTION A-A

NOTES:

- 1) SEE TABLE FOR TYPICAL NUMBER OF UPSTREAM BALES WHICH ARE REQUIRED TO ENSURE MIN. 300mm FOR HEIGHT 'H' (FROM TOP OF BALES AT DITCH CENTRE TO POINT WHERE HIGHEST BALES INTERCEPT SLOPES.)
- 2) INSTALL MINIMUM OF 3 BALES DOWNGRADE AS REINFORCEMENT. JOINTS OF DOWNGRADE BALES SHOULD BE STAGGERED FROM UPSTREAM BALES.
- 3) IF TRENCH FOR BALE EMBEDMENT IS EXCAVATED WIDER THAN BALES, BACKFILL WITH EXCAVATED MATERIAL.
- 4) THE SEDIMENT PIT OF STANDARD DWGS 605-5 AND 605-6 IS REQUIRED FOR TYPE 'D' STRUCTURE.

Type D – Erosion Control Structure for Ditches

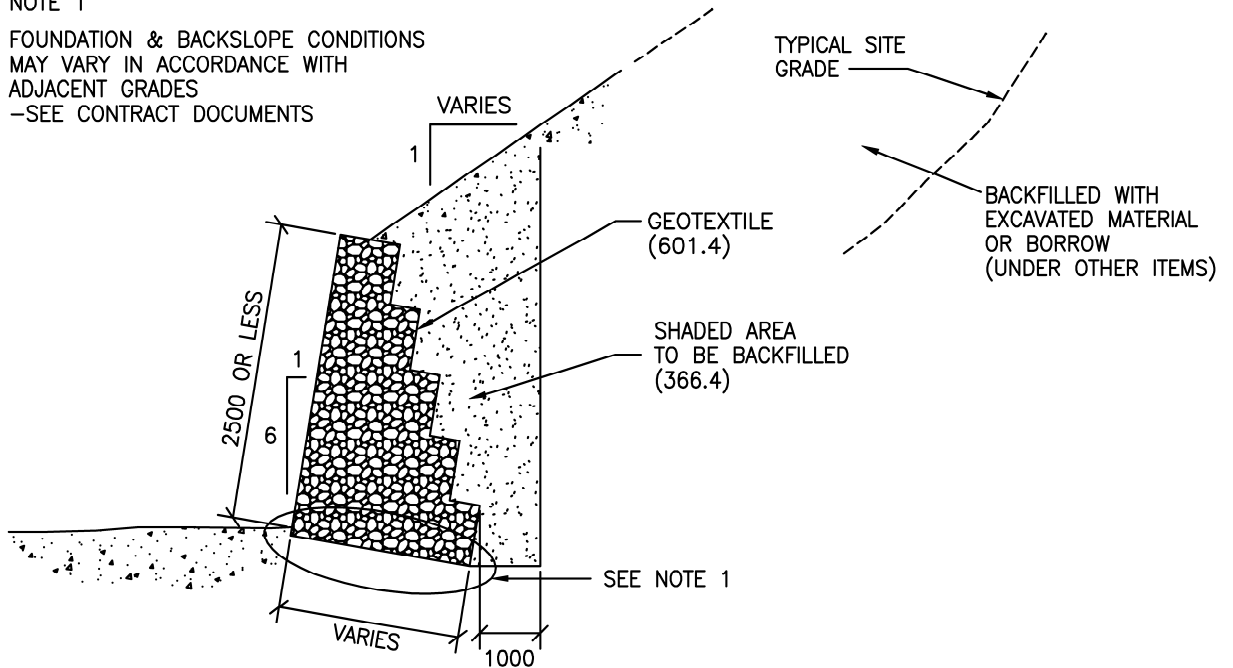
STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 699

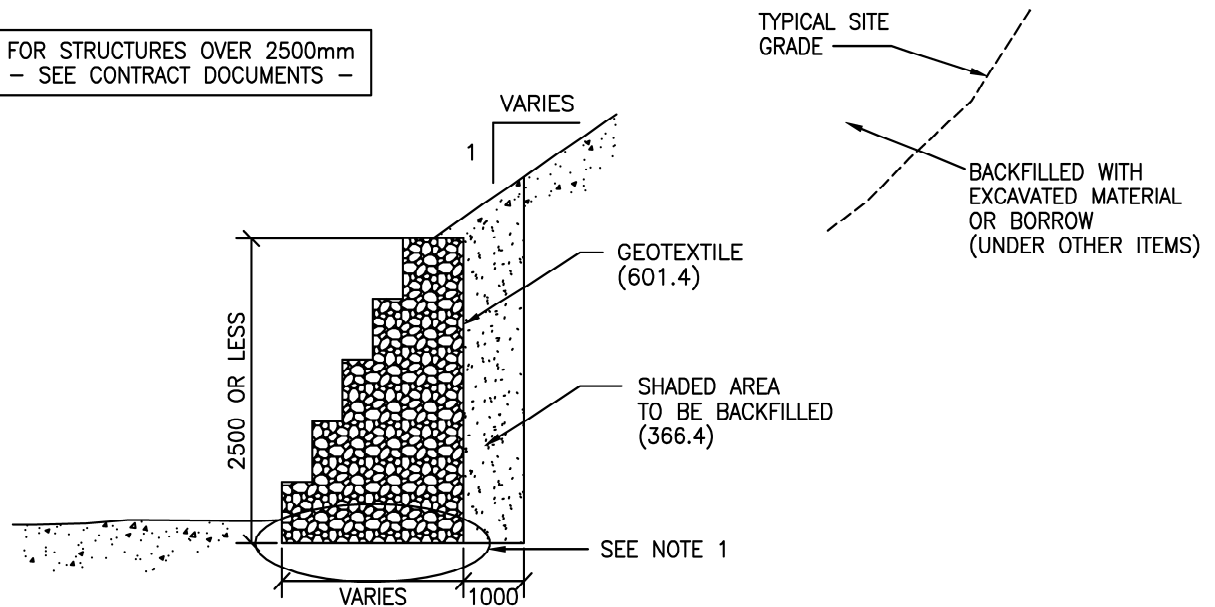
NOTE 1

FOUNDATION & BACKSLOPE CONDITIONS
MAY VARY IN ACCORDANCE WITH
ADJACENT GRADES
-SEE CONTRACT DOCUMENTS



SLOPING FRONT

FOR STRUCTURES OVER 2500mm
- SEE CONTRACT DOCUMENTS -



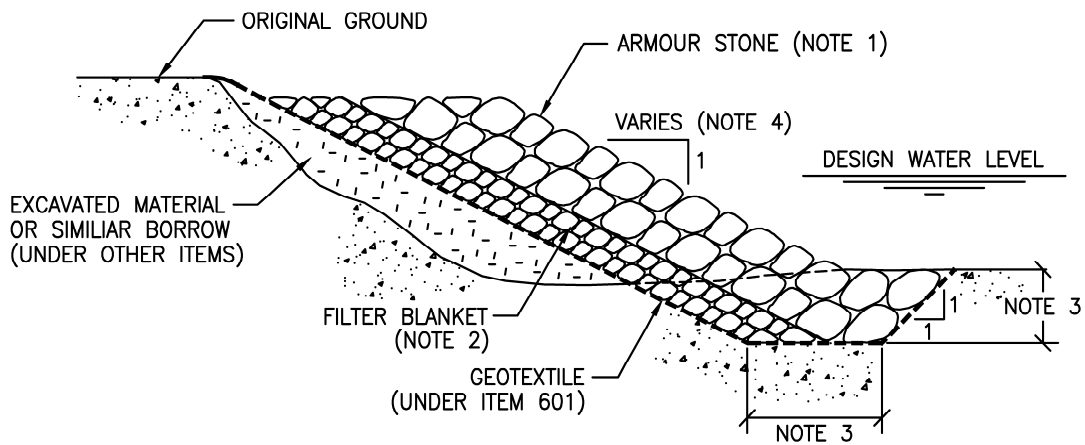
STEPPED FRONT

Gabion Backfilling Details

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 699



NOTES:

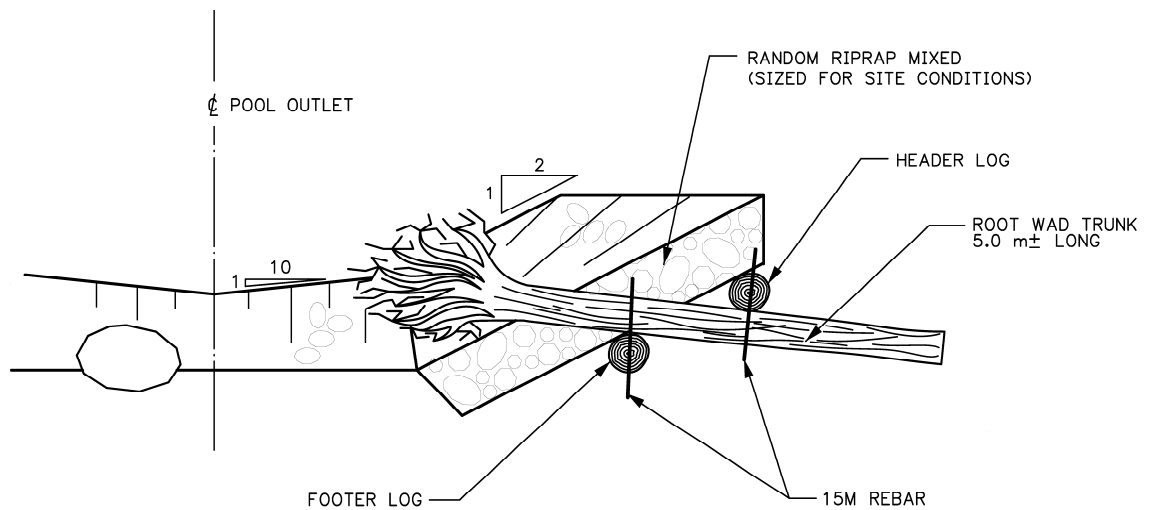
1. ARMOUR STONE – SIZE AND THICKNESS AS SPECIFIED IN THE CONTRACT DOCUMENTS. APPROXIMATELY 2 ROCKS THICK.
2. FILTER BLANKET – SIZE AND THICKNESS AS SPECIFIED IN THE CONTRACT DOCUMENTS. APPROXIMATELY 2 ROCKS THICK.
3. TOE DEPTH AS SPECIFIED IN THE CONTRACT DOCUMENTS.
4. SLOPE AS SPECIFIED IN THE CONTRACT DOCUMENTS.

Armour Stone Protection System Details

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 699

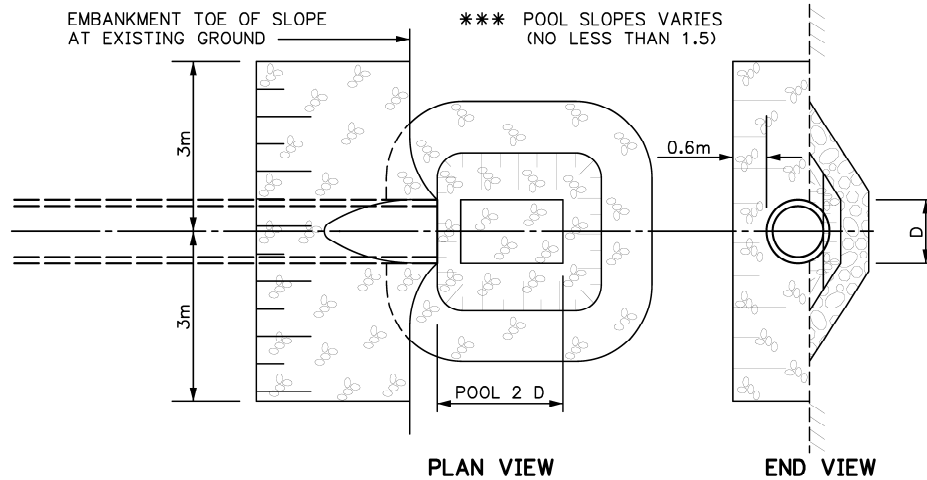
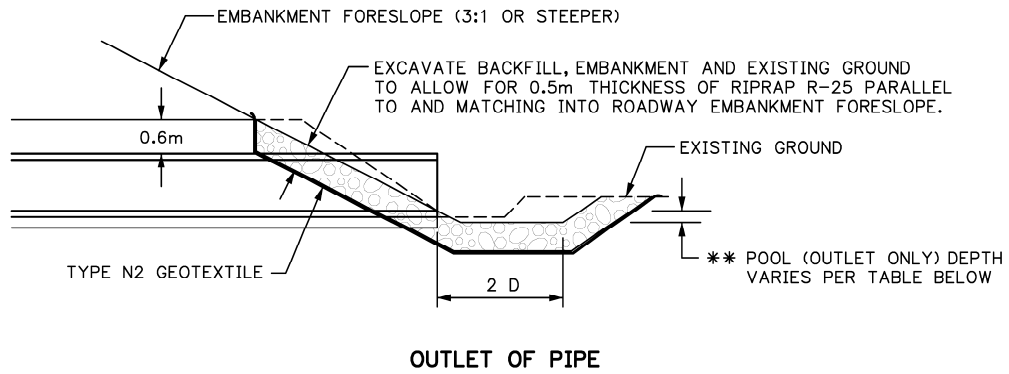
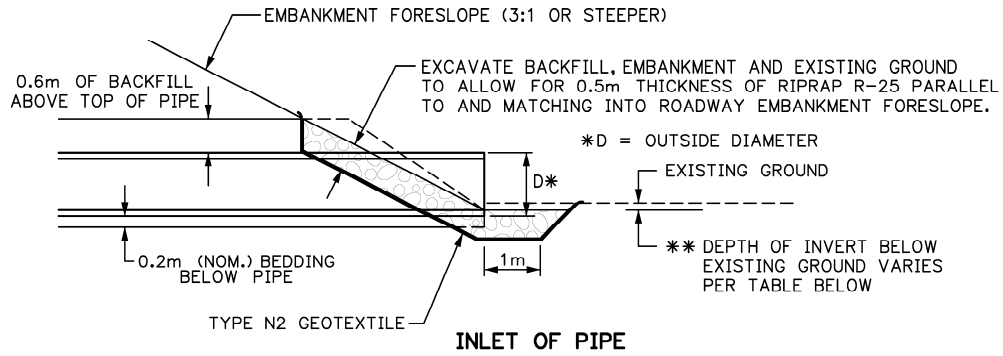


Root Wad Detail in Pool

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 699



DETAILS OF CULVERT AFTER PLACEMENT OF RIPRAP R-25 ON SLOPE

** CULVERT OUTLET FEATURES

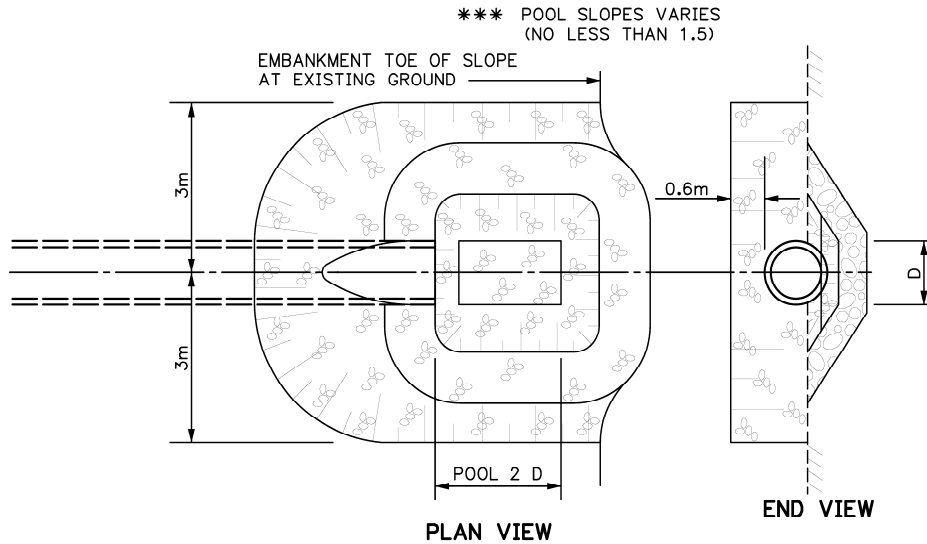
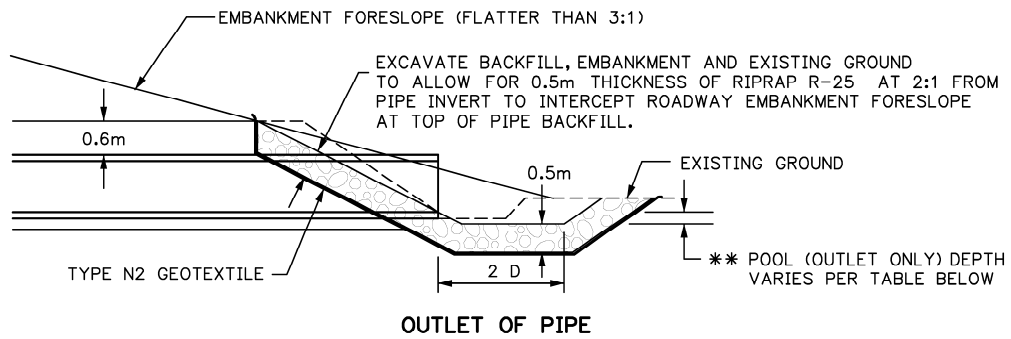
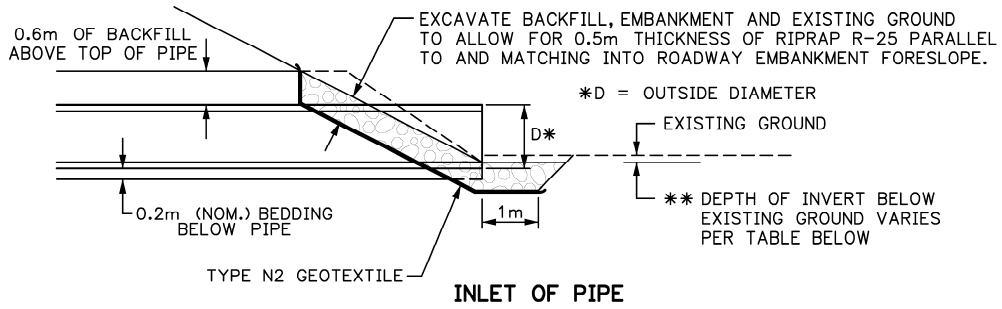
SUM OF SLOPES (PIPE + OFFTAKE)	MIN. DEPTH OF INVERT BELOW EXISTING GROUND	MIN. DEPTH OF POOL BELOW PIPE INVERT
0 - 3%	0.1m	0.0m
> 3 - 6%	0.2m	0.0m
> 6 - 10%	0.3m	0.2m
> 10%	0.3m	0.3m

**End Treatment for Culverts ≤ 1500 mm ID
Roadway Foreslope 3:1 or Steeper**

STANDARD SPECIFICATIONS DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 699



DETAILS OF CULVERT AFTER PLACEMENT OF RIPRAP R-25

** CULVERT OUTLET FEATURES

SUM OF SLOPES (PIPE + OFFTAKE)	MIN. DEPTH OF INVERT BELOW EXISTING GROUND	MIN. DEPTH OF POOL BELOW PIPE INVERT
0 - 3%	0.1m	0.0m
> 3 - 6%	0.2m	0.0m
> 6 - 10%	0.3m	0.2m
> 10%	0.3m	0.3m

**End Treatment for Culverts ≤ 1500 mm ID
Roadway Foreslope Flatter Than 3:1**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 800

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
801	Haulage - Soil, Rock, and Aggregate	1
802	Haulage - Asphalt Concrete	1
806	Overhaul - Common Excavation	1
807	Overhaul - Unclassified Excavation	1
808	Overhaul - Solid Rock Excavation	1
810	Fixed Rates	1
811	Force Account	1
812	Extra Work	5
820	Payment Adjustments	1
821	Adjustment for Asphalt Binder Price	1
822	Payment Adjustment for Fuel Cost	1
825	Mobilization	1

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HAULAGE – SOIL, ROCK, AND AGGREGATE

ITEM: 801

801.1 DESCRIPTION

801.1.1 Haulage rates for the haulage of specified soil, rock and aggregate materials shall be as identified in Table 801-1 on a tonne-kilometre basis.

801.1.1.1 Current haulage rates, including Table 801-1, are available from the following web address:
<http://www2.gnb.ca/content/gnb/en/departments/dti/trucking.html>

801.2 APPLICATION

801.2.1 The provision for payment of haulage on any Item shall be specifically and clearly stated in the Item or in the Contract Documents.

801.2.1.1 If no specific reference to the provision of payment is made under the Item or in the Contract Documents, then the haulage shall be included in the Unit Price for the Item.

801.2.2 Where the Contractor is required to include haulage of materials in the Unit Price, no separate payment for haulage and no mark-up on haulage shall be made by the Owner to the Contractor.

801.2.2.1 If, as a result of a directive from the Owner to the Contractor, there is an increase to the haul distance on a Contract, the Owner shall pay the Contractor for the additional haulage in accordance with the rates set in Table 801-1, plus a 5% mark-up

801.2.3 Where the Owner provides for payment of the haulage of materials in the Item, the Owner shall pay the Contractor the haulage rates as set out in Table 801-1 plus a 5% mark-up.

801.2.3.1 If the Owner revises the haulage rates during the term of the Contract, the Owner shall pay the Contractor the revised rates plus the 5% mark-up from the date of the revision.

801.2.4 Extra haulage to and from the weigh scale location shall not be paid when the weigh scale is not along the most direct route permissible by law between the material source and the location of placement of the material at the Work Site.

801.3 PRIVATE TRUCKS

801.3.1 Notwithstanding 801.1 and 801.2, the Contractor shall pay to the owner of Private Trucks haulage rates not less than the haulage rates as set out in Table 801-1 for materials governed under Item 932.

801.3.2 Revisions made to haulage rates by the Owner, during the term of the Contract, shall from the date of the revision result in the following:

801.3.2.1 An adjustment shall be made to cover the increase or decrease in rates and the Contractor shall pay the revised rates to the owners of Private Trucks.

801.3.2.2 A 5% mark-up shall be applied only to the amount of the increase or decrease in rates.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HAULAGE – ASPHALT CONCRETE

ITEM: 802

802.1 DESCRIPTION

802.1.1 Haulage rates for the haulage of asphalt concrete shall be as identified in Table 802-1 on a tonne-kilometre basis.

802.1.1.1 Current haulage rates, including Table 802-1, are available from the following web address:
<http://www2.gnb.ca/content/gnb/en/departments/dti/trucking.html>

802.2 APPLICATION

802.2.1 The provision for payment of haulage on any Item shall be specifically and clearly stated in the Item or in the Contract Documents.

802.2.1.1 If no specific reference to the provision of payment is made under the Item or in the Contract Documents then the haulage shall be included in the Unit Price for the Item.

802.2.2 Where the Contractor is required to include haulage of materials in the Unit Price, no separate payment for haulage and no mark-up on haulage shall be made by the Owner to the Contractor.

802.2.2.1 If, as a result of a directive from the Owner to the Contractor, there is an increase to the haul distance on a Contract, the Owner shall pay the Contractor for the additional haulage in accordance with the rates set in Table 802-1, plus a 5% mark-up.

802.2.3 Where the Owner provides for payment of the haulage of materials in the Item, the Owner shall pay the Contractor the haulage rates as set out in Table 802-1 plus a 5% mark-up.

802.2.3.1 If the Owner revises the haulage rates during the term of the Contract, the Owner shall pay the Contractor the revised rates plus the 5% mark-up from the date of the revision.

802.2.4 Extra haulage to and from the weigh scale location shall not be paid when the weigh scale is not along the most direct route permissible by law between the material source and the location of placement of the material at the Work Site.

802.3 PRIVATE TRUCKS

802.3.1 Notwithstanding 802.1 and 802.2, the Contractor shall pay to the owner of Private Trucks haulage rates not less than the haulage rates as set out in Table 802-1 for materials governed under Item 932.

802.3.2 Revisions made to haulage rates by the Owner, during the term of the Contract, shall from the date of the revision result in the following:

802.3.2.1 An adjustment shall be made to cover the increase or decrease in rates and the Contractor shall pay the revised rates to the owners of Private Trucks.

802.3.2.2 A 5% mark-up shall be applied only to the amount of the increase or decrease in rates.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

OVERHAUL – COMMON EXCAVATION

ITEM: 806

806.1 DESCRIPTION

806.1.1 Overhaul rates, when required under an Item, shall be paid to the Contractor by the Owner as set out in Table 806-1.

806.1.1.1 Current overhaul rates, including Table 806-1, are available from the following web address:
<http://www2.gnb.ca/content/gnb/en/departments/dti/trucking.html>

806.1.2 The overhaul rates are paid for the volume in cubic metres of excavated material measured in its original position; i.e. bank measure, and hauled more than 300 metres.

806.1.3 If the overhaul rates are revised by the Owner during the term of the Contract, the Owner shall pay the Contractor the revised overhaul rates from the date of the revision.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

OVERHAUL – UNCLASSIFIED EXCAVATION

ITEM: 807

807.1 DESCRIPTION

807.1.1 Overhaul rates, when required under an Item, shall be paid to the Contractor by the Owner as set out in Table 807-1.

807.1.1.1 Current overhaul rates, including Table 807-1, are available from the following web address:
<http://www2.gnb.ca/content/gnb/en/departments/dti/trucking.html>

807.1.2 The overhaul rates are paid for the volume in cubic metres of excavated material measured in its original position; i.e. bank measure, and hauled more than 300 metres.

807.1.3 If the overhaul rates are revised by the Owner during the term of the Contract, the Owner shall pay the Contractor the revised overhaul rates from the date of the revision.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

OVERHAUL – SOLID ROCK EXCAVATION

ITEM: 808

808.1 DESCRIPTION

808.1.1 Overhaul rates, when required under an Item, shall be paid to the Contractor by the Owner as set out in Table 808-1.

808.1.1.1 Current overhaul rates, including Table 808-1, are available from the following web address:
<http://www2.gnb.ca/content/gnb/en/departments/dti/trucking.html>

808.1.2 The overhaul rates are paid for the volume in cubic metres of excavated material measured in its original position; i.e. bank measure, and hauled more than 300 metres.

808.1.3 If the overhaul rates are revised by the Owner during the term of the Contract, the Owner shall pay the Contractor the revised overhaul rates from the date of the revision.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FIXED RATES

ITEM: 810

810.1 DESCRIPTION

810.1.1 Fixed rates shall apply for Work performed in the Contract for which there is a defined and finite task.

810.1.2 The rates shall be in accordance with Table 810-1 and no overheads or mark-ups shall be added to the fixed rates units.

810.1.3 Fixed rates shall only be applied with the approval of the Engineer.

810.2 TERMS AND CONDITIONS

810.2.1 The rates as set out in Table 810-1 shall apply to the administration of fixed rate Work.

**Table 810-1
Fixed Rates**

Item Reference	Description	Unit	Fixed Rate
261	Smoothness Retesting	per hour see 810.2.2	\$100.00
261	Approval of 2 nd and Subsequent Mix Design(s)	per mix design	\$1200
261	Payment of Appeal Testing Costs		
	Density		\$500.00
	Asphalt Content (See Note)	per appeal test	\$400.00
	Asphalt Content and Gradation		\$500.00
	Thickness		\$200.00
	Air Voids		\$500.00
262 263	Portland Cement	per tonne	\$300.00
262 263	Corrective Aggregate	per tonne	\$37.50
311	Steel H Pile Splices	per splice	\$800.00
NOTE: An additional \$1300 shall be charged to cover the cost of calibrating the ignition furnace.			

810.2.2 The Fixed Rate shall include all time and Equipment required to complete the retesting.

810.2.2.1 Time required for retesting shall include all travel time, including return, from the DTI office in Fredericton or the site of origin for the crew whichever is the least amount, all standby time and all profiling Work required to test the Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FORCE ACCOUNT

ITEM: 811

811.1 DESCRIPTION

811.1.1 Force Account is defined as foreseen Work that is necessary to be performed on the Contract but for which there is not a Lump Sum or Unit Price in the Contract.

811.1.2 The Force Account Work shall be defined in the Contract Documents and shall be carried out under a provisional sum.

811.1.2.1 The Contractor may submit in writing, for the Engineer's approval and in accordance with General Conditions "B" 44, a Lump Sum or Unit Price for each or any number of the Work activities described under Force Account.

811.1.2.2 If the Contractor chooses not to submit a price, or if the Engineer and the Contractor cannot agree on a price for the Work, the Engineer shall prepare a written Work Order for each such Work activity and the Work shall be performed as cost plus in accordance with General Conditions "B" 45.

811.2 TERMS AND CONDITIONS

811.2.1 The terms and conditions as set out in Item 812 shall apply to the administration of Force Account Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EXTRA WORK

ITEM: 812

- 812.1 DESCRIPTION
- 812.1.1 Extra Work is defined as Work that is necessary to be performed on the Contract but for which there is not a lump sum or Unit Bid Price in the Contract.
- 812.1.2 Foreseen Work - Force Account - is described in Item 811.
- 812.1.3 Unforeseen Extra Work is Work ordered by the Engineer under GC 37.
- 812.1.3.1 Where the determination of the cost of the Extra Work cannot be made under GC 43, and if the Engineer and the Contractor cannot agree on a price under GC 44, the Work shall be performed as cost plus in accordance with GC 45.
- 812.1.4 The phrase "Extra Work" and the statements referring to it hereinafter shall apply to both Foreseen Work (Item 811) and Unforeseen Extra Work.
- 812.2 CLARIFICATIONS OF GC 44
- 812.2.1 The following clarifications are made for the administration of Extra Work performed at lump sum or in-place Unit Price under GC 44.
- 812.2.1.1 Extra Work proposed to be performed by the Contractor on a lump sum or in-place Unit Price basis shall require approval of such price in writing, prior to commencing the Work.
- 812.2.1.2 The Contractor's invoice for the Work shall show only the approved lump sum or the in-place Unit Price times the units accepted in the Work; no detailed breakdown shall be required and no mark-up is allowed.
- 812.2.1.3 If the price submitted for approval is for Work to be carried out by an approved subcontractor (as per 812.3.10), the subcontractor shall submit an invoice to the Contractor as per 812.2.1.2.
- 812.3 CLARIFICATIONS OF GC 45
- 812.3.1 Clarifications are made for the administration of Extra Work performed as cost plus under GC 45.
- 812.3.2 Work Orders
- 812.3.2.1 Extra Work must be authorized by the Engineer in writing in the form of a Work Order. The Owner shall not pay for any such Work unless a written Work Order has been issued to the Contractor.
- 812.3.2.2 The Work Order shall describe the nature of the Work to be done, the Equipment, labour and materials anticipated to be used, and the Engineer's estimate of the value of the Work.
- 812.3.2.2.1 This estimate shall be the sole determination of the rate of mark-up to be applied on all invoices for that Work Order.
- 812.3.3 Reports
- 812.3.3.1 The Engineer shall record daily, on a "Daily Equipment Report", the Equipment and labour hours expended and materials supplied by the Contractor, subcontractor or Hired Equipment owner on the Extra Work, as agreed to by the Engineer and the Contractor at the end of each Day or shift.
- 812.3.3.2 The Engineer and Contractor shall each sign and retain a copy of these reports. Only the information on these reports shall be considered for payment by the Owner.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EXTRA WORK

ITEM: 812

812.3.4 Labour

812.3.4.1 The Contractor shall show the Actual Basic and overtime rates paid for each individual engaged in the Extra Work, plus the various levies paid by the Contractor on the employees' wages.

812.3.4.1.1 The Contractor shall submit, to the Supply Chain Management Branch of the Owner for approval, a list of the various levies paid for his employees. This list shall initially be submitted upon award of a Contract and shall be verified annually or whenever there is a change in any levies paid or as otherwise requested by the Owner.

812.3.4.2 The various levies paid by the Contractor shall be shown individually, if different from those previously submitted per 812.3.4.1.1.

812.3.4.2.1 The Contractor shall be prepared to substantiate wage rates and all levies shown on the Extra Work Invoices.

812.3.4.3 Overtime accumulated by the Contractor's employees within the established normal work hours of a calendar week, during which they have worked on Work Order(s) and on other Work for the Contractor, shall be prorated in the ratio of "total hours on each Work Order" to "total hours that week".

812.3.4.3.1 The distributed overtime as calculated in 812.3.4.3 shall be rounded to the nearest half hour.

812.3.4.3.2 In the case where the Contractor extends his normal work hours to Work solely on Work Order(s), the overtime worked during that extended period shall be charged entirely to the Work Order(s).

812.3.4.3.3 The overtime distributed to each Work Order shall be deducted from the total number of hours worked on that Work Order that week to determine the number of regular hours to be paid in each case.

812.3.4.3.4 Where the overtime is paid on daily rather than weekly Work hours, the principle for distributing overtime to each Work Order shall apply, but on a daily basis.

812.3.4.4 A mark-up shall be added to the total of the Actual Basic and overtime wages plus levies paid by the Contractor.

812.3.4.4.1 The mark-up shall be 20% if the value of the Work Order is \$2,500 or less, and 15% if over \$2,500, as estimated by the Engineer under 812.3.2.2.

812.3.4.5 The number of hours to be paid for the Superintendent and/or foreman, shall be paid for commensurate with the time supervising on the Extra Work.

812.3.5 Board

812.3.5.1 The Owner shall pay board allowance to the Contractor, at a daily rate set by the Engineer, for the Contractor's personnel working on Extra Work and boarded in the Contractor's site facilities.

812.3.5.2 The Owner shall pay board allowance to the Contractor, at a daily rate set by the Engineer, for the Contractor's personnel working on Extra Work and boarded off site at a location not supplied by the Contractor.

812.3.5.3 A mark-up, as described under 812.3.4.4, shall be paid on board and/or other approved allowances.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EXTRA WORK

ITEM: 812

- 812.3.5.4 For Extra Work which is completed in less than 10 hours per Day, board or other allowances noted in 812.3.5.1 and 812.3.5.2 shall be paid at an hourly rate determined by dividing the daily rate by 10 hours/Day.
- 812.3.5.5 For Extra Work requiring more than 10 hours per Day, the daily rate shall apply.
- 812.3.6 Materials
- 812.3.6.1 Any materials supplied for and utilized in the Extra Work, at the request of the Engineer, shall be invoiced by the Contractor at his supplier's invoice price (excluding the HST), plus a mark-up as described in 812.3.4.4.1.
- 812.3.6.2 A copy of the supplier's invoice shall accompany the Contractor's invoice for each separate material item submitted for payment, including materials from the Contractor's stock.
- 812.3.7 Equipment
- 812.3.7.1 Rates for Equipment shall be as set out by DTI in the published Equipment Rental Rate Policy.
- 812.3.7.1.1 Rates for Equipment not listed in the Equipment Rental Rate Policy shall be determined by the Engineer upon application, in writing, by the Contractor.
- 812.3.7.2 The number of hours to be paid for machine and operator shall be the actual number of hours worked by each machine (rounded to the nearest half hour), in accordance with the Equipment Rental Rate Policy.
- 812.3.7.2.1 A service allowance of one-half hour service time per Day shall be paid at the full approved rates for machine and operator, provided the machine works 6 hours or more per Day on Extra Work.
- 812.3.7.2.2 The service allowance does not apply to trucks, floats and other Equipment not normally serviced daily.
- 812.3.7.3 Transportation costs of Equipment brought to the Work Site and used exclusively on Extra Work shall be paid if the time spent on Extra Work is 16 hours or less, in accordance with the Equipment Rental Rate Policy.
- 812.3.7.3.1 Travel and/or float costs shall be paid to transport Equipment from another area of the Work Site to and from the Extra Work area if the Extra Work is of 16 hours or less.
- 812.3.7.4 Standby time shall be paid at half the applicable rental rate for the Equipment brought onto the Work Site specifically for Extra Work.
- 812.3.7.4.1 Standby time shall not be paid for Equipment that was on the Work Site at the time the Extra Work was ordered.
- 812.3.7.5 The number of hours to be paid for vehicles used by the Superintendent and/or foreman, shall be paid for commensurate with the time supervising on the Extra Work.
- 812.3.8 Hired Equipment
- 812.3.8.1 If Extra Work requires Equipment the Contractor does not own or have at his disposal, such Equipment may be hired by the Contractor from some other source. Equipment so hired shall be classified as Hired Equipment and not as a subcontractor.
- 812.3.8.2 Rates for Hired Equipment shall be established as per 812.3.7, before the Hired Equipment is used on Extra Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EXTRA WORK	ITEM: 812
812.3.8.2.1	The number of hours to be paid for machine and operator shall be in accordance with 812.3.7.2.
812.3.8.2.2	The rate may include the Equipment's operator cost if that was the basis of hire.
812.3.8.2.2.1	If the rate includes the operator's cost, the rate shall be considered a flat rate that is full compensation for the wages (regular and overtime), levies and overhead.
812.3.8.2.3	When the Engineer authorizes Equipment to be rented from a rental agency, to be used solely on Extra Work, the Equipment shall be paid for at the rental agency's rate.
812.3.8.2.3.1	Equipment which rents out at a daily rather than hourly rate shall be paid at the daily rate provided it is utilized solely on Extra Work.
812.3.8.2.3.2	The Contractor shall provide proof of the amount of fuel, for Equipment utilized solely on Extra Work, in order to be reimbursed.
812.3.8.3	The Contractor shall invoice the Owner the total amount of the Hired Equipment owner's substantiated invoice plus a mark-up defined as follows:
812.3.8.3.1	The mark-up shall be 10% if the value of the Extra Work is \$2500 or less, or 5% if greater than \$2500, as estimated by the Engineer under 812.3.2.2.
812.3.8.3.2	The Contractor shall clearly mark on his invoice that the Work was carried out by Hired Equipment.
812.3.9	<u>Private Trucks Hired by The Hour</u>
812.3.9.1	A 5% mark-up shall be paid on Private Trucks hired by the hour to do Extra Work. This mark-up shall apply to the rate for the truck and the operator's wages.
812.3.9.2	The Contractor shall not be entitled to reimbursement for the cost of any public liability and property damage insurance in relation to the Private Trucks.
812.3.10	<u>Subcontracting</u>
812.3.10.1	The Contractor may have Extra Work performed by a subcontractor approved as per Item 907.
812.3.10.2	The subcontractor shall invoice the Contractor for labour, board, materials, Equipment, and mark-ups as specified in 812.3.4, 812.3.5, 812.3.6 and 812.3.7.
812.3.10.3	The Contractor shall invoice the Owner the total amount of the subcontractor's substantiated invoice plus a mark-up, as follows:
812.3.10.3.1	The mark-up shall be 10% if the value of the Extra Work is \$2500 or less, or 5% if greater than \$2500, as estimated by the Engineer under 812.3.2.2.
812.3.10.3.2	The Contractor shall mark on the invoice that the Work was carried out by a subcontractor.
812.3.11	<u>Public Holidays</u>
812.3.11.1	The Contractor shall be entitled to payment on Extra Work for wage costs expended on individuals for Public Holidays which fall within the time period of the Extra Work.
812.3.11.2	The amount paid to the Contractor shall be the Actual Basic Rate paid the individual, plus any Workers' Compensation levy and plus a mark-up as per 812.3.4.
812.3.11.2.1	No other levies shall be paid to the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EXTRA WORK

ITEM: 812

812.3.12 Invoicing

812.3.12.1 Invoices for Extra Work shall be submitted on a monthly basis unless otherwise agreed to between the Contractor and Engineer.

812.3.12.2 Each invoice shall denote the Work Order number, the location, description, and date(s) of Work done, and the invoice date.

812.3.12.3 Each Work Order shall be invoiced separately. A copy of the Work Order shall accompany the Contractor's invoice. In the case where all or a portion of the Work was performed by subcontractors or Hired Equipment and invoiced to the Contractor, the Contractor shall also attach a copy of the subcontractor's or Hired Equipment invoice(s) to the Contractor's invoice submission.

812.3.13 Delays

812.3.13.1 The Contractor shall have no claim for hindrances or delays that may be caused by carrying out the Extra Work.

812.3.13.2 The Contractor may, however, in accordance with GC 15(1) and in accordance with Item 998, submit a request in writing for an adjustment to the Completion Date if it can be demonstrated that the Extra Work has delayed completion of the Contractor's normal operations.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAYMENT ADJUSTMENTS

ITEM: 820

- 820.1 DESCRIPTION
- 820.1.1 Payment Adjustments are amounts added to or deducted from payments due the Contractor, as allowed for Work carried out under other Items.
- 820.1.2 Some Payment Adjustments may be identified in the Contract Documents under an Item, with a Provisional Sum provided. The quality of the Work performed under the specific Item will determine whether the Payment Adjustment will be paid as a bonus or deducted as a penalty.
- 820.1.2.1 Such Payment Adjustments may be for Mat Density and Smoothness under Item 261.
- 820.1.3 Some Payment Adjustments may be added to the Contract for Work not identified in the Contract Documents, to be paid as a plus or minus adjustment based on quality or quantity of the Work.
- 820.1.3.1 Such a Payment Adjustment may be for Asphalt Binder Content under Item 261.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ADJUSTMENT FOR ASPHALT BINDER PRICE

ITEM: 821

- 821.1 DESCRIPTION
- 821.1.1 Compensation payable to the Contractor or the Owner, for the difference in price of Asphalt Binder between the time of tender opening for the Contract and the time of the Work under this Item, shall be calculated in accordance with the following:
- 821.1.1.1 The Owner shall adjust payments to the Contractor under the applicable Item in the Contract Document based on changes to NBDTI's PG asphalt binder price index. The price index is published monthly and is available on the GNB website:
https://www2.gnb.ca/content/gnb/en/departments/dti/tenders_contracts/content/asphalt-binder-price-index.html
- 821.1.1.2 The price index is based on the price (excluding taxes, FOB Fredericton) of asphalt binder grade PG 58S-28. One index shall be used to establish and calculate the payment adjustment for all grades.
- 821.1.1.3 The payment adjustment shall be in dollars per tonne of asphalt binder. A payment adjustment shall be established for each month of paving/surface treatment in which the price index differs by more than 5% for the price index for the month preceding the month that tenders for the Contract were opened. When the price index differential is less than 5%, there shall be no payment adjustment established for that month of paving/ surface treatment.
- 821.1.1.4 The payment adjustment shall apply to the quantity of asphalt binder accepted into the Work during the month for which it is established.
- 821.1.1.5 The payment adjustment for the month shall be calculated as follows, where:
- PA = Payment Adjustment for asphalt binder in dollars
T = PG asphalt binder price index for month prior to tender opening
P = PG asphalt binder price index for month of paving/ surface treatment
Q = Quantity of Asphalt Binder in tonnes
- When $P > 1.05T$, the Contractor receives additional payment from the Owner as follows:
- $PA = (P - 1.05T) \times Q$
- When $P < 0.95T$, the Owner deducts from payments due the Contractor as follows:
- $PA = (0.95T - P) \times Q$
- 821.1.1.6 The quantity of asphalt binder is the total for all grades of asphalt binder supplied by the Contractor. For each month in which a payment adjustment is established, the quantity of asphalt binder shall be calculated using the tonnage of asphalt concrete accepted into the Work. The asphalt binder content shall be calculated in accordance with 261.6.2.1.7.
- 821.1.1.6.1 For emulsified asphalt each month in which a payment adjustment is established, the quantity of litres shall be converted into tonnes of asphalt binder using the % of residue asphalt and the specific gravity of the asphalt emulsion in use.
- 821.1.1.6.2 The maximum asphalt binder content used in the calculation shall be the assumed asphalt binder content identified in 261.2.2.1 plus the limits identified in 261.6.2.1.1 for each mix type.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PAYMENT ADJUSTMENT FOR FUEL COST

ITEM: 822

- 822.1 DESCRIPTION
- 822.1.1 Compensation payable to the Owner or the Contractor, for the difference in price of fuel between the month prior to the month of tender opening for the Contract and the month of Work under this Item, shall be calculated in accordance with the following:
- 822.1.1.1 The Owner shall adjust payments to the Contractor under the applicable Item in the Contract Document based on a monthly average of the New Brunswick Energy and Utilities Board's (NBEUB) weekly Ultra-Low-Sulphur Diesel Benchmark Price (New York). The price is published weekly and is available on the NBEUB website.
- 822.1.1.2 The Benchmark Price will be set per the Petroleum Products Pricing Act and Regulation 2006-41.
- 822.1.1.3 The payment adjustment will be established for each month that Work is performed on any of the identified Items and the Monthly Average Benchmark Price (MABP) differed from the Tender Fuel Price (TFP) by more than 5%.
- 822.1.1.4 The adjustments will be in Canadian dollars calculated using the Nominal Fuel Consumption Rates (NFCR) in Table 822-1 and the formulae in 822.1.5. The Contractor shall submit a statement identifying, by Item, the Monthly Fuel Adjustment (MFA), the associated NFCA, and the Material Quantity (MQ) as identified on the previous month's Progress Estimate.

**Table 822-1
Nominal Fuel Consumption Rates (NFCRs) by Item**

Item #	Description	NFCR
106	Common Excavation	1.0 L/m ³
107	Unclassified Excavation	1.0 L/m ³
108	Solid Rock Excavation	1.5 L/m ³
121	Borrow	0.5 L/t or 1.0 L/m ³
203	Aggregate Base/Subbase	0.6 L/t

- 822.1.1.5 The payment adjustment shall be calculated as follows, where:

MFA = Monthly Fuel Adjustment
MABP = Monthly Average Benchmark Price
TFP = Tender Fuel Price
NFCR = Nominal Fuel Consumption Rate
MQ = Material Quantity

When MABP > 1.05 TFP, the MFA is an additional payment to the Contractor as follows:

$$\text{MFA} = (\text{MABP} - 1.05\text{TFP}) \text{ NFCR} \times \text{MQ}$$

When MABP < 0.95 TFP, the MFA is a deduction from payments due to the Contractor as follows:

$$\text{MFA} = (0.95\text{TFP} - \text{MABP}) \times \text{NFCR} \times \text{MQ}$$

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MOBILIZATION

ITEM: 825

825.1 DESCRIPTION

- 825.1.1 This Item consists of the mobilization necessary for the execution of the Work on the Contract.
- 825.1.2 The Lump Sum Price bid for this Item shall not be greater than ten percent of the Total Contract bid, including this Item.
- 825.1.2.1 Notwithstanding 825.1.2, the maximum Lump Sum Price shall be \$500,000.

825.2 MATERIALS

- 825.2.1 All materials shall be supplied by the Contractor.

825.3 SUBMITTALS

- 825.3.1 None identified.

825.4 CONSTRUCTION

- 825.4.1 The Contractor shall carry out the Work as indicated in the Contract Documents and/or as specifically directed by the Engineer.

825.5 MEASUREMENT FOR PAYMENT

- 825.5.1 Mobilization in accordance with this Item shall be on a lump sum basis.

825.6 BASIS OF PAYMENT

- 825.6.1 Payment for Work under this Item shall be at the Lump Sum Price.
- 825.6.2 The total of this Item will be paid on the first Progress Estimate, provided that the value of the Work completed in the Work Area on Items other than this Item is greater than five percent of the Total Contract bid or greater than \$250,000.
- 825.6.3 There shall be no change in the Lump Sum Price of this Item due to a change in Contract scope or an extension to the Contract Completion Date.
- 825.6.4 The payments from the Lump Sum Price shall be full compensation for the Work under this Item regardless of the number of times the Contractor mobilizes.
- 825.6.5 At no time shall the total of the amounts paid to the Contractor under this Item be greater than the Contractor's Lump Sum Price.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 900

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>NUMBER OF PAGES</u>
905	Scheduling	1
906	Work Schedule	3
907	Subcontractors	1
908	Supply of Materials	3
912	Hiring Practices	1
913	Insurance Schedule	1
916	Signs	1
917	Traffic Control Persons	1
918	Detours	1
919	Maintenance of Traffic Flow	1
921	Construction Roads	1
922	Pits and Quarries	2
926	Examination of Soils Information	1
927	Asphalt Concrete Core Data	1
928	Geotechnical Instrumentation	1
931	Scales and Weighing Procedures	5
932	Private Trucks	3
933	Heavy Equipment	2
936	Compaction	2
941	Lines and Grades	3
946	Work Progression	2
947	Disposal Areas	2
948	Environmental Requirements	7
951	Working Conditions	1
952	Safety Support Systems	2
953	Health and Safety	4
956	Construction Drawings and Calculations	5
957	Falsework	3
958	Formwork	5
962	Value Engineering	2
971	Advisements	2
996	Limited Funds	2
997	Specified Work	2
998	Completion Date	1

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TABLE OF CONTENTS

DIVISION 900

999	Standard Drawings
941 - 1	Standard Stake Markings
948 - 1	Temporary Working Pad
948 - 2	Typical Small and Large Sandbag Cofferdams
952 - 1	Safety Net Support System - Abutments
952 - 2	Safety Net Support System - Piers
958 - 1	Deck Overhang Bracket - Steel Girder

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SCHEDULING

ITEM: 905

905.1 GENERAL

905.1.1 Notification of the start date may be provided in the Contract Documents at the time of Tender.

905.1.1.1 In no case shall any Work be performed prior to the date specified.

905.1.2 The Owner reserves the right to limit the start date of the Work.

905.2 WINTER WORK

905.2.1 No Site Work shall take place between December 1 and April 1 without the express written permission of the Engineer, unless specifically stated otherwise in the Contract Documents.

905.2.1.1 Requests to work between December 1 and April 1 shall be submitted in writing and include justification for the request.

905.2.1.2 Weather Days shall not accumulate during this winter shut down period and accumulation of penalty days shall be suspended.

905.2.1.3 No extension shall be considered for this shut down period.

905.2.1.4 Should the Contractor receive permission to carry out Work during this period, an amount of \$1500 per day worked shall be charged to the contractor.

905.2.1.4.1 This amount shall be waived if the Contractor is under penalty under Item 996, 997, and/or 998.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WORK SCHEDULE

ITEM: 906

- 906.1 DESCRIPTION
- 906.1.1 This Item details the Contractor's responsibilities in the preparation and submission of construction Work Schedules and the format and requirements for periodic revisions.
- 906.1.2 Initial Work Schedule
- 906.1.2.1 The Initial Work Schedule shall be submitted within 30 Days of the formal notice of award of the Contract and not later than 4 Days prior to the first job meeting.
- 906.1.2.2 Acceptance of the Initial Work Schedule shall not alter the Contract requirements
- 906.1.2.3 The Initial Work Schedule shall be reviewed for acceptance at the first job meeting as follows:
- 906.1.2.3.1 If the schedule is satisfactory, the Engineer shall indicate acceptance by signing it.
- 906.1.2.3.2 If the schedule is not satisfactory, the Engineer shall advise the Contractor of the reasons and identify the required modifications.
- 906.1.2.3.3 If the identified modifications are made at the meeting, each modification shall be initialed by both the Contractor and the Engineer, and the Engineer shall accept the schedule by signing it.
- 906.1.2.3.4 If the identified modifications are not made at the meeting, then within 3 Days following the meeting the Contractor shall submit a new Initial Work Schedule, modified in accordance with the Engineer's comments.
- 906.1.2.4 The Engineer will distribute copies of the accepted schedule, which shall be the Initial Work Schedule for the purposes of 906.1.3.4 and GC 48(1).
- 906.1.2.5 Pursuant to GC 48(2), no progress claims shall be paid by the Owner during the time the Contractor is in default under 906.1.2.1 or 906.1.2.3.4.
- 906.1.3 Updated Work Schedule
- 906.1.3.1 The Contractor shall submit an Updated Work Schedule on or before the first Day of each month.
- 906.1.3.1.1 The Engineer may waive this requirement during periods of winter shutdown.
- 906.1.3.2 Acceptance of Updated Work Schedules shall not alter the Contract requirements.
- 906.1.3.3 If an updated and revised Work Schedule is not submitted per 906.1.3.1, or is not acceptable, then the Progress Estimate shall be considered incomplete and payment of the Progress Estimate shall be withheld until an acceptable schedule is submitted.
- 906.1.3.4 The monthly updated and revised Work Schedule shall include information in relation to progress of Work and proposed revisions to the previous schedule and shall include the unaltered Initial Work Schedule information for each Item or task.
- 906.2 FORMAT
- 906.2.1 Prepare the Work Schedule in the form of a horizontal bar chart (Gantt Chart).
- 906.2.2 Provide a separate bar for each trade, operation, Item, and/or phase of Work such that the logical progression of each task can be easily determined.
- 906.2.2.1 For multi-staged or complex Items, the schedule shall be broken down to a sufficient level of detail, so as to demonstrate all phases of work over the life of the Contract.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

WORK SCHEDULE

ITEM: 906

- 906.2.3 Provide a horizontal time scale identifying each week by the date of the Monday of that week.
- 906.2.4 Identification of the schedule descriptions may be by Item number, if this provides sufficient information to track the progress of the Work, or any other logical descriptor that may be applicable to the Work and the schedule.
- 906.2.5 The format for the schedule descriptions may be by the numerical sequence of the Contract Items or by the chronological order of the start of each Item or any other logical progression that may be applicable to the Work and the schedule.
- 906.2.6 Several computer scheduling programs are readily available, and the Owner advises that these formats are generally acceptable, however the Contractor is advised to resolve the format and presentation issues with the Engineer prior to the time of submission of the Initial Work Schedule.
- 906.2.7 The critical path method (CPM) of scheduling shall be used, and the critical path shall be shown.

906.3 CONTENT

- 906.3.1 Include the sequence of construction from initiation to completion of the Work.
- 906.3.2 Include the dates for the commencement and completion of each major element, phase, or Item of construction, along with the linkages between each task (predecessors, successors etc.)
- 906.3.3 Show the percentage of completion of each schedule description as of the last Day of the month for which a Progress Estimate is completed.
- 906.3.4 Show changes which have occurred in the Work since the previous submission of the Work Schedule, including but not limited to:
- 906.3.4.1 Major changes in scope.
- 906.3.4.2 Activities modified since the previous submission.
- 906.3.4.3 Revised projections of progress and completion.
- 906.3.4.4 Other identifiable changes.
- 906.3.5 Provide a narrative report to define the following topics:
- 906.3.5.1 Problem areas, anticipated delays and the impact on the Work Schedule.
- 906.3.5.2 Preventative and corrective action proposed and its effect.
- 906.3.5.3 Schedule variance and reason for schedule variance.
- 906.3.6 Include the following dates and information as applicable:
- 906.3.6.1 The dates for submitting shop drawings, product data, samples.
- 906.3.6.1.1 The dates for fabrication of contract materials including, but not limited to; beams, precast components, metalworks.
- 906.3.6.1.2 Detailed fabrication/shop schedules shall be provided for major items in addition to the work schedule (ie, steel superstructure, precast beams, pipe and boxes)
- 906.3.6.2 The dates when free issue materials, as defined in Item 908, shall be required.
- 906.3.6.3 The dates that the Contractor anticipates approval from the Owner for scheduling of work, including but not limited to: source approval and mix design approval.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WORK SCHEDULE

ITEM: 906

- 906.3.6.3.1 The Owner is not obliged to meet such indicated dates, unless otherwise stated in the Contract documents.

- 906.3.6.4 The dates of any restrictions that may affect the Work Schedule, such as paving restrictions or in-stream work windows.

- 906.3.6.5 The designated Work Areas of excavation and embankment construction for Work Progression, per Item 946.

- 906.3.6.6 Production of aggregates included in other Items shall be indicated on the Work schedule.

- 906.3.7 Production rates shall be shown for significant excavation and/or placement of quantities and Items scheduled by production rates in place of discrete dates.

- 906.3.7.1 Production rates may be requested by the Engineer for any Item included under the Contract or added to the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SUBCONTRACTORS

ITEM: 907

907.1 DESCRIPTION

- 907.1.1 The Contractor may apply to have portions of the Contract carried out by an approved subcontractor(s).
- 907.1.2 The Contractor shall apply in writing to the Engineer with the name of the company to be considered for approval as a subcontractor for the Work.
- 907.1.2.1 This submission shall also include a description of the Item(s), estimated Quantities and approximate value of the Work (the approximate Quantity multiplied by the Unit Price for the Item(s)) to be subcontracted.
- 907.1.3 The Engineer may approve the subcontractor, by response in writing, to the Contractor prior to the commencement of the Work proposed under 907.1.2.
- 907.1.4 The Contractor shall ensure that the approved subcontractor is entirely familiar with the Contract Documents and has a copy of the Contract Documents.
- 907.1.5 The approval for use of any subcontractor shall be exclusive to the Contract under which the application is made.
- 907.1.6 The Superintendent shall be on-site at all times when the subcontractor is working on the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SUPPLY OF MATERIALS

ITEM: 908

908.1 DESCRIPTION

908.1.1 All material necessary for the proper completion of the Work, except that listed specifically as being supplied by the Owner, shall be supplied by the Contractor.

908.2 QUALITY OF MATERIAL

908.2.1 All material provided by the Contractor shall be new, unless otherwise approved.

908.2.2 Material supplied by the Contractor shall conform to the requirements of the Contract.

908.2.3 As specified or as requested by the Engineer, the Contractor shall make available for inspection or testing sample(s) of any material to be provided by the Contractor.

908.2.4 The Contractor shall obtain for the Engineer the right to enter upon the premises of the material manufacturer or supplier to carry out such inspection, sampling and testing as specified or as requested by the Engineer.

908.2.5 The Contractor shall notify the Engineer in writing of the sources of supply sufficiently in advance of the material supply dates to enable the Engineer to perform the required inspection, sampling and testing.

908.2.5.1 The Owner will not be responsible for any delays to the Contractor's operations where the Contractor fails to give sufficient advance notice to the Engineer in writing to enable the Engineer to carry out the required inspection, sampling and testing before the scheduled supply dates.

908.2.6 The Contractor shall not change the source of supply of any material without the written authorization of the Engineer.

908.2.7 Material which is not specifically identified in the tender but subsequently required in the Work, shall be of a quality best suited for its intended use.

908.3 REJECTED MATERIAL

908.3.1 Rejected material shall be expeditiously removed from the Work Site after notification from the Engineer.

908.3.2 Where the Contractor fails to comply with such notice, the Engineer may require that the rejected material be removed and disposed of outside the Work Site and the Contractor shall pay the costs of removal and disposal of the rejected materials.

908.4 SUBSTITUTIONS

908.4.1 Where the Specifications require the Contractor to supply a specified material/product, the Unit/Lump Sum Price shall be based upon the supply of the material/product so specified, which shall be regarded as the standard of quality required by the Item.

908.4.2 After the award of the Contract, the Contractor may apply, in writing, to the Engineer to substitute another material/product other than the material/product specified in the Contract Documents.

908.4.2.1 The submission shall be complete including all technical data and case history applications for the proposed material/product.

908.4.2.2 The Engineer may decide not to entertain substitution during the period of the Contract.

908.4.3 Substitution of material(s)/product(s) shall not be made without the prior written approval of the Engineer.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

SUPPLY OF MATERIALS

ITEM: 908

- 908.4.4 No proposed substitution(s) will be approved prior to the award of the Contract.
- 908.5 FREE ISSUE OF MATERIAL
- 908.5.1 The Owner shall make available specific materials, as identified in the Contract Documents, for the Work as free issue.
- 908.5.2 The Contractor shall be responsible for loading, transporting, unloading, storing and distributing materials from DTI, Fredericton to the Work Area.
- 908.5.3 The Contractor shall be responsible for all materials and for any damage or loss that may occur from the time of receipt of the materials from the Owner's stock until such time that the materials have been accepted in the Work by the Engineer.
- 908.5.3.1 Any replacement due to loss or damage shall be the responsibility of the Contractor, at his/her own expense.
- 908.5.4 Care of Material
- 908.5.4.1 The Contractor shall, in advance of receipt of shipments of material supplied by the Owner, provide adequate and proper storage facilities acceptable to the Engineer; and on the receipt of such material shall promptly place the material in storage except where it is to be incorporated forthwith into the Work.
- 908.5.4.2 The Contractor shall provide the Engineer, immediately upon receipt of such shipment, copies of bills of lading, or such other documentation the Engineer may require to substantiate and reconcile the quantities of material received.
- 908.5.4.3 The Contractor shall be responsible for acceptance of free issue material at the specified delivery point and for its safe handling and storage.
- 908.5.4.3.1 If such material is damaged while under the control of the Contractor it shall be replaced or repaired by the Contractor, at no cost to the Owner.
- 908.5.4.3.2 If such material is rejected by the Engineer due to the quality of material as a result of the manufacture of the material, the material shall remain the responsibility of the Contractor until its disposition has been determined by the Engineer.
- 908.5.4.4 Where material supplied and delivered to the Work Area by the Owner arrives at the delivery point in a damaged condition or where there are discrepancies between the quantities received and the quantities shown on the bills of lading, the Contractor shall immediately report in writing such damage or discrepancies to the Engineer who shall arrange for an inspection of the shipment and provide the Contractor with a written release from responsibility for such damage or deficiencies.
- 908.5.4.4.1 Where any damage or deficiencies are reported thereafter it shall be the responsibility of the Contractor to repair or replace the materials, at her/his own expense.
- 908.5.4.5 The Contractor shall account for the full amount of material supplied by the Owner in each shipment and the Contractor shall be responsible and liable for such free issue material after taking delivery.
- 908.5.4.5.1 Such material shall not, except with the written permission of the Engineer, be used by the Contractor for purposes other than the performance of the Work under the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SUPPLY OF MATERIALS

ITEM: 908

- 908.5.4.6 When containers, reels, crates and other types of packaging from free issue material are no longer required for their original purpose, they shall become the property of the Contractor, who shall dispose of them, outside the Work Site, unless otherwise specified in the Contract Documents.
- 908.5.4.7 Where material supplied by the Owner is ordered and stockpiled prior to the award of the Contract, the Contractor shall, immediately upon commencement of operations, check the material, report any damage or deficiencies to the Engineer and take charge of the material at the stockpile site.
- 908.5.4.7.1 Where any damage or deficiencies are reported thereafter it shall be the responsibility of the Contractor to repair or replace the materials, at his/her own expense.
- 908.5.5 Return of Excess Material
- 908.5.5.1 Where material is made available to the Contractor in excess of the amount required to complete the Work, such excess material shall remain the property of the Owner on completion of the Work.
- 908.6 DEMURRAGE AND DAMAGES
- 908.6.1 The Contractor shall be responsible for the prompt loading, unloading and delivery of all materials for the Work and shall be responsible for any demurrage and storage charges.
- 908.6.2 In the event of demurrage or damage charges being paid by the Owner, that amount shall be deducted from money owing to the Contractor.
- 908.7 PARTIAL PAYMENT FOR MATERIALS
- 908.7.1 Upon written request by the Contractor and in accordance with section 4(2) of the Terms of Payment, the Owner will make partial payment to the Contractor for materials identified in the Basis of Payment of an Item and manufactured specifically for the Contract, delivered to the Work Site and stored in an condition, location and manner acceptable to the Engineer.
- 908.7.1.1 The Owner may make partial payment for the materials prior to delivery, if the materials are acceptably stored at the supplier's yard.
- 908.7.2 The partial payment will be a provisional unit price for the materials determined by dividing the purchase price (materials and freight per the supplier's invoice as provided to the Engineer) by the unit of measure for the Item or by calculating the percentage of the lump sum price of the Item equivalent to the purchase price. In the case of payment for materials stored per 908.7.1.1, the calculation would exclude the freight cost.
- 908.7.3 In accordance with section 13(3) of the General Conditions, the Contractor shall be fully responsible for the care of the materials until placed and accepted in the Work, including repair or replacement at her/his own expense of any materials damaged or lost between the period of the partial payment and the incorporation of the materials into the Work.
- 908.7.4 Partial payment may only be made in the fiscal year the material is to be incorporated in the Work for the specified Items as follows:
- 908.7.4.1 Items 302, 304, 313, 341, 342, 343, 344, 345, 348, 351, and 555.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HIRING PRACTICES

ITEM: 912

912.1 DESCRIPTION

- 912.1.1 In the employment of persons on a project, there shall be no discrimination by reason of race, sex, age, marital status, national origin, colour, religion, or political affiliation; it being agreed, however, that the foregoing shall not prevent the implementation of special measures designed to benefit groups such as those defined in the Human Rights Act of the Province of New Brunswick.
- 912.1.2 Regulation 2007-34 of The Employment Standards Act for the Province of New Brunswick shall apply to this contract.
- 912.1.3 For jobs with participation by the Government of Canada, as identified in the Contract Documents, recruiting of labour shall be conducted through Canada Employment Centres.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

INSURANCE SCHEDULE

ITEM: 913

913.1 GENERAL

913.1.1 The Contract award shall require the successful Bidder to comply with terms and conditions as set out in the Insurance Schedule, attached to and forming part of the Contract.

913.1.2 The Insurance Schedule is marked "E" and is attached in the Articles of Agreement.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SIGNS	ITEM: 916
916.1	<u>DESCRIPTION</u>
916.1.1	The procurement of all signs required pursuant to the Contract shall be the responsibility of the Contractor and shall be in accordance with the requirements of the NBDTI "Work Area Traffic Control Manual" (WATCM) with respect to the Work conditions prevailing at the site.
916.1.1.1	Signs shall be made available at DTI, Fredericton, NB.
916.1.1.2	Signs shall be charged out at the Owner's current listed price for these materials and this amount shall be deducted from the first Progress Estimate.
916.1.2	Signs used in the Contract shall remain the property of the Owner and shall be returned to the DTI District office after completion of the Contract.
916.1.2.1	Credit shall be given on the final Progress Estimate for signs returned in good condition, as per 916.1.1.2.
916.1.3	Signs shall be located, erected and maintained by the Contractor in accordance with the NBDTI's WATCM.
916.1.4	All Work associated with the signage of the Contract shall be the sole responsibility of the Contractor.
916.1.5	The Engineer shall issue an immediate cease Work order for any Work not in compliance with the terms set out in the NBDTI WATCM and the Contractor shall immediately comply with such an order.
916.1.5.1	The Contractor shall immediately make whatever adjustments are necessary in order to comply with the terms set out for the particular style of Work as defined in the NBDTI WATCM.
916.1.5.2	Any lost time resulting from non-compliance shall not be considered, by the Owner, for any extension in the Contract Completion Date.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

TRAFFIC CONTROL PERSONS

ITEM: 917

917.1 DESCRIPTION

917.1.1 This Item details the Contractor's responsibility to provide any and all Traffic Control Persons (TCPs) as may be required for various types of Work performed under the Contract.

917.1.2 For the purposes of this Item, Work Area may encompass more than one Work operation, as approved by the Engineer.

917.2 REQUIREMENTS

917.2.1 The Contractor shall carry out the Work in accordance with the latest edition of the WATCM.

917.2.1.1 Further to Chapter 5 of the WATCM, the Contractor shall be responsible to provide as many TCPs as required, based on Roadway geometry, traffic patterns, traffic volumes, size or length of Work Area and other pertinent factors.

917.2.1.2 Supply of all necessary safety equipment and apparel for TCPs shall be the responsibility of the Contractor.

917.2.1.3 The Stop/Slow paddle will be available from the Owner in accordance with Item 916.

917.3 OTHER

917.3.1 Notwithstanding 917.1 and 917.2, separate payment will be made by the Owner for TCPs approved by the Engineer for the following types of Work:

917.3.1.1 Force Account Work identified under Item 811 in the Contract Documents; and/or

917.3.1.2 Extra Work (of a nature or style not identified in the Contract Documents) carried out under Item 812.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DETOURS

ITEM: 918

- 918.1 DESCRIPTION
- 918.1.1 The Contractor shall construct detours at the location(s) and to a standard as indicated in the Contract Documents.
- 918.1.1.1 Such detours have been incorporated in the Contract estimated Quantities and will be paid for in accordance with the applicable Items.
- 918.1.2 Traffic control devices required for detours shall be in accordance with the requirements of Item 916 and the WATCM.
- 918.1.3 No Work shall begin on a detour until approval is received from the Engineer.
- 918.1.4 The Contractor shall ensure that all required traffic control devices are in place and operational 24 hours a Day from the time immediately preceding the opening of the detour and shall remain operational for the duration of the detour operation.
- 918.1.5 Temporary construction detours, other than those indicated in the Contract Documents, must be approved by the Engineer prior to construction.
- 918.1.5.1 Construction, maintenance, and removal of such detours shall be the responsibility of the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

MAINTENANCE OF TRAFFIC FLOW

ITEM: 919

919.1 GENERAL

- 919.1.1 The Contractor is advised that any existing traffic pattern(s) or alternate traffic pattern(s) must be maintained and kept open, at a minimum of one traffic Lane throughout the work Day and must be open to two way traffic at the end of the work Day.
- 919.1.2 The Contractor shall schedule the Work to provide for the safe and efficient flow of traffic throughout the Work Site in accordance with the WATCM.
- 919.1.3 Surfaces subject to through traffic shall be maintained in a condition such that traffic can safely travel along it at the speed limit posted for the Work Area.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION ROADS

ITEM: 921

921.1 HAUL ROADS

- 921.1.1 Haul roads are off-Highway access to material sources required for Highway construction.
- 921.1.2 Haul roads shall be constructed in a location as approved by the Engineer, and in a manner to provide safe and reasonable access for the Engineer.
- 921.1.3 Construction, dust control and maintenance of all haul road(s) shall be the Contractor's responsibility except:
 - 921.1.3.1 Construction of haul roads on lands controlled by the Owner, and as indicated in the Contract Documents or as directed by the Engineer.

921.2 WORK AREA ACCESS ROADS

- 921.2.1 The Contractor shall be responsible for procuring access to and from the Work Site, and for getting permission from landowners to build access roads or to use existing woods roads or trails on private property.
 - 921.2.1.1 Vehicles and Equipment used during construction activities shall utilize only approved roadways and access areas.
- 921.2.2 Access roads shall be constructed in a location as approved by the Engineer, and in a manner to provide safe and reasonable access for the Engineer.
- 921.2.3 Construction, dust control, maintenance, removal, and reinstatement of access roads shall be the Contractor's responsibility.
 - 921.2.3.1 The Contractor shall submit a maintenance plan for the access roads on the Contract for review and acceptance by the Engineer 5 Days prior to construction of the access roads. The Contractor shall implement the access road maintenance plan as reviewed and accepted by the Engineer.

921.3 ENVIRONMENTAL PROTECTION

- 921.3.1 The Contractor shall ensure that the use of any existing private or public access roads does not cause sedimentation of any watercourses that cross such roads.
- 921.3.2 On any new access roads constructed by or for the Contractor, natural water flows shall not be impeded, ditches shall not drain directly into watercourses, and erosion shall be controlled.
- 921.3.3 A vegetated buffer zone shall be maintained between an access road and any watercourse, to the extent possible.
- 921.3.4 The cost of supply and application of hydroseeding and/or mulching for the access roads within 30 metres of the shoulders of the watercourse shall be paid for under Item 614 and 616 respectively, otherwise it shall be the Contractor's responsibility.
- 921.3.5 The cost, installation, maintenance and removal of all sediment control fencing required for any access roads within 30 metres of the shoulder of the watercourse shall be paid for under Item 602, otherwise it shall be the Contractor's responsibility.

921.4 ACCESS TO PUBLIC ROADS

- 921.4.1 The Contractor shall make every effort to avoid tracking mud, snow, and debris onto public roads. Any such materials that are tracked onto a public road shall be scraped or swept off no later than sunset each Day, and during the Day if so needed, to the satisfaction of the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PITS AND QUARRIES

ITEM: 922

- 922.1 DESCRIPTION
- 922.1.1 Notwithstanding the Ownership of the property the Contractor shall operate all pit and quarry sources in such a manner that the Work places are maintained in a neat and safe condition at all times during the period of the Contract and in accordance with the laws of municipalities, the Province of New Brunswick and the Government of Canada.
- 922.1.2 The Contractor shall be responsible to ensure he/she has obtained all permits, leases and other regulatory requirements pursuant to the laws of municipalities, the Province of New Brunswick and the Government of Canada for the operation of the Work, and copies of the relevant documents shall be provided to the Engineer before commencing the Work.
- 922.1.2.1 Any new pit or quarry, or the expansion of an existing pit of quarry shall be developed and operated in accordance with all applicable federal and provincial guidelines, policies, acts and regulations, including (where applicable on Crown Lands) the Crown Lands Use Policy for Pits and Quarries and the Quarriable Substances Act.
- 922.1.3 Where the source of supplies for pits and quarries is located on land controlled by the Owner, a royalty fee of 25 cents per tonne shall be paid by the Contractor to the Owner.
- 922.1.3.1 Where materials are made available from excavation within the Work Site, the royalty fee of 25 cents per tonne will not apply.
- 922.1.4 The Contractor shall be responsible, at his/her own expense, for the development and maintenance of the source.
- 922.1.4.1 Where the source is located on land controlled by the Owner, and is specified in the Contract Documents, the Owner shall compensate the Contractor, in accordance with the specific requirements outlined in the Contract Documents, for the development of the pit or quarry.
- 922.1.4.2 Where the source is identified in the Contract Documents as being within the Work Site, it will be considered a pit or quarry in accordance with this Item, except that the Work described under 922.1.7 shall be carried out under the appropriate bid Items.
- 922.1.5 The Contractor shall operate the source in such a manner so as not to limit the ability to mine additional areas of the source in the future, by either her/his own forces or others.
- 922.1.5.1 Sources within the Work Site shall be operated as specified in the Contract Documents.
- 922.1.6 The Contractor shall make every effort to optimize the use of the resource and shall adjust the Work to achieve the minimum of waste from the mined materials.
- 922.1.6.1 Where the source is owned or controlled by the Owner the Contractor shall, in the case of a quarry, process all oversize material produced during the course of the Work and in the case of a pit, process all naturally occurring rocks up to 400 mm in greatest dimension.
- 922.1.7 The Contractor shall clear, grub and strip the Overburden from the source over an area sufficiently large enough to ensure that no contamination of the source materials will occur during drilling, blasting and excavation.
- 922.1.7.1 Consolidated Overburden shall be stripped back a minimum distance of 2 m from the face; unconsolidated Overburden shall be stripped back a minimum distance of 7 m from the face.
- 922.1.7.2 The waste material shall be removed from the Work Area and disposed of in accordance with the laws of municipalities, the Province of New Brunswick and the Government of Canada.
- 922.1.7.3 The location of the waste disposal site shall be such that any runoff or sediment-laden water draining from this area cannot impact on any stockpile area(s) or future use of the site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PITS AND QUARRIES

ITEM: 922

922.1.8 The Contractor shall be responsible to restore the areas affected by the Work and in accordance with the permits, leases and other requirements identified in 922.1.2.

922.2 SULPHIDE-BEARING ROCK

922.2.1 Aggregate Base/Subbase, Shoulder Material and Random Riprap made from quarried rock shall have a total sulphur content of less than 0.3%; or a Neutralization Potential (NP) at least three times the Acid-generating Potential (AP), as represented by the Neutralization Potential Ratio, where $NPR = NP/AP \geq 3$.

922.2.2 The NPR shall be determined by the Modified Sobec procedure (acid-base accounting), based on total sulphur.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

EXAMINATION OF SOILS INFORMATION

ITEM: 926

926.1 DESCRIPTION

926.1.1 Prior to submitting a Tender quotation, the Bidder shall have access to and may examine, at the Owner's normal place of business, the record of all borings, test excavations, and other subsurface investigations and soil analyses, if any, made for design of the Work, the records of which may or may not be shown on the Plans.

926.1.2 Any subsurface information available is based on the investigation made at the specific locations indicated. The Owner makes no guarantees, representations, warranties, either expressed or implied, with respect to any such information, and cautions the Bidder that these conditions are not necessarily typical and may have changed since the field data were collected.

926.1.3 The Owner makes no guarantees, representations or warranties, either expressed or implied, that the presence or absence of water on the site and any subsurface explorations when made, will be representative of the actual conditions at the time of construction.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ASPHALT CONCRETE CORE DATA

ITEM: 927

927.1 GENERAL

927.1.1 Asphalt Concrete Core Data are provided by the Owner solely for the Bidder's/Contractor's information.

927.1.2 Any Asphalt Concrete Core information available is based on the investigation made at the specific locations indicated and the Owner makes no guarantees, representations, warranties, either expressed or implied, with respect to any such information, and cautions the Bidder/Contractor that these conditions are not necessarily typical and may have changed since the field data were collected.

927.1.3 Responsibility for interpretation and use of Asphalt Concrete Core Data in preparing a bid shall be that of the Bidder.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

GEOTECHNICAL INSTRUMENTATION

ITEM: 928

928.1 GENERAL

- 928.1.1 The Owner may require that geotechnical instrumentation be installed, by the Engineer or by others, within the Work Area and during the period of Work under the Contract.
- 928.1.1.1 Installation and other pertinent details relating to the geotechnical instrumentation shall be as listed in the Contract Documents.
- 928.1.1.1.1 Where the need for geotechnical instrumentation, of an emergent nature, occurs during construction, locations and installation details will be determined by the Engineer, in consultation with the Contractor.
- 928.1.1.1.2 To expedite the installation and reading of the geotechnical instrumentation, the Contractor shall provide access and other assistance, as deemed necessary and appropriate by the Engineer.
- 928.1.1.2 In the immediate area of the geotechnical instrumentation, where normal methods of fill placement and compaction do not ensure the integrity of the instrumentation, the Contractor shall supply fill material with a maximum particle size of 75 mm, and this material shall be placed and compacted by hand around the instruments.
- 928.1.1.2.1 The placement of hand placed material shall be concurrent with the surrounding fill, which is to say that the fill elevation immediately surrounding the instruments shall be at the same elevation, within 0.5 m, of the surrounding work.
- 928.1.1.2.2 The extent of the hand placement of fill will be determined by the Engineer, based on the material, equipment and methods used by the Contractor which have been deemed to endanger the integrity of the geotechnical instruments.
- 928.1.1.3 It is imperative that this instrumentation remain intact and serviceable throughout the project.
- 928.1.1.4 The Contractor shall organize his activities to ensure that the geotechnical instrumentation is not damaged or rendered inaccessible or unusable.
- 928.1.1.5 Geotechnical instrumentation damaged by the Contractor's operations shall be repaired or replaced by the Engineer, at the Contractor's own expense.
- 928.1.1.5.1 The Engineer will endeavour to effect the repairs or replacement as soon as possible, however any additional cost due to delays will be the responsibility of the Contractor.
- 928.1.1.6 Continuity of records is essential.
- 928.1.1.6.1 If instrumentation is damaged or destroyed, the Engineer may impose limitations or restrictions on the Work within the area subject to monitoring.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SCALES AND WEIGHING PROCEDURES

ITEM: 931

931.1 WEIGHING DEVICES

- 931.1.1 The Contractor shall supply the scales necessary for determining the quantities for Contract Items that specify measurement for payment by the tonne or other mass unit.
- 931.1.2 All weighing devices shall be of a size to safely and legally weigh loads as described herein and shall be installed at a location that has been approved by the Engineer for the scale placement.
- 931.1.3 Belt scales and loader scales shall not be used unless inspected and approved by Measurement Canada (MC).
- 931.1.3.1 The Engineer reserves the right to request periodic checks to be made by weighing loads on approved truck platform scales.
- 931.1.3.2 All costs associated with the periodic checks shall be borne by the Contractor.
- 931.1.4 Truck platform scales shall be subject to the requirements of 931.4.
- 931.1.5 The cost of supplying, setting up, any adjustments or repairs as required, and dismantling of weighing devices shall be borne by the Contractor.
- 931.1.6 If the Engineer requires that the Contractor move his scales after the initial set-up, the Owner will pay for the cost of the move.

931.2 WEIGHING PROCEDURES

- 931.2.1 The weighing procedure for determining payment quantities on Contract Work, or other Work for the Owner, shall be followed by the Owner's or the Contractor's weighers, as determined by the Engineer.
- 931.2.2 The truck driver shall be responsible to ensure that the legal axle limits are not exceeded.
- 931.2.3 Any material hauled in excess of the maximum weights provisions of Regulation 2001-67, Vehicle Dimensions and Mass Regulation under the NB Motor Vehicle Act, shall not be paid for or considered eligible for payment as part of the Work under any Item of the Contract.
- 931.2.4 The Contractor shall ensure all trucks and other hauling units are properly registered to legally carry the gross weights they intend to haul on the Highway.
- 931.2.5 All hauling units used in the Work shall be tared at the start of the Work and at least once during every week in which they haul material weighed under the Contract, and more frequently if requested by the Engineer.
- 931.2.6 Tare and gross weights of hauling units shall be recorded typically to the nearest 10 kg, or in the case of a beam scale, to a maximum of the nearest 50 kg.
- 931.2.7 Weight certificates shall contain, at a minimum: the date, the contract number (and/or work description), haul distance, truck number / license plate, material type/class/size, actual gross weight, maximum allowable gross weight, tare weight, net weight, space for weigher's signature, space for checker's signature, and station(s).
- 931.2.7.1 Failure to provide the required information on weight tickets may result in the rejection of the load, and the truck being turned away from the Work Site.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SCALES AND WEIGHING PROCEDURES

ITEM: 931

931.3 LOADER SCALES POLICY

- 931.3.1 The following policy shall apply to the Contractor's loader scales used on the Contract.
- 931.3.2 Only loader scale systems certified for use in trade by Measurement Canada (MC) may be used. MC will perform the initial inspection of an approved system once installed on a particular loader.
- 931.3.3 The requirements of 931.4.4 and 931.4.5 shall apply to loader scales.
- 931.3.4 Loader scales shall be acceptable for weighing of raw materials used in road construction, such as materials under Item 121, 167, 201, 203, 204, and 608.
- 931.3.5 Loader scales shall not be acceptable for weighing manufactured road materials including asphalt concrete, concrete, and any other material consisting of binder combined with aggregates.
- 931.3.6 Loader scales shall not be acceptable for weighing winter sand or salt.
- 931.3.7 Loader scales shall not be acceptable for weighing topsoil, ornamental rocks and gravels, or any other material primarily used for landscaping purposes.
- 931.3.8 Loader scales that do not comply with the equipment restrictions on the certificate of inspection shall not be accepted for use on the Owner's Work.
- 931.3.9 The Contractor shall be responsible for the mechanical condition and proper operation of the loader scales to correctly weigh, within designated tolerances, materials used on the Contract, whether the scales are owned by his/her company, subcontractor, a supplier, or other.
- 931.3.10 Calibration of loader scales shall be performed by an Accredited Private Scale Company with expertise in loader scales.

931.4 TRUCK PLATFORM SCALES POLICY

- 931.4.1 The following policy shall apply to the Contractor's truck platform scales used on the Contract.
- 931.4.2 The term "scales" used hereinafter shall mean permanent and portable truck platform scales.
- 931.4.3 Measurement Canada does not perform request inspections of the Contractor's scales for the first set-up of the calendar year nor annual inspections of scales left in place over twelve months.
- 931.4.4 Measurement Canada will perform periodic marketplace monitoring inspections to ensure that Contractors are abiding by the provisions of the Weights and Measures Act and Regulations.
- 931.4.4.1 As a result of a routine inspection, if a Measurement Canada Inspector determines that a Contractor's scale is non-compliant, a notice of non-compliance will be issued and the Contractor shall be required to have their device repaired.
- 931.4.4.1.1 A report of the alteration or repair shall be sent to the nearest Measurement Canada office within 7 Days.
- 931.4.4.2 If the Contractor's scale is placed under seizure, repairs shall be completed, and the scale released from seizure by Measurement Canada prior to the scale being put back into services. Once the scale has been brought back into compliance, Measurement Canada may schedule a re-inspection.
- 931.4.5 Upon the request of the Engineer, the Contractor shall engage a Private Scale Company to do random checks in order to verify calibration of certain scales.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SCALES AND WEIGHING PROCEDURES

ITEM: 931

- 931.4.5.1 The term "Private Scale Company" shall mean any of the companies listed in Table 931-1 having standard test weights meeting the requirements of 931.6.
- 931.4.5.2 After being given notice by the Engineer that the scales are to be checked, the Contractor may continue using the scales but shall make no adjustments to the scales until the testing is carried out.
- 931.4.5.3 The Contractor shall have the testing carried out by a Private Scale Company within 7 Days of the Engineer's notice.
- 931.4.5.4 If the testing proves the scales are accurate without adjustments or repairs, the Owner shall pay the Private Scale Company's charge for the testing.
- 931.4.5.5 If the testing proves the scales are not accurate, the Contractor shall pay the Private Scale Company's charge for the testing.
- 931.4.5.5.1 The scales shall not be used again until necessary adjustments or repairs have been carried out and the scales have been determined to be accurately calibrated, all at the Contractor's expense.
- 931.4.5.6 The cost associated with any delay to the Contractor for the time the scales are out of operation as a result of the testing requested by the Engineer shall not be paid by the Owner, nor shall it form the basis of any claim.
- 931.4.6 The Contractor shall be responsible for the mechanical condition and proper operation of the scales to correctly weigh, within designated tolerances, materials used on the Contract, whether the scales are owned by his/her company, a subcontractor, a supplier or other.
- 931.4.7 The Contractor shall ensure that a Private Scale Company has verified that the scales have been properly installed and calibrated as per 931.4.7.1 and have affixed thereon a test sticker bearing the Private Scale Company's name or logo, the date of testing, the technician's signature, and any pertinent remarks.
- 931.4.7.1 Testing shall be carried out for each set of scales in the following cases:
- 931.4.7.1.1 For the first set-up of the calendar year.
- 931.4.7.1.2 For each subsequent set-up that same year if moved.
- 931.4.7.1.3 Prior to the first use in the following year if not moved.
- 931.4.7.1.4 Every twelve months if the scales are a permanent installation.
- 931.4.7.2 Testing per 931.4.7.1 shall be at the Contractor's own expense.
- 931.4.7.3 The Private Scale Company's test sticker shall not be removed until superseded at the next time testing is performed as per 931.4.7.1.
- 931.4.8 Scales that do not have a dated sticker stating that they are in proper calibration shall not be accepted for use in the Owner's Work.
- 931.4.9 A report (statement of accuracy) shall be completed by the Private Scale Company for each time testing is performed per 931.4.7.1 and distributed as follows: the original to Measurement Canada, and a copy to the Engineer or posted in the scales.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SCALES AND WEIGHING PROCEDURES

ITEM: 931

931.5 OPERATION OF TRUCK PLATFORM SCALES

- 931.5.1 While it is acceptable to affix guiderail, curbing or other edge barriers, to the scale deck to prevent vehicles from running off the edges, the use of timbers or other means to extend the width of a scale deck beyond the width specified in the Measurement Canada Notice of Approval issued for the particular device type, is not permitted.
- 931.5.2 Extra-wide vehicles (off-road trucks, scrapers, or loaders) shall be weighed on extra-wide scales, designed and built to weigh such vehicles.
- 931.5.3 Scales with a deck having no guiderail or curb on the scale house side, or so narrow that the wheels of Equipment being weighed protrude over the edge(s), shall be subject to closure under Section 32.1 of the Occupational Health and Safety Act.
- 931.5.4 The Contractor shall not "split-weigh" vehicles to determine the weight of a load for payment. Scales shall be provided which are long enough to fully support all axles of the vehicle being weighed.
- 931.5.4.1 Split weighing is acceptable only as a means of estimating the axle weights.
- 931.5.5 Each approach to the scales shall be maintained level at the same plane as the scale deck for a distance of at least 3 m from the end of the deck.
- 931.5.6 Scales shall not be used at any time which are poorly set up, damaged and/or inaccurate or otherwise improperly installed. Scales which have been struck or jarred or are jamming or reading erratically shall be shut down immediately, notwithstanding 931.4.5.

931.6 TEST WEIGHTS AND TOLERANCES FOR SCALES

- 931.6.1 Testing of scales, regardless of type of scale or type or value of material weighed on them, shall require a minimum of 10 000 kg (20 000 lb) of test weights that have been certified by Measurement Canada within the previous twelve months. Test results shall be within the applicable limit of error as specified by the Non-Automatic Weighing Device (NAWD) Specification.

931.7 SCALE HOUSE

- 931.7.1 The Contractor shall provide a scale house meeting the following minimum requirements:
- 931.7.1.1 A minimum work area of 2.5 m by 1.8 m with a minimum height clearance of 2.1 m, containing a functional desk and chair.
- 931.7.1.2 Heating or cooling to provide a room temperature between 20°C and 25°C, with adequate ventilation.
- 931.7.1.3 Sufficient lighting to the level of intensity and of the quality defined by the standards for the type of Structure defined and the Work being performed.
- 931.7.1.4 An approved and maintained first-aid kit mounted on the wall at an accessible location on the interior of the house.
- 931.7.2 The Contractor shall provide a safe means of access to and egress from the scale house.
- 931.7.3 All roads leading to the scale house shall be maintained so as to provide a safe passage for vehicles, and dust control shall be maintained within 30 metres of the scale house.
- 931.7.4 The Contractor shall provide toilet facilities in close proximity to the scale house for the weigher.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SCALES AND WEIGHING PROCEDURES

ITEM: 931

931.8 PRIVATE SCALE COMPANIES

931.8.1 Table 931-1 lists the Private Scale Companies which have test standard weights which Measurement Canada have certified for calibrating and checking contractors' truck platform scales. The listed accredited Private Scale Companies are authorized to perform testing pursuant to the Weights and Measures Act.

**Table 931-1
Accredited Private Scale Companies**

Advatek Systems Inc.	Moncton, NB	506-857-0909
Aggregate Equipment (Atlantic) Limited	Truro, NS	902-896-8943
All Weigh Systems (2002) Inc.	Fredericton, NB	800-563-9344
Fleetway Inc.	Saint John, NB	506-648-2226
Mettler-Toledo Inc.	Canada	800-663-5456
Weigh-Tronix Canada	Atlantic Canada Fredericton, NB Quebec, QC	800-565-7889 506-454-4010 888-496-9019

931.8.2 This list may be expanded as additional scale companies acquire test standard weights that are certified by Measurement Canada.

931.8.3 Any of the Private Scale Companies listed above who are found by Measurement Canada to be no longer capable of providing inspection services shall be struck from the list.

931.8.4 Contractors are advised to verify the acceptability by the Owner of any company either appearing or not appearing on this list prior to tendering on the basis of that company.

931.8.5 The Owner shall maintain a current listing of all qualified firms and that list may vary from the one included in this section. This list will be made available to any Contractor who wishes to review this information for tendering or Contract purposes.

931.8.6 The Contractor's own standard test weights may be used for the testing or inspection of scales, provided these weights have been certified within the previous twelve months by Measurement Canada and the testing or inspection is performed by a Private Scale Company technician.

931.8.7 Measurement Canada may be contacted as follows:

Measurement Canada Atlantic District
50 Brown Avenue
Dartmouth, NS
B3B 1X8

Telephone: 902-426-9982

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRIVATE TRUCKS

ITEM: 932

932.1 GENERAL

932.1.1 The purpose of this Item is to specify the Contractual provisions which will be followed by the Contractor to ensure that the owners of "Private Trucks" receive a reasonable distribution of the available Work and that they are paid for that Work in a timely manner and at rates as specified in Division 800 of the Contract Documents.

932.1.2 The Contractor shall do all that is necessary to ensure that the purpose of this Item is achieved.

932.2 DEFINITIONS

932.2.1 For the purpose of this Item, the following definitions shall apply:

932.2.1.1 "Truck" means a straight truck, or a truck-tractor with or without a trailer.

932.2.1.2 "Company Trucks" means a truck legally owned or leased by the Contractor or Subcontractor and includes:

932.2.1.2.1 any truck, legally owned or registered in the name of an officer or the name of the spouse of an officer of the Contractor,

932.2.1.2.2 any truck leased by the Contractor for or on behalf of a "Local Resident",

932.2.1.2.3 any truck leased by the Contractor to a "Local Resident", and

932.2.1.2.4 any truck, the registration of which has been transferred from the Contractor to a "Local Resident" (this includes franchise transfers).

932.2.1.3 "Private Truck" means a truck legally owned or leased by a "Local Resident", other than a lease arrangement within the definition of "Company Truck".

932.2.1.3.1 In the case that the "Private Truck" is registered with a trucker's agent that requires direct payment, the payments shall be made to the trucker's agent.

932.2.1.4 "Local Resident" means a person having residence or a corporation having its principal place of business, in the area in proximity to the limits of the Contract for a period of three months or more prior to the date of the Contract.

932.2.1.5 "Pay Period" means each two week period, during the term of the Contract, commencing on the Monday of the week in which the first Private Truck worked on the Contract, and continuing in two-week periods thereafter.

932.3 APPLICATION

932.3.1 This Item applies to the hauling of filter material, Aggregate Base/Subbase, shouldering material, blending sand, topsoil and asphalt concrete both within and outside the limits of the Contract.

932.3.2 This Item also applies if the Contractor chooses to haul any of the above-noted materials to a stockpile, to be reloaded for incorporation into the Work at a later date.

932.3.3 This Item does not apply to the movement or hauling of any other type of material including but not limited to excavation, Borrow, backfill, riprap, or reclaimed asphalt concrete.

932.3.4 The Contractor shall carry out the Work in such a way that no more than 25% by weight of the tendered Quantity of each material to which this clause applies is hauled by "Company Trucks".

932.3.4.1 The remainder (75%) of each material to which this clause applies is to be hauled by "Private Trucks", regardless of the tendered or actual Quantity of material.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRIVATE TRUCKS

ITEM: 932

932.3.5 The Contractor shall stop using "Company Trucks" to haul a material to which this clause applies when 25% by weight of the tendered Quantity of that material has been hauled by "Company Trucks".

932.3.6 The Owner shall refuse to weigh and pay for any material hauled by "Company Trucks" in violation of this clause.

932.4 CONDITIONS

932.4.1 When "Private Trucks" are hired the following conditions shall apply:

932.4.1.1 The Contractor shall be responsible for the hiring of "Private Trucks" required on the Contract.

932.4.1.2 The Contractor shall give Private Truck owners at least 24 hours notice of the requirements for trucks on the Contract.

932.4.1.3 "Private Trucks" must be properly equipped, registered, and insured for the Work for which they are hired.

932.4.1.4 The Contractor shall ensure that operators of "Private Trucks" have met the following requirements:

932.4.1.4.1 Operator has successfully completed the following safety training:

- Occupational Health and Safety (OHS) Awareness;
- Workplace Hazardous Material Information System (WHMIS) training; and
- Work Area Traffic Control Manual (WATCM) Awareness.

932.4.1.4.1.1 OHS and WHMIS training courses shall be provided by the New Brunswick Construction Safety Association (NBCSA); Safety Services New Brunswick (SSNB); or a member of the Association of Safety and Health Consultants and Trainers (ASHCAT).

932.4.1.4.1.2 WATCM awareness training is available on the NBDTI website.

932.4.1.4.2 Operator has met the required driver's licence for the type of "Truck" being used to haul material.

932.4.1.4.3 Operator has carried out a pre-trip inspection each Day that the "Truck" is used.

932.4.1.5 "Private Trucks" not available at the time of request by the Contractor, or who leave this Contract for other work, do not later have the right to "bump" "Private Trucks" already hired or "Company Trucks" hauling the 25% allotted to the Contractor.

932.4.1.6 "Private Trucks" shall be hired in a fair and reasonable manner and without regard to membership in any organization. In the event the Owner determines that the Contractor is not distributing the Work under this Item in a fair and reasonable manner, the Owner may direct the Contractor to hire "Private Trucks" in accordance with this clause.

932.4.1.7 One Private Truck shall, if available, be hired from each "Local Resident" before a second Private Truck is hired from the same "Local Resident".

932.4.1.8 The Contractor shall, within one week after each "Pay Period", pay the owner of each Private Truck, in full, for the Work done, by the Private Truck on the Contract during the "Pay Period".

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

PRIVATE TRUCKS

ITEM: 932

- 932.4.1.9 The Contractor shall pay the owner of each Private Truck haulage rates not less than the haulage rates set out in Items 801 and 802. There shall be no deductions of any kind whatsoever from the amount paid to the owner of the Private Truck by the Contractor save and except deductions for overweight material in accordance with the provisions under Item 931, fuel supplied by the Contractor and/or Workers Compensation deductions. The amount to be deducted by the Contractor from the owner of the Private Truck for materials hauled overweight must be posted in a visible location at the Scale House at all times during the period that "Private Trucks" are hauling any materials on this Contract.
- 932.4.1.10 In the event the Contractor does not pay the owner of the Private Truck in full and in a timely manner as stated above, the Owner may pay the owner directly pursuant to the provisions of GC 20. In the event of direct payment by the Owner to the owner of the Private Truck, the Owner shall deduct from any amount due and payable to the Contractor under the Contract, the amount paid to the owner of the Private Truck plus an administration cost of 20% of that amount, which is to the extent of the deduction, a discharge of the Owner's liability under the Contract to the Contractor.
- 932.4.1.11 The Contractor shall not enter into an agreement with the owner of any Private Truck to haul material on the Contract at a rate less than the haulage rates set out in Items 801 and 802. In the event that the Owner determines that the Contractor has entered into such agreement, the Owner may pay the owner of the Private Truck in accordance with 932.4.1.9, notwithstanding the terms of the agreement between the Contractor and the owner of the Private Truck.
- 932.4.1.12 The Owner may at any time or on a regular basis require the Contractor to provide proof of payment by the Contractor to the owner of any Private Truck. The proof of payment shall include but not be limited to:
- 932.4.1.12.1 the amount and type of material hauled by the Private Truck,
 - 932.4.1.12.2 the date(s) the material was hauled,
 - 932.4.1.12.3 the distance of the haul or hours of Work, if hired on an hourly basis,
 - 932.4.1.12.4 the total amount paid by the Contractor to the owner of the Private Truck, and
 - 932.4.1.12.5 the amount of any deductions made by the Contractor from the payment to the owner of the Private Truck.
- 932.4.1.13 The Owner may at any time carry out an audit on the records of the Contractor pursuant to GC 47 to verify payment to the owner of a Private Truck.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HEAVY EQUIPMENT

ITEM: 933

933.1 DESCRIPTION

933.1.1 The purpose of this Item is to identify under what conditions Heavy Equipment may be used in highway and bridge construction.

933.2 DEFINITIONS

933.2.1 For the purposes of this Item the following definitions apply:

933.2.1.1 Heavy Equipment means scrapers, rock trucks, overweight straight or trailer dump trucks, front-end loaders and like Equipment used to transport materials.

933.2.1.2 Rock means fractured rock produced from any type of bedrock suitable for Roadbed construction, whether excavated under Item 108 or 161 or imported under Item 121.

933.2.1.3 Common material means any type of soil suitable for Roadbed construction, whether excavated under Item 106, 107 or 161, or imported under Item 121. It can also mean a mixture of soil and rock, either naturally occurring as in the zone of weathered rock above more competent bedrock, or mixed by the Contractor's method of excavation and loading.

933.2.1.4 Sub-subgrade means the surface at a specified depth below Subgrade in undercuts and the top of embankments. The specified depth is usually 600 mm but may be a lesser or greater depth depending on the nature of the underlying material.

933.2.1.5 Backfill means the layer of Borrow A/A1-quality material, as indicated in the Contract Documents, placed on the sub-subgrade surface to Subgrade elevation in cuts or embankments.

933.3 USAGE OF HEAVY EQUIPMENT

933.3.1 Heavy Equipment may be used to build and/or haul materials on rock Subgrade, as in a solid rock cut, or any fill that has rock comprising at least the top 1 m of Subgrade.

933.3.2 Heavy Equipment may be used to build and/or haul on common material Subgrade provided such usage does not damage the Roadbed.

933.3.2.1 Damage to the Roadbed is defined as, but is not limited to, rutting that gets progressively worse, or contamination such as waste material spilling from the hauling units.

933.3.3 Heavy Equipment may haul over backfill material that forms the top layer of a common material embankment as long as there is no rutting or pumping of the underlying material. If such rutting or pumping occurs, hauling with Heavy Equipment shall cease immediately.

933.3.3.1 After completing repairs, if any, in accordance with 933.3.3.1, the Contractor may resume hauling if using trucks that meet the axle mass requirements of Regulation 2001-67, or if the subgrade is surcharged to allow hauling with Heavy Equipment.

933.3.3.1.1 The surcharge shall consist of the same material as used for backfill, and shall be placed along the Subgrade Shoulder to provide at least 1 m of cover over the sub-subgrade and sufficient width for at least one-way travel for a loaded vehicle.

933.3.3.1.2 When hauling over the surcharge is finished, the surcharge material shall be incorporated as backfill to Subgrade elevation by means other than with Heavy Equipment.

933.3.3.1.3 The surcharge material will be measured for payment under the appropriate bid Item when incorporated as backfill. The operation of removing and incorporating the surcharge as the backfill layer will not be measured for payment.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HEAVY EQUIPMENT

ITEM: 933

- 933.3.4 Heavy Equipment is prohibited from hauling over common material undercuts during and after placement of backfill material, unless a surcharge is constructed as described in 933.3.3.1.1 through 933.3.3.1.3.
- 933.3.5 Heavy Equipment is prohibited from hauling along any Roadbed surface constructed above Subgrade elevation, including Aggregate Subbase, Aggregate Base and Pavement.
- 933.3.5.1 If the Contract consists of upgrading an existing Highway, hauling with Heavy Equipment above Subgrade may be allowed, as follows:
- 933.3.5.1.1 Only on sections of the existing road that will be excavated or built up within the same calendar year to form a new Subgrade; and
- 933.3.5.1.2 Only if the existing Roadbed does not start to deteriorate and/or the hauling operation does not become unsafe.
- 933.3.6 The approval of the Engineer is required prior to Heavy Equipment hauling over Culverts with less than 3 m of fill.
- 933.3.6.1 The Contractor shall submit detailed calculations stamped and signed by a Professional Engineer, in support of such request at least 7 Days before hauling is due to commence.
- 933.4 OTHER
- 933.4.1 The Contractor shall make all necessary repairs to the Roadbed damaged by hauling operations, and complete such repairs to the satisfaction of the Engineer.
- 933.4.2 Failure of the Contractor to stop hauling when so ordered may result in suspension of his operations in accordance with GC 18.
- 933.4.3 Any delays and costs to the Contractor resulting from performing repairs or suspension will not be considered as a basis of claim for extra costs or extension of the Limited Funds date, Specified Work Date or Completion Date, as the case may be.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COMPACTION

ITEM: 936

936.1 DESCRIPTION

936.1.1 This Item details the general requirements to be carried out with respect to compaction of soil, aggregate and RAP construction materials, by the Contractor.

936.2 SOIL AND AGGREGATE

936.2.1 All Roadbed materials shall be placed in lifts of a loose thickness not greater than that specified in the Item under which the material is excavated or supplied, and compacted to at least the specified percentage of maximum dry density uniformly throughout the lift.

936.2.1.1 Frozen materials shall not be incorporated into the Roadbed, and Roadbed materials shall not be placed on a frozen Roadbed surface without prior approval of the Engineer.

936.2.2 For most soils, and for Aggregate Base and Shoulder Material, the maximum dry density will be determined by ASTM D698.

936.2.2.1 If the sample used in carrying out ASTM D698 has greater than 5% but less than 30% of oversize particles (retained on the 19 mm sieve), the maximum dry density will be the corrected value determined as per ASTM D4718.

936.2.2.2 If the material being placed in the Work has a percentage of oversize particles more than 5% higher or lower than the percentage in the sample of 936.2.2.1, the maximum dry density will be the value calculated using the actual field percentage of oversize, as per ASTM D4718.

936.2.2.3 For coarse granular materials and Aggregate Subbase the maximum dry density will be determined as per ASTM D4253.

936.2.3 For Aggregate Base/Subbase and soil, the Contractor shall take all necessary measures to ensure that the moisture content is such that compaction is achieved in accordance with 936.2.1 and the following:

936.2.3.1 For Aggregate Base/Subbase, the moisture content shall be such that compaction is achieved without adversely breaking down or segregating the aggregate (such that its gradation falls outside the specified grading limits, as determined by sieve analyses on random samples of the compacted in-place material).

936.2.3.1.1 The average moisture content of Aggregate Base/Subbase shall not be less than 3% or greater than the optimum moisture content at time of compaction.

936.2.3.2 For soils placed in the top 1.2 m to Subgrade in embankments, the moisture content shall be a value not greater than the optimum moisture content as defined by ASTM D698 or the saturated moisture content as defined by ASTM D4253, and such that no rutting damage, as defined in 933.3, occurs upon completion of compaction.

936.2.4 The Contractor shall note that the moisture density relationship (maximum dry density - optimum moisture content), and more precisely the moisture density relationship at a specified compactive effort, is a unique parameter for each soil and/or aggregate matrix considered, and the Contractor shall be responsible for the placement of the material at the appropriate moisture content for compaction efficiency.

936.2.4.1 In the event material is too dry for compaction as specified herein, the Contractor shall apply water to the area to be compacted in order to increase the moisture content of the soil or aggregate.

936.2.4.2 In the event material is too wet for compaction, as specified herein, the Contractor shall decrease the moisture content of the soil or aggregate.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COMPACTION

ITEM: 936

- 936.2.5 The energy imparted to the soil shall be sufficient to achieve the specified density, as determined by one of the following ASTM tests: D1556, D2167 or D2922.
- 936.2.6 No subsequent lifts shall be placed until the preceding lift has been verified as meeting the minimum compaction criteria defined.
- 936.2.7 A test strip may also be used to determine a control density and the number of passes of compaction equipment required to achieve this result.
- 936.2.7.1 The test strip shall be performed on a lift of placed material with density tests taken after each pass of a compactor until an insitu maximum dry density (control density) is achieved. This procedure will continue until the density result remains constant or decreases. The test strip determines the maximum number of passes, control density and field moisture content.
- 936.2.7.2 The compaction equipment to be used for test strips shall be able to produce a uniform density throughout the lift and have a minimum mass of 9 tonne and a vibratory capacity of at least 1500 vpm.
- 936.2.7.2.1 Smaller compactors will be allowed for test strips at Culverts.
- 936.2.7.3 Lifts shall be compacted to a minimum of 97% of the control density.
- 936.3 RAP
- 936.3.1 Compaction of RAP placed as Aggregate Subbase, Aggregate Base or shoulder material will be considered to be achieved upon completing the roller pattern approved by the Engineer.
- 936.4 APPLICATION OF WATER
- 936.4.1 All application of water shall be carried out in accordance with 191.2, 191.3, and 191.4.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

LINES AND GRADES

ITEM: 941

941.1 DESCRIPTION

- 941.1.1 Unless otherwise noted, the Engineer shall furnish and set stakes, marks and furnish data as deemed necessary to establish lines and grades required for the Work.
- 941.1.2 Before commencing the Work, the Contractor shall satisfy himself/herself as to the meaning of all stakes, marks, and measurements.
- 941.1.3 Claims will not be considered because of alleged inaccuracies unless the Contractor notifies the Engineer, in writing, in sufficient time to allow for the verification or checking of stakes, marks or measurements by the Engineer.
- 941.1.4 The Contractor shall notify the Engineer of the requirements for stakes and/or marks, at least 3 Days in advance of starting each operation requiring staking or marks.
- 941.1.5 The preservation of stakes and marks that have been set by the Engineer for the convenience and/or the guidance of the Engineer and the Contractor, shall be the responsibility of the Contractor.
- 941.1.6 Construction stakes or marks carelessly or wilfully destroyed or disturbed by the Contractor, will be replaced by the Engineer.
- 941.1.6.1 The cost of replacing or restoring such stakes and/or marks shall be at the Contractor's own expense.
- 941.1.7 The Contractor shall furnish, set, and paint barricades around stakes and marks when and as required.
- 941.1.8 The Contractor shall furnish and set all batter boards.
- 941.1.9 The Contractor shall ensure access for the Engineer for the checking and control of lines and grades.
- 941.1.10 If, during the construction operation, the Contractor finds that the location of the Engineer's control point stakes or marks would interfere with the Work, the Contractor shall notify the Engineer, in writing, at least 7 Days in advance of starting the operations which are in conflict with the control point locations.
- 941.1.10.1 If it is determined by the Engineer that these stakes or marks are in conflict, the Engineer shall relocate these stakes and /or marks as identified by the Contractor.
- 941.1.11 Standard stake markings shall be as indicated on Standard Drawing 941-1.

941.2 EMBANKMENT CONSTRUCTION

- 941.2.1 In embankment construction the Engineer shall supply stakes for toe of Slope and Subgrade centreline and Shoulder elevations.
- 941.2.2 The Contractor shall supply all other stakes, marks, and grades necessary to maintain the specified Foreslope up to Subgrade.

941.3 HIGHWAY CUTS

- 941.3.1 The Engineer shall supply stakes for the Subgrade centreline and Shoulders, back of ditch and the top of Backslope.
- 941.3.2 The Engineer shall provide for the Contractor's use, offset stakes on each side of the alignment with grades indicated for the Shoulder (on front) and the back of ditch (on back).

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

LINES AND GRADES

ITEM: 941

941.4 DEEP FILLS OR CUTS

941.4.1 The Engineer shall set intermediate stakes at approximately every 3 metres of change in elevation as a check on the inclination of the Slopes excavated or constructed at the point of measurement and staking.

941.4.2 These stakes shall be set as follows:

941.4.2.1 Cuts: a back of ditch stake will be set to ensure that the Backslope is not overexcavated at the point of measurement.

941.4.2.2 Fills: a stake will be set in such a location as to be representative of the elevation of the lift of fill being placed and at the extreme edge boundary of the standard lift so as to ensure that the Foreslope is maintaining the specified line and grade.

941.5 STRUCTURES

941.5.1 The Engineer shall provide pile layout, centreline of Roadway, centreline of bearings, and building line or working points as designated on the Plans for each major component of the Structure.

941.5.1.1 The Contractor shall reference and maintain these marks and carry out additional layout as required.

941.5.2 The Engineer shall provide benchmarks for grades which will be transferred to the concrete as construction progresses.

941.5.3 The Engineer shall provide layout for foundation excavation, approach Roadway cuts and fills, and other Contract Items in accordance with this Item.

941.6 TOLERANCES

941.6.1 The graded surface of material placed shall be checked with a 3 m straight edge, by stringline method or other method approved by the Engineer and shall be conducted at selected locations in the presence of the Engineer.

941.6.2 This measurement shall be taken along the centreline and Shoulder of the Work, as well as at cross Slope locations.

941.6.3 Areas which are determined to be outside the specified tolerances will be spray painted directly on the ground with the words "cut" or "fill", whichever is applicable.

941.6.4 For Aggregate Base/Subbase checking shall be conducted by stringlining on a random basis.

941.6.4.1 The criterion for acceptable placement shall be that 90% or greater of the results, based on a minimum sample size of 20 locations, shall be equal to or within the specified tolerances.

941.6.4.2 Should the requirements of 941.6.4.1 not be met, the Contractor shall repair the Work to meet the specified tolerances and shall conduct a new stringline survey of the Work as per 941.6, at his/her own expense.

941.6.5 For fine grading, checking shall be performed by stringlining between every stake location.

941.6.5.1 Fine grading of Shoulders or other restricted or narrow areas to be paved shall be carried out to the grades, slopes, dimensions, and tolerances as directed by the Engineer.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

LINES AND GRADES

ITEM: 941

- 941.6.6 The Contractor shall meet the design lines and grades within the tolerances as shown in Table 941-1. The variance at any point checked to any other point shall not exceed the stated tolerance.
- 941.6.7 The location of the checking shall be longitudinally from centreline point to centreline point, from Shoulder point to Shoulder point and based on the specified material and reference distance specified in Table 941-1.
- 941.6.8 Transverse checking shall be performed from the centreline point toward the Shoulder at the same location point (station) based on the specified material type and reference distance specified in Table 941-1.
- 941.6.9 The location of the checking diagonally, when requested, shall be from the centreline point toward the Shoulder at the next location point as defined by the reference distance, based on the specified material, specified in Table 941-1.
- 941.6.10 All lines and grades intermediate to the points of measurement shall be such that a smooth and continuous transition for any one point to another shall exist and shall be within the prescribed tolerances over the entire reference distance length.
- 941.6.11 The finished surface at any place shall not deviate from the lines and grades specified in the Contract Documents by more than the tolerances specified in Table 941-1.
- 941.6.12 All humps or depressions exceeding the specified tolerances shall be corrected by the Contractor by reshaping or removing the defective area(s) and/or scarifying and replacing the area with the new material, as directed by the Engineer.
- 941.6.13 When the material is to be placed adjacent to a Pavement the finished surface elevation shall be referenced to the edge of Pavement.
- 941.6.14 The Contractor shall be responsible to maintain the lines and grades of the Roadway surface until such time as the Work is accepted by the Engineer or the area is paved.

**Table 941-1
Grade Tolerances**

Surface Being Graded	Material Type	Tolerance
Subgrade or undercut	rock (except friable rock)	+75 mm/-50 mm
Subgrade or undercut	friable rock (sandstone, shale, etc.)	50 mm
Subgrade or undercut	soils	30 mm
Aggregate Subbase (top lift)	Aggregate Subbase	25 mm
Aggregate Base (placement)	Aggregate Base	20 mm
Aggregate Base (fine grading)	Aggregate Base	12 mm

NOTE: Grade stakes shall be placed at stations (longitudinal reference distances) of 25 m spacing, except for fine grading, for which the stations shall be at 12.5 m spacing.

Undercut means the surface at the specified depth below Subgrade in a cut or fill.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WORK PROGRESSION

ITEM: 946

946.1 DESCRIPTION

946.1.1 This Item describes the procedures and timeframes the Contractor shall follow to ensure effective protection of the environment and orderly progression of the excavation and embankment Work in erodible materials, by performing the Work diligently and in accordance with approved Work Schedule(s) submitted per Item 906.

946.1.2 Erodible material includes any material that has the potential to release sediment.

946.2 WORK AREAS

946.2.1 For the purpose of this Item, a Work Area is an area of the Work Site which has been grubbed or otherwise unstabilized on a given Day, it is date specific.

946.2.1.1 A Work Area may encompass several small cuts and fills if they all can be completed within the 30-Day period; or

946.2.1.2 A Work Area may be part or all of a large cut and fill; one large cut that satisfies several fills; or one large fill requiring material from several cuts and/or borrow to complete. For each such large Work Area in which the cut/fill Work is not able to be completed within 30 Days, 946.3.3 applies.

946.2.2 The extent of each Work Area (station limits, estimated quantities and duration of cut/fill Work therein) shall be as indicated on the approved initial and subsequent Work schedules.

946.2.3 The Contractor may work on more than one Work Area at a time, but each Work Area shall have its own 30-Day period.

946.2.4 The 30-Day period shall begin the day that grubbing, stripping, cut, fill construction begins.

946.3 STABILIZATION

946.3.1 Stabilization shall mean hydroseeding of all erodible materials, or, when the Engineer deems it is not practicable to do hydroseeding, mulching of such materials.

946.3.2 For Work Areas that can be completed within the 30-Day period, all ditches, slopes and other exposed areas shall be acceptably shaped, topsoiled where specified, and hydroseeded under Item 614.

946.3.2.1 Such Work Areas shall be mulched under Item 616 if the 30-Day period extends beyond the cut-off date for hydroseeding per 614.4. Placement of topsoil in such cases will be at the discretion of the Engineer.

946.3.3 Work Areas that cannot be completed within the 30-Day period because cut/fill quantities are too large (per 946.2.1.2), shall have all erodible materials mulched under Item 616 as directed by the Engineer.

946.3.4 Stabilization is not required on the top surface of a fill or on the floor of a cut however the Contractor shall address the release of suspended solids through the installation of applicable erosion control measures.

946.3.5 Stockpiles, including topsoil piles, shall be mulched under Item 616.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WORK PROGRESSION

ITEM: 946

946.4 UNCOMPLETED WORK AREAS

946.4.1 Work Areas that have been under continuous construction but are not completed by the end of the 30-Day period shall be stabilized per 946.3.3. Work shall continue on the cuts and fills, and shall be stabilized as directed by the Engineer per Item 616, until final shaping and hydroseeding are completed.

946.4.2 Work Areas that have not been under continuous construction, or that have been abandoned with cuts/fills uncompleted shall be mulched per 616.2 and 616.4 at the Contractor's expense by the end of the 30-Day period or by the 7th Day after abandonment, whichever is sooner.

946.4.2.1 Abandonment shall mean ceasing construction on the cuts and fills in a Work Area without valid cause. Valid cause would include unworkable site conditions due to precipitation, or an order by the Engineer or officials from DFO, DELG or other regulatory agency to cease Work for reasons not attributable to the Contractor's actions or failure to act.

946.4.3 Work Areas that are not completed at the time of winter shutdown shall be mulched under Item 616, except any Work Areas the Contractor failed to mulch under 946.4.2 shall be mulched per 616.2 and 616.4 at the Contractor's expense.

946.5 OTHER

946.5.1 Erosion-prone embankments constructed within 30 m of natural watercourses shall be stabilized in accordance with Item 948 and as elsewhere specified in the Contract Documents.

946.5.2 Erosion-prone cuts shall be excavated such that runoff is directed to one or more exit points and controlled by Sediment Control Fence and/or Erosion Control Structures per Item 602 and Item 605, respectively or as otherwise directed by the Engineer.

946.5.3 Areas that have been acceptably shaped but are damaged by precipitation, runoff or slope failure before hydroseeding has been done, shall be acceptably repaired and reshaped at the Contractor's expense and then hydroseeded under Item 614.

946.5.4 Areas that have been acceptably shaped and hydroseeded, but are subsequently damaged by precipitation, runoff or slope failure, shall be repaired, reshaped under the provisions of Item 812 and hydroseeded under Item 614.

946.5.5 If stabilization of erodible materials has not been performed by the 30th Day as described in this Item, the Contractor shall pay to the Owner a penalty of \$ 1000.00 for each Day (except Sundays and Statutory Holidays) that the required Work remains unstabilized.

946.5.6 The "Item 946 Work Progression Tracking Report" is considered as official documentation of work progression.

946.5.7 Rock cuts shall be subject to the Work Area and 30-Day requirements of 946.2 unless the Engineer agrees that some of the in situ rock and/or blasted but unexcavated rock may be left in place for use at a later date. The stabilization requirements of 946.3 do not apply unless the rock cut foreslopes and ditches are to be topsoiled or are deemed to be an erodible material under 946.1.2 or otherwise release sediment.

946.5.7.1 Rock fills shall be subject to the Work Area and 30-Day requirements of 946.2, including stabilization if the slopes are to be topsoiled or are deemed to be an erodible material under 946.1.2 or otherwise release sediment.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DISPOSAL AREAS

ITEM: 947

- 947.1 DESCRIPTION
- 947.1.1 Disposal areas are for the disposal of waste from clearing, grubbing and/or excavation and for all other surplus excavation materials not identified for stockpiling.
- 947.1.2 In cases where soil or rock is suspected of being contaminated, the Contractor shall call the Impact Management Branch of DELG at (506) 453-7945 for advice.
- 947.1.3 For disposal of known contaminated soil or rock and construction or demolition waste produced during the Work, the Contractor shall apply to DELG for an "Approval To Operate".
- 947.1.4 Disposal areas shall be located outside the Right-of-Way or as specified in the Contract Documents, where the materials placed in them shall not block or impede natural drainage and shall not be within 30 metres of any watercourse or be allowed to cause siltation of any watercourse.
- 947.1.5 Contractors shall be responsible to obtain permission from property owners to use their land as disposal areas, and are responsible for all costs thereof.
- 947.1.5.1 If the Contractor places a disposal area on private property, the Owner shall in no way be responsible for any damages to septic tanks, wells, ornamental trees or shrubs, driveways, lawns, buildings or any other part of the property, whether such damage is alleged or proven to have been caused by placement of the disposal area material.
- 947.1.5.2 The Contractor shall be responsible for all costs associated with the supply, maintenance and rehabilitation of disposal areas.
- 947.1.5.2.1 Stabilization of disposal areas shall be carried out in accordance with 947.1.10.
- 947.1.6 Disposal areas shall be cleared of all Merchantable Timber in accordance with 101.1, 101.3 and 101.4, prior to the placement of any waste.
- 947.1.7 The minimum distance between the entrances of two disposal areas on the same side of the Highway shall be 150 metres unless specifically altered by the Engineer, in writing.
- 947.1.8 Entrances to disposal areas shall be at right angles to the centreline of two-way Highways and at an angle opposing the flow of traffic on divided Highways.
- 947.1.9 Entrances shall not exceed 10 metres in opening width and shall extend back along a line perpendicular to, or at the angle defined in 947.1.8 from the Right-of-Way for a minimum distance of 15 metres. All materials being pushed or otherwise deposited in the disposal area shall be placed at least 15 metres beyond the Right-of Way, i.e. beyond the entrance. Boulders and other debris shall not be left in the disposal area entrance.
- 947.1.10 Disposal areas shall be constructed such that the slopes are stable and left in a neat and finished appearance, and shall be hydroseeded, mulched or otherwise stabilized against erosion, obtaining guidance from the described work progression details as noted in Item 946 and to the satisfaction of the Engineer. Windrows of earth or debris on either side of the entrance shall be either removed or shaped to a uniform and level condition.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

DISPOSAL AREAS

ITEM: 947

947.2 LICENCE OF OCCUPATION

947.2.1 For waste disposal areas on Crown Land the Contractor shall apply to the NB Department of Energy and Resource Development (DERD) for a Licence of Occupation.

947.2.2 The licence will be issued for all Crown Land adjacent to the Work Site. DNR district staff shall be responsible for approving the locations of individual waste disposal sites on the Crown Land.

947.2.3 Inquiries should be made to the Crown Lands Branch at (506) 453-3826.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENVIRONMENTAL REQUIREMENTS

ITEM: 948

- 948.1 DESCRIPTION
- 948.1.1 The Contractor shall carry out the Work on the Contract according to the Contract Documents and in such a manner so as to be in compliance with various Acts and Regulations of the Province of New Brunswick and/or the Government of Canada which concern the protection of the environment, and any approvals or permits issued to the Owner or the Contractor in accordance therewith.
- 948.1.2 References to "Watercourse" in this Item mean "Watercourse/Wetlands".
- 948.1.3 Measures determined by the appropriate regulatory authorities as necessary for the protection of watercourses affected directly or indirectly by the Work will be detailed, to the degree practical and not necessarily all inclusive, on the Plans and in the Specifications under the appropriate bid Items.
- 948.1.4 Environmental protection measures shall be installed whenever possible prior to the commencement of the Work.
- 948.1.4.1 If not possible to provide the environmental protection prior to the commencement of the Work, the Contractor shall, as a minimum, have all materials required for the environmental protection available on site prior to the commencement of any Work and shall install the environmental measures as soon as practical in the Work progression.
- 948.1.5 If any suspected artifacts of historical or archaeological value are uncovered or any endangered plant or animal species or any contaminated soil(s) are identified during the Work, the Contractor shall cease Work, in accordance with GC 18, until the site has been reviewed by representatives of the appropriate agencies and the Engineer has approved resumption of the Work.
- 948.1.5.1 If it is suspected that objects or features of archaeological significance are found during construction, per the New Brunswick Heritage Conservation Act, the Contractor shall cease all activities within a 10 m buffer area around the suspected find, and the Contractor shall notify the Engineer immediately.
- 948.1.5.1.1 The Engineer shall notify NBDTI's Environmental Services Branch and the Heritage and Archaeological Services Branch (HASB) of the New Brunswick Department of Tourism, Heritage and Culture for further direction.
- 948.1.5.1.2 Work in the buffer area shall only resume once the Engineer, having consulted with the Environmental Services Branch and HASB, authorizes the resumption of Work.
- 948.1.5.2 If it is suspected that breeding birds are present in or near the Work Site during construction, the Contractor shall cease all activities within a 30 m temporary buffer area around the nest, and the Contractor shall notify the Engineer immediately.
- 948.1.5.2.1 The buffer size shall be adjusted based on the bird species and setting in consultation with NBDTI's Environmental Services Branch and the appropriate regulators.
- 948.1.5.2.2 Until the buffer area is deemed free of breeding activity, no clearing or other construction activity is permitted within it.
- 948.1.5.3 If it is suspected that contaminated soil or contaminated water is found during construction, the Contractor shall cease all activities in the impacted area and the Contractor shall notify the Engineer immediately.
- 948.1.5.3.1 The Engineer shall notify NBDTI's Environmental Services Branch.
- 948.1.5.3.2 Work shall only resume once the Engineer, having consulted with the Environmental Services Branch, authorizes the resumption of Work.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

ENVIRONMENTAL REQUIREMENTS	ITEM: 948
-----------------------------------	------------------

948.1.5.3.3 The Contractor shall remove contaminated soil and/or contaminated water, and dispose of it at a facility approved by NBDELG, and under the direction of NBDTI.

948.1.5.3.3.1 The Work involved in removing contaminated soil and/or contaminated water shall be paid under Item 812.

948.1.6 The Contractor shall follow sound environmental construction practices.

948.1.6.1 Guidance to the Contractor in applying these practices to his/her Work shall be derived from, but not limited to the Environmental Management Manual, the recommendations, conditions of approval and mitigation specified in the applicable Environmental Assessment (EA).

948.2 ENVIRONMENTAL INSPECTION

948.2.1 The Contractor shall be responsible for designating an on-site environmental representative who has completed Environmental Management Manual (EMM) training, and has the ability to address environmental issues, acquire staff, and procure materials when there is the potential for water and runoff issues, including holidays and weekends.

948.2.2 The Contractor's representative shall monitor the weather forecasts and prior, during, and after rainfall events the entire site shall be inspected for environmental mitigation deficiencies, and any deficiencies immediately addressed.

948.2.3 The Owner may retain an environmental inspector who, along with the Engineer and construction technicians, will monitor the Work with regard to compliance with environmental requirements of the Plans and Specifications as well as any applicable acts and regulations.

948.3 ENVIRONMENTAL MITIGATION

948.3.1 The Contractor shall complete the Work in accordance with the measures identified in 948.1.3 and the following conditions:

948.3.1.1 Sediment and erosion control measures shall be carried out as detailed on the Plans and included in the Specifications.

948.3.1.2 Sediment and erosion control measures shall be inspected, maintained, and repaired prior to and after rainfall events, to the satisfaction of the Engineer.

948.3.1.3 Debris and excavated material within the Work Area shall be removed from the watercourse and adjacent areas for disposal or placement in a manner such that it cannot be returned to the watercourse.

948.3.1.4 Precautions shall be taken by the Contractor to prevent discharge or loss of any harmful material into a watercourse including but not limited to creosote, hydrocarbons, biocides, fertilizers, cement, lime, paint, or fresh concrete.

948.3.1.5 Machinery and pollutants shall be located or stored in areas not in danger of floodwaters.

948.3.1.6 No grubbing, excavation, embankment construction or installation of drainage Structures shall take place within the buffer zones on both sides of each natural watercourse, as indicated in the Contract Documents, until the appropriate sediment and erosion control measures are installed in order to ensure that run-off, by the time it reaches a watercourse, does not have a suspended solids level in excess of:

- 25 mg/L over background levels during any short term exposure, less than 24 hours.
- 5 mg/L from background levels for longer term exposure, 24 hours to 30 Days; or
- Other level approved by DELG.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENVIRONMENTAL REQUIREMENTS	ITEM: 948
948.3.1.6.1	Installation, inspection, maintenance, and repair of these structures shall be in accordance with the applicable Items from the Contract Documents.
948.3.1.7	Within a buffer zone, any temporary Work Area access roads, haul roads and/or areas constructed for the installation of a drainage Structure, shall be surfaced with at least 100 mm of clean gravel or rock placed the same day they are built, to provide sufficient cover to the soil exposed so as to provide environmental protection to the watercourse from runoff.
948.3.1.8	No blasting shall take place in or near a watercourse without prior written consent from DFO.
948.3.1.9	In dewatering an excavation, whether a Roadway cut, foundation excavation, or a pit or a quarry, the Contractor shall ensure that any turbid water pumped out or released has a suspended solids level, by the time it reaches a watercourse, of no more than 25 mg/L over background levels during any short term exposure (less than 24 hours) and 5 mg/L from background levels for longer term exposure (24 hours to 30 Days) or other level approved by DELG.
948.3.1.9.1	Erosion and sediment control measures required to achieve this level of compliance when dewatering is conducted for Roadway or foundation excavations shall be constructed, inspected, maintained, and repaired in accordance with and measured for payment under the appropriate Item(s) pertaining to the Work.
948.3.1.9.2	It shall be the Contractor's responsibility to install, inspect, and maintain, at his own expense, to the satisfaction of DELG any erosion control measures for pits and quarries that may be required, and to obtain permission to pump or release any turbid water onto properties abutting and beyond.
948.3.1.9.3	The Contractor shall be responsible to repair, at his own expense, any and all damage resulting from the dewatering.
948.3.1.10	The Contractor shall not place an earth or rock causeway in the watercourse for the purpose of creating a temporary access Structure, without specific approval of the Engineer and the appropriate regulatory authority(ies), in writing.
948.3.1.11	Instream Work shall be carried out between June 1st and September 30th unless explicitly stated otherwise in the WAWA permit or the Particular Specifications.
948.3.1.11.1	Instream Work consists of work below the shoulder of the bank of the watercourse, whether wetted or not.
948.3.1.11.2	The Contractor shall notify the Engineer in writing at least 7 Days in advance of the anticipated commencement of Instream Work.
948.3.1.11.3	Non-instream Work within the 30 m buffer zone around a watercourse is permitted during the validity period of the WAWA Permit, unless explicitly stated otherwise in the WAWA permit conditions.
948.3.1.12	Water control for all Culvert installations in natural watercourses, other than those for which a site-specific method and/or sequence is indicated in the Plans, or Item 621 is specified, shall be accomplished using one of the following methods:
948.3.1.12.1	Installing the new Culvert in the dry and diverting the watercourse through it upon completion;
948.3.1.12.2	Constructing a temporary clear/light coloured plastic-lined diversion channel in the dry; or

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENVIRONMENTAL REQUIREMENTS	ITEM: 948
948.3.1.12.3	Stemming the flow upstream and pumping the flow around the Work Area, ensuring the pump runs whenever there is sufficient water, and having the discharge back into the stream immediately below the Work Area.
948.3.1.13	If it is necessary to isolate the stream from the Work Area, the Contractor shall construct sandbag cofferdams in accordance with the typical layout in Standard Drawing 948-2.
948.3.1.13.1	The Contractor is advised that Standard Drawing 948-2 is only a typical layout, and shall be modified according to site conditions, the requirements of the Contract Documents, permits, and regulations.
948.3.1.14	The Engineer, upon receiving notice from the Contractor as to when construction shall actually commence, will arrange an on-site meeting with representatives from DELG, DFO and the Contractor, prior to commencement of the instream Work.
948.3.1.14.1	No Work shall commence until the Engineer verifies with the regulatory agencies having jurisdiction that the Work Site is approved for the commencement of instream Work.
948.3.1.15	Earthwork shall be carried out in accordance with Item 946. Erosion control measures shall be as detailed in the Contract Documents and if additional measures are required in addition to those indicated, the Engineer or the Contractor's on-site environmental representative shall order such Work under the appropriate Items.
948.3.1.16	Natural materials produced and/or supplied by excavation or from pits and quarries shall not contain any friable, soluble or reactive minerals, or other deleterious materials or conditions that would make the material prone to decomposition or disintegration, or present any environmental hazard, from the presence of the parent material or its by-products, when exposed to the natural elements after placement in the Work.
948.3.1.17	Additional conditions of approval as detailed in the Contract Documents, shall be carried out by the Contractor.
948.3.1.18	A copy of the Watercourse and Wetland Alteration Permit shall be kept on the Work Site for the duration of the Contract, and shall be made available upon request of an inspector designated to act on behalf of DELG or an employee of DFO.
948.3.1.19	Any ruts created by Equipment within 30 m of a watercourse shall be immediately graded smooth and blanketed with hay/straw mulch.
948.3.1.20	In order to prevent the spread of invasive plants, no washing of tools or machinery shall occur within 30 m of a watercourse or wetland.
948.3.1.21	Equipment shall not be stationed and materials shall not be stored in a wetland at any time, and Equipment operations shall be limited to the footprint of the existing Roadbed or the new Roadbed being constructed.
948.3.1.22	All exposed erodible material within 30 m of a watercourse or wetland shall be stabilized with hay mulch at the end of each work Day.
948.3.1.23	<u>Temporary Bridges</u>
948.3.1.23.1	Wherever crossing a stream is necessary, a prefabricated temporary bridge shall be installed so as to clear-span the watercourse.
948.3.1.23.2	The bridge shall have foundations of skids or logs placed on undisturbed ground far enough landward of the stream bank shoulders and high enough such that the clearance below the underside of the stringers meets the following criteria:

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENVIRONMENTAL REQUIREMENTS

ITEM: 948

- 948.3.1.23.2.1 At least 0.75 m above the bed of the watercourse;
- 948.3.1.23.2.2 At least 0.45 m above the ice or water surface the day of installation; and
- 948.3.1.23.2.3 Sufficiently high above the ground at both ends to have Daylight visible.
- 948.3.1.23.3 Approved types of temporary bridges include the following:
- 948.3.1.23.3.1 A flatbed trailer body frame decked with steel or squared timbers; and
- 948.3.1.23.3.2 Two or more prefabricated laminated squared-timber swamp mats of girders, the outer two of which are aligned collinear with the wheels of the Equipment that will be travelling over them.
- 948.3.1.23.4 Temporary bridges shall be installed over a section of the watercourse where the channel is straight and narrow and the banks are high and steep.
- 948.3.1.23.5 Approach ramps shall consist of rock or clean, coarse, free draining gravel, or evergreen boughs that are trampled in place.
- 948.3.1.23.6 Felled timber shall not be skidded or dragged across any temporary bridge.
- 948.3.1.23.7 Temporary bridges shall be removed as the Work progresses and they are no longer required. All exposed erodible soil shall be stabilized immediately after removal.
- 948.3.1.23.8 Unless temporary bridges are designed to accommodate a 1:100-year flood event, the weather forecast and the water level beneath each bridge shall be closely monitored. As soon as the integrity of any bridge is threatened by increased runoff due to snow melt and/or rain events, the bridge shall be immediately removed.
- 948.3.1.23.9 All temporary bridges shall be removed prior to the dates specified in the Contract Documents.

948.4 COMPLIANCE AND DELAYS

- 948.4.1 Failure by the Contractor to carry out the Work in accordance with the requirements of this Item will result in the Contractor being liable for any fines, levies or penalties made under environment-related Acts or Regulations of the Province of New Brunswick and the Government of Canada, and may result in suspension of Work, under GC 18, until the Contractor commences the Work as specified and/or takes remedial measures to repair or compensate for any environmental damage resulting from his/her inaction or improper actions in carrying out the Work.
- 948.4.2 Delays to the Contractor's Work operation resulting from suspension of Work for failure to follow the requirements of this Item shall not be considered as a basis of claim for extra costs, nor for any extension of the Contract Completion Date.
- 948.4.3 In order to comply with this Item and applicable permits and regulations, the Contractor's on-site environmental representative may direct that additional environmental mitigation be carried out, and paid according to the applicable Items in the Contract Documents.

948.5 POLLUTION CONTROL

- 948.5.1 The Contractor shall not dump, spill, or dispose of any Overburden, trees, brush, petroleum products, camp refuse, or other debris into any watercourse, reservoir, or other natural water basin, or into any area which may ultimately cause pollution to water drainage, storage systems, and/or groundwater.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENVIRONMENTAL REQUIREMENTS	ITEM: 948
948.5.2	It shall be the Contractor's responsibility to familiarize himself with the applicable legislation and regulations and to obtain all necessary permits and approvals for the operations.
948.6	<u>WATER AND RUNOFF CONTROL</u>
948.6.1	The Contractor shall perform the Work in a manner so as to not obstruct the flow of surface drainage or natural watercourses.
948.6.2	The Contractor shall dispose of water resulting from the Work in a manner not detrimental to public and private property, or any portion of the Work completed or under construction.
948.6.2.1	The Contractor shall comply with all requirements of DELG, municipal codes and other regulatory agencies having jurisdiction regarding the disposal of water from excavations.
948.7	<u>RELEASE OF FUEL AND OTHER HAZARDOUS SUBSTANCES</u>
948.7.1	The Contractor, including any subcontractors and/or any agent(s) of the Contractor involved in any aspect of the Contract, shall be responsible for all containment and cleanup of any release of fuel and/or other hazardous materials, regardless of the cause of the release.
948.7.1.1	This shall apply to the Work Site, all lands being used by the Contractor and under the control of the Owner, and/or any Crown Land being utilized for the Work under the Contract.
948.8	<u>FUEL STORAGE AND HANDLING</u>
948.8.1	The Contractor shall take proper environmental protection measures, such as having spill clean up and absorption materials at the Work Area, during fuelling and maintenance of the Equipment.
948.8.2	Equipment shall not be fuelled within 30 m of a watercourse, wetland, or groundwater source (private well).
948.8.3	Fuel and other hazardous materials shall not be stored within 100 m of a watercourse, wetland, or groundwater source (private well).
948.9	<u>WETLANDS</u>
948.9.1	To minimize the spread of invasive plant species such as purple loosestrife, the Contractor shall ensure that all Equipment entering areas near or in, wetland habitat is cleaned of mud and vegetation, and again before the Equipment leaves such areas.
948.9.1.1	The cleaning shall consist of digging or scraping off the vegetation and mud by means of shovels or similar tools, to the extent practicable.
948.9.2	In wetland areas there shall be no grubbing or ditching, except for culvert installations, and all construction-related activities shall be confined to the clearing limits.
948.9.3	Vehicles and equipment used during construction activities in wetlands shall use only approved roadways and access areas.
948.9.4	Temporary Working Pads shall be used for Work access in wetland areas in accordance with Standard Drawing 948-1.
948.9.4.1	When the Temporary Working Pads are no longer required, the Contractor shall remove all materials pertaining to the Temporary Working Pads such that disturbance to wetland areas does not occur.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ENVIRONMENTAL REQUIREMENTS

ITEM: 948

948.10 MIGRATORY BIRDS

948.10.1 The Contractor shall comply with Section 6 of the Migratory Bird Regulation which specifies that no person shall disturb, destroy, or take a nest, egg, nest shelter, eider duck shelter or duck box of a migratory bird.

948.10.1.1 Any disturbance to potential nesting habitat within the breeding season (typically April 15th to August 31st in New Brunswick) has the potential to harm migratory birds and their nests and precautions may be necessary.

948.10.1.2 To mitigate potential for disturbance to breeding birds and their nests, any required clearing of woody vegetation shall be completed outside the breeding season for migratory birds (April 15th to August 31st) to the extent feasible.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

WORKING CONDITIONS

ITEM: 951

951.1 CLEAN PREMISES

951.1.1 During the course of the Work the Contractor shall keep the Work Area in a neat and tidy condition satisfactory to the Engineer.

951.1.2 The Contractor shall upon the completion of the Work, remove all temporary Structures and clear away all rubbish, surplus and waste material remaining on or about the Work Site and leave the premises in a neat and tidy condition satisfactory to the Engineer.

951.1.2.1 If these requirements are not met, the Engineer may give written notice to the Contractor requiring him to remedy the situation.

951.1.2.2 If the Contractor fails to remedy the situation within 14 Days of receipt of the notice, the Engineer may cause the situation to be remedied and may deduct the cost thereof from any money owing to the Contractor.

951.2 DAMAGE TO WORK

951.2.1 The Work shall be at the risk of the Contractor arising from any cause, which may occur to the Work until the Work is accepted by the Owner.

951.2.2 If any such loss or damage occurs before the final acceptance, the Contractor shall immediately repair, restore and re-execute the lost or damaged Work, so that the Work, or the portions thereof, shall be completed within the specified time.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SAFETY SUPPORT SYSTEMS

ITEM: 952

952.1 GENERAL

952.1.1 The Contractor shall observe construction safety measures as referenced in but not limited to, the National Building Code, the provincial regulations pertaining to workplace safety and/or any municipal or local regulations having authority provided that in any case of conflict or discrepancy the more stringent requirements shall apply.

952.1.2 The Contractor shall Work specifically in reference to CSA S269.1 and CSA S269.2.

952.1.3 The Contractor shall ensure at all times that no part of the Work shall be subjected to loading that will cause permanent deformation.

952.2 PLATFORMS

952.2.1 Construction safety platforms shall be provided by the Contractor at the locations indicated in the Contract Documents.

952.2.2 The Contractor shall be responsible for the design and the construction of the platforms in accordance with Item 956.

952.2.3 Safety platforms shall be designed and constructed to provide a continuous and unbroken working surface at the level of the girder bottom flange.

952.2.4 Construction platforms shall be adequately fastened and secured to prevent accidental displacement.

952.2.5 All workers employed in the installation or removal of slab overhang brackets or any other construction activity on or outside of the spandrel girders shall be properly secured to static safety lines at all times.

952.3 SAFETY NET SUPPORT SYSTEM

952.3.1 A safety net support system shall be provided by the Contractor at the locations indicated in the Contract Documents.

952.3.2 In order to provide support for safety nets, the Contractor shall supply all materials and construct the support system for safety net lines as indicated on the Standard Drawings 952-1 and 952-2.

952.3.2.1 The anchor assemblies shall be made available by the Owner from stock at DTI Fredericton, NB.

952.3.3 Where the Contractor chooses to employ safety nets as a means to satisfy the safety requirements for the Work; the Contractor shall supply and install the HP310x132 steel sections, the 10 tonne clevises and the 16 mm steel cable indicated on the Standard Drawings 952-1 and 952-2.

952.3.3.1 All structural steel fabrication shall conform to CSA S6 and S16.1.

952.3.3.2 The safety net support system and the safety nets must be in place before the deck slab and the diaphragm forming shall commence.

952.3.4 Once the safety net system is no longer required in the Work, the Contractor shall remove the net, cables, clevises and the HP310x132 steel sections.

952.3.4.1 With the exception of the anchor bolts, all removable portions of the safety net system shall remain the property of the Contractor.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SAFETY SUPPORT SYSTEMS

ITEM: 952

- 952.3.4.2 The anchor bolts shall be installed in the anchor bolt assembly and shall remain in place at the end of the Work.
- 952.3.5 Where the Contractor chooses to employ a system other than safety nets as a means to satisfy the safety requirements for the Work, the anchor bolts shall be installed in the anchor bolt assembly and shall remain in place at the end of the Work.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HEALTH AND SAFETY

ITEM: 953

953.1 DESCRIPTION

- 953.1.1 This Item outlines the Contractor's responsibilities with respect to an audited health and safety program for Work performed on this Contract.
- 953.1.2 The Contractor's health and safety program requirements shall meet or exceed the requirements of the DTI health and safety program.
- 953.1.3 The Contractor may reference sections of the DTI Health and Safety Manual in their health and safety program.
- 953.1.3.1 The DTI Health and Safety Manual may not address all safety hazards which are present in the Work. The Contractor shall address specific hazards in their own health and safety program.
- 953.1.4 The DTI Health and Safety Manual can be accessed through:
https://www2.gnb.ca/content/gnb/en/departments/dti/tenders_contracts.html

953.2 CERTIFICATE OF RECOGNITION

- 953.2.1 The Bidder shall submit, as part of their tender, a Certificate of Recognition (COR), a valid "Letter of Good Standing" by the New Brunswick Construction Safety Association (NBCSA), a Safety Certified Certificate issued under the Safety Certified Program by Safety Services New Brunswick, or approved alternative.
- 953.2.1.1 COR status from other member associations of the Canadian Federation of Construction Safety Associations using the NBCSA Reciprocal Process may be used as an alternative to the submittals listed in 953.2.1.
- 953.2.1.2 An audited safety program certified by an independent agency may be used as an alternative to the submittals listed in 953.2.1, though is subject to evaluation and acceptance by the Engineer, and shall be submitted 7 Days prior to the tender closing date.
- 953.2.1.2.1 Bidders are responsible to obtain approval for their alternate audited safety program prior to placing their bid.
- 953.2.1.3 The Contractor shall maintain a valid COR, "Letter of Good Standing", Safety Certified Certificate, or approved alternative until final completion of all Work under the Contract.
- 953.2.2 Tenders without certification, per 953.2.1, shall be rejected at tender opening.

953.3 PROJECT (SITE-SPECIFIC) HAZARD ASSESSMENT

- 953.3.1 The Contractor shall submit a project (site-specific) hazard assessment (PHA) to the Engineer 7 Days prior to mobilizing to the Work Site.
- 953.3.1.1 The PHA is to cover all hazards associated with the Work to be performed under the Contract. The Contractor's PHA shall contain, at a minimum, the key elements outlined in the DTI Construction Branch comprehensive hazard assessment.
- 953.3.1.1.1 The DTI Construction Branch comprehensive hazard assessment may be accessed through:
https://www2.gnb.ca/content/gnb/en/departments/dti/tenders_contracts.html
- 953.3.1.2 If the scope of the Work changes, an updated PHA shall be submitted to the Engineer before the new scope of Work commences.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HEALTH AND SAFETY

ITEM: 953

953.4 SITE SAFETY ORIENTATION AND TRAINING

- 953.4.1 Prior to starting Work, the Contractor shall conduct a site safety orientation for all personnel onsite, including the Owner's employees, the Contractor's employees, subcontractor's employees, and any other personnel to perform Work under the Contract.
- 953.4.2 The Contractor shall provide a site safety orientation to site visitors and/or new/returning employees to the Work Site, throughout the life of the Contract. This may include the Owner's employees, Contractor's employees, and subcontractor's employees.
- 953.4.3 No person shall be permitted access to the Work Site without receiving a site safety orientation or shall be under the direct supervision of someone who has received this orientation.
- 953.4.3.1 The Owner's site visitors may receive an orientation, or be escorted by, Owner's staff that have undergone the site orientation provided by the Contractor.
- 953.4.4 The Contractor and all subcontractors shall ensure that all of their employees are properly trained for the Work they undertake, including the use of all tools and equipment.
- 953.4.5 The Contractor and all subcontractors shall maintain personnel files with up-to-date training records/certifications for their personnel related to any equipment and Work the employee is involved with, including but not limited to fall protection and confined spaces.
- 953.4.5.1 The Contractor or subcontractor shall provide copies of employee's certifications or other evidence of training as requested by the Engineer.

953.5 SAFETY TALKS AND TAILGATE MEETINGS

- 953.5.1 The Contractor shall conduct safety talks a minimum of once per month, with all personnel onsite, including the Owner's employees and subcontractor's employees.
- 953.5.1.1 The content of the safety talks shall be documented and all personnel in attendance shall sign an attendance sheet. Meeting documentation shall be submitted to the Engineer within one week of the meeting.
- 953.5.1.2 The content of safety meetings may include but is not limited to: concerns raised, discussion of previous incidents, safe work practice discussion, and safety topic discussion.
- 953.5.1.3 The Contractor shall include, as a part of his safety meetings, follow-up and resolution to safety concerns raised by employees.
- 953.5.2 The Contractor shall conduct tailgate meetings prior to the start of the workday, and prior to any hazardous work activity, with all personnel onsite, including the Owner's employees and subcontractor's employees.
- 953.5.2.1 The content of the tailgate meetings shall be documented and all personnel in attendance shall sign the attendance sheet. Meeting documentation shall be submitted to the Engineer on a weekly basis.
- 953.5.2.2 The content of the tailgate meetings shall be specific to the Day and may include but are not limited to: job tasks and hazards associated with those tasks; traffic conditions and the traffic control that is in place; previous incidents and how they may be prevented; site conditions; weather; hazards employees may encounter in their work; and changes to working conditions since the last meeting.
- 953.5.2.3 Personnel arriving on the Work site after the tailgate meeting has been conducted shall be informed by the Contractor of the site hazards per the Contractor's health and safety program.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HEALTH AND SAFETY

ITEM: 953

953.5.3 The Contractor is required to provide any other safety documentation to the Engineer as requested, including but not limited to: Health and safety policies, Joint Health and Safety Committee meeting minutes, and training records.

953.6 INCIDENT REPORTING AND INVESTIGATIONS

953.6.1 Incidents include both accidents and near misses of any employee while conducting Work related to the Contract or while on the Work Site, including the Contractor's employees, subcontractor's employees, and the Owner's employees.

953.6.2 All incidents shall be reported to the Engineer immediately.

953.6.3 All incidents shall be investigated and documented by the Contractor, and the preliminary report shall be submitted to the Engineer within 24 hours of the incident occurrence.

953.6.4 A final report shall be submitted within 7 Days of the incident occurrence and shall include the root cause and required actions to prevent future events.

953.6.5 Onsite incidents involving the public shall also be documented, whether or not it is related to the Work.

953.6.6 The Engineer may conduct an independent investigation for any incident related to the Work or occurring on the Work Site. The Contractor and all subcontractors shall cooperate with such investigations.

953.7 EQUIPMENT INSPECTION AND CERTIFICATION

953.7.1 Inspection certificates for all lifting equipment, including but not limited to cranes, man baskets, forklifts, and rescue equipment, shall be submitted to the Engineer by the first job meeting or when new equipment is brought onsite.

953.7.1.1 Certificates shall include information per Regulation 91-191 of the Occupational Health & Safety Act.

953.7.2 The Contractor shall have available equipment inspection records or certificates for any other equipment used under the Contract if requested by the Engineer.

953.7.3 All trucks Working on the Contract and having a registered vehicle mass greater than 4535 kilograms are to be equipped with a properly functioning, audible, automatic back-up alarm.

953.8 SUBMISSION OF SAFETY DOCUMENTS

953.8.1 Acceptance of any safety documents by the Engineer shall only be viewed as acknowledgment that the Contractor has submitted the required documentation under this specification section.

953.8.1.1 The Engineer makes no representation and provides no warranty for the accuracy, completeness, and legislative compliance of the Contractor's health and safety program and other submitted documents by this acceptance.

953.8.1.2 Responsibility for errors and omissions in the Contractor's health and safety program, and other submitted documents, is not relieved by acceptance by the Engineer.

953.8.2 The Contractor shall not commence work until the required and/or requested safety documentation is received by the Engineer.

953.8.3 Submissions shall be in either printed form or electronically in PDF form and shall be well formatted for immediate use.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

HEALTH AND SAFETY

ITEM: 953

- 953.8.3.1 Printed documents shall be easy to scan; permanently bound documents shall not be accepted.
- 953.8.4 It is the Contractor's responsibility to re-submit safety documents whenever they are updated.
- 953.8.5 The Contractor shall submit all general components of his safety program a minimum of once per year by May 1st, regardless of if the documents have been updated since the last submission.
- 953.8.5.1 General safety components may include non-site-specific documents, including but not limited to: health and safety manual, safe job procedures, and safe work practices.
- 953.8.5.2 Electronic submissions may be sent by email to:
DTI.Construction.safetysubmittals@gnb.ca
- 953.8.5.3 Printed submissions may be sent by mail to:

ATTN: Construction Branch Safety Submittals
The Department of Transportation and Infrastructure
P.O. Box 6000
Fredericton NB
E3B 5H1
- 953.8.6 The Contractor shall submit all site-specific components of his safety program to the Resident Engineer.
- 953.8.6.1 Site-specific components may include but are not limited to: project (site-specific) hazard assessment, site specific safety plan, emergency response procedure, signed site safety orientation documentation, signed safety talk documentation, signed tailgate meeting documentation, incident investigations, and equipment certifications.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION DRAWINGS AND CALCULATIONS

ITEM: 956

956.1 GENERAL

- 956.1.1 The Contractor shall supply the Engineer with drawings and design calculations for items including, but not limited to, the following:
- 956.1.1.1 Bridge bearings;
 - 956.1.1.2 Bridge expansion joints;
 - 956.1.1.3 Cofferdam including bracing;
 - 956.1.1.4 Removal of obsolete bridge Structures;
 - 956.1.1.5 Falsework;
 - 956.1.1.6 Formwork;
 - 956.1.1.7 Shop drawings of all metalwork;
 - 956.1.1.8 Shop drawings for prestressed concrete beams;
 - 956.1.1.9 Shoring;
 - 956.1.1.10 Temporary detour structures;
 - 956.1.1.11 Filter screen;
 - 956.1.1.12 Shop drawings and design calculations for Culverts per 130.3, 131.3, 140.3, 141.3, 142.3;
 - 956.1.1.13 Overhead sign structures;
 - 956.1.1.14 Temporary water control works; and
 - 956.1.1.15 Temporary access structures, per 956.2.
- 956.1.2 Drawing and design calculation submittals may be in electronic PDF form or as a hard copy submission and shall be stamped and signed by a Professional Engineer, and submitted to the Engineer at least 14 days in advance of the scheduled construction, demolition and/or fabrication of any of, but not limited to, the items listed in 956.1.1.
- 956.1.2.1 Hard copy submissions shall include six copies of the drawings and two copies of the design calculations.
- 956.1.2.2 The Engineer shall, in writing to the Contractor, acknowledge receipt of drawings and design calculations.
- 956.1.3 Drawings and design calculations shall be specific to the project for which they are submitted.
- 956.1.4 The Contractor shall review all shop drawings prior to submission to the Engineer.
- 956.1.4.1 The Contractor represents by this review that:
- 956.1.4.1.1 The Contractor has determined and verified all field measurements and field construction conditions, or will do so;
 - 956.1.4.1.2 The product requirements, catalogue numbers and similar data meet or exceed the specified requirements; and

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION DRAWINGS AND CALCULATIONS

ITEM: 956

- 956.1.4.1.3 That the Contractor has checked and co-ordinated each shop drawing with the requirements of the Work and the Contract Documents.
- 956.1.4.2 The Contractor shall confirm this review of each shop drawing by date and signature of the person responsible.
- 956.1.4.3 At the time of submission, the Contractor shall notify the Engineer in writing of any deviations in the shop drawings from the requirements of the Contract Documents.
- 956.1.5 No fabrication and/or construction shall commence on any aspect of the Work for which drawings and design calculations are required until drawings are received and returned by the Engineer, unless otherwise approved by the Engineer.
- 956.1.6 In addition to the above noted drawings, Contractors supplying precast prestressed concrete beams shall supply the Engineer with two sets of beam layout drawings.
- 956.1.7 The Contractor shall not be relieved of responsibility for results obtained by the use of these drawings.
- 956.1.7.1 The Owner makes no commitment to review the submitted shop drawings or calculations for conformance to the Contract Documents, either in part or in whole.
- 956.1.7.2 Identification of any discrepancies from the requirements of the Contract Documents does not imply that the Owner is providing a comprehensive identification of such discrepancies.
- 956.1.8 Drawings shall clearly show the size and spacing of all members and their connections as well as the grades and/or species of all materials.
- 956.1.9 Welding done on any of the above items shall conform to the requirements of CSA W59.
- 956.1.9.1 Welding within the Province of New Brunswick shall be performed by a welder holding a valid Qualified Welder's Certificate issued by the Province of New Brunswick or by a welder certified in accordance with CSA W59.
- 956.1.9.2 Welding outside the Province of New Brunswick shall be performed by a welder certified in accordance with CSA W59.
- 956.1.9.3 Welding to the permanent Structure shall only be carried out if specifically indicated in the Contract Documents and/or if authorized by the Engineer in writing.
- 956.1.10 The provisions defined under 956.2 relating to the Owner's soils information are also applicable to 956.1.1.
- 956.1.11 Drawings bearing the seal and signature of a Professional Engineer, as defined under 956.1.2, and being those submitted and received by the Engineer, shall be made available at the site by the Contractor prior to the commencement of the Work detailed, and shall be maintained at the site until the completion of the Work.
- 956.1.12 Contracts involving formwork design submittals shall include the concrete mix design and design calculations that clearly show compliance with CSA S269.1.
- 956.2 TEMPORARY ACCESS STRUCTURES
- 956.2.1 Temporary access structures include trestles, scaffolding, and access platforms.
- 956.2.2 The Contractor's drawings for temporary access structures shall be prepared and stamped by a Professional Engineer, in accordance with 956.1.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION DRAWINGS AND CALCULATIONS

ITEM: 956

- 956.2.2.1 Unmodified, pre-engineered scaffolding systems less than 3 m in height are excluded from the requirement for engineered stamped drawings, unless otherwise directed by the Engineer.
- 956.2.3 The Contractor shall notify the Engineer in writing of the name and licence or registration number of the Professional Engineer(s) who will be responsible for the design and construction of the Work, at least one month in advance of the construction of the temporary access structure.
- 956.2.4 The Contractor shall have the sole responsibility for the design, erection, operation, maintenance, and removal of temporary supports, structures, and facilities and the design and execution of construction methods required in their use.
- 956.2.5 The Contractor shall also be responsible to the Owner to make good any damage which befalls any property of the Owner due to the design, construction, maintenance, suitability, and/or adequacy of any temporary access structure.
- 956.2.6 In accordance with Item 926, the Contractor shall be permitted access to the Owner's soil boring data and any applicable further soils studies or reports which may have been prepared by the Owner or its consultants on the express understanding that these data and information have been prepared and used by the Owner in connection with the design of the permanent Structure(s) only, and for no other purpose.
- 956.2.6.1 The data and information may not be applicable to the precise locations where the Contractor may erect temporary access structures, and the Contractor shall be solely responsible for obtaining any further data and information required for his purposes.
- 956.2.6.2 The Contractor hereby waives any claim he may have against the Owner with respect to the suitability, adequacy, and/or accuracy for the purposes of the Contractor of any soil boring data, studies, reports, or other information available from the Owner and used by the Contractor.
- 956.2.6.3 The use of the Owner's soil boring data and information by the Contractor, shall in no way diminish or derogate in any way from the responsibilities of the Contractor noted in this Item.
- 956.2.7 Any subsurface information available is based on the investigation made at the specific locations indicated. The Owner makes no guarantees, representations, warranties, either expressed or implied, with respect to any such information, and further cautions the Bidder/Contractor that these conditions are not necessarily typical and may have changed since the field data was collected.
- 956.2.8 The Owner further makes no guarantees, representations, or warranties, either expressed or implied, that the presence or absence of water on the site and any subsurface explorations when made, will be representative of the actual conditions at the time of construction.
- 956.2.9 Prior to the loading of the temporary access structure, the Contractor shall provide the Engineer with written certification signed by the Professional Engineer noted in 956.2.3, confirming:
- 956.2.9.1 The temporary access structure has been constructed in accordance with the Contractor's Plans.
- 956.2.9.2 The temporary access structure has been constructed of sound materials consistent with the design parameters.
- 956.2.9.3 The temporary access structure is ready to support the loads for which it was designed.
- 956.2.9.4 Scaffolding defined in 956.2.2.1 is excluded from this requirement.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION DRAWINGS AND CALCULATIONS

ITEM: 956

956.2.10 If scaffolding is erected which does not require engineered stamped drawings per 956.2.2.1, prior to the loading of the scaffolding, the Contractor shall provide the Engineer with written certification signed by a competent person, confirming:

956.2.10.1 The scaffolding has been constructed of sound materials in accordance with the manufacturer's specifications.

956.2.10.2 The scaffolding has been inspected after installation and has not been altered or modified.

956.2.10.3 The scaffolding is capable of supporting the required loads.

956.3 DESIGN REQUIREMENTS

956.3.1 Structural members incorporated into temporary detour structures shall be designed to meet the requirements of CSA S6.

956.3.2 Timber, lumber, and timber piles incorporated into temporary works other than temporary detour structures shall be designed to meet the requirements of CSA S269.1.

956.3.2.1 Where timber and lumber do not bear a valid and legible grading stamp, permissible design stresses for Joint and Plank Grades shall not exceed those permitted for S-P-F Grade No. 2.

956.3.2.2 Where timber and lumber do not bear a valid and legible grading stamp, permissible design stresses for Beam and Stringer Grades shall not exceed those permitted for S-P-F Grade No. 1.

956.3.3 Structural steel members incorporated into temporary works other than temporary detour structures may be designed to meet the requirements of one of the following:

956.3.3.1 CSA S16 for members subject to static loads;

956.3.3.2 CSA S16 for moving loads, such as cranes, trucks, etc. provided an impact allowance of 30% on live loading is used and the distribution of wheel loads to stringers and floor beams is as specified in CSA S6; or

956.3.3.3 CSA S6.

956.3.4 Temporary concrete footings or piers supporting falsework or other such elements shall be designed to meet the requirements of CSA S6 or ACI Standard 318.

956.3.5 Any damaged or deteriorated components will not be permitted for use and shall be immediately removed from site when identified by the Engineer.

956.4 GRADING AND MATERIAL REQUIREMENTS

956.4.1 Timber and lumber used in the construction of falsework, formwork, shall be graded and stamped with the grade mark used by the Canadian Lumber Manufacturing association or agencies authorized to mark lumber in Canada and/or lumber approved by the Engineer.

956.4.2 Timber piles used in the falsework shall meet the requirements of CSA O56.

956.4.3 Structural steel shall meet the requirements of ASTM A36 or CSA G40.21M Grade 260W.

956.4.3.1 Steel shall be free of kinks and bends and shall have no welds across the tension flanges.

956.4.3.2 Steel members with reduced cross-sectional areas, due to holes, cuts, which reduces the design capacity of the members shall not be used.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

CONSTRUCTION DRAWINGS AND CALCULATIONS

ITEM: 956

956.4.3.3 Where the grade of the steel members is not specified, the Engineer shall assume that the yield point of the steel is 200 MPa.

956.5 PROPRIETARY SHORING, FORMS AND ACCESSORIES

956.5.1 At the time of the construction drawing submission, the manufacturer's technical literature presenting allowable loads, shall be submitted for any proprietary element or component proposed to be incorporated into the Work.

956.5.2 All elements or components shall be in like new condition or certified by the Manufacturer to perform as designed.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FALSEWORK

ITEM: 957

957.1 GENERAL

- 957.1.1 The Contractor shall be responsible for all falsework design and construction and shall carry out the Work in accordance with Item 956.
- 957.1.2 The Contractor shall furnish, construct, erect, maintain and subsequently remove and dispose of all falsework required for the erection of the Work.
- 957.1.3 The Contractor shall have total control of the Work and shall effectively direct and supervise the Work so as to ensure it conforms to the falsework requirements.
- 957.1.4 The Contractor shall be solely responsible for the design, construction means, methods, techniques, sequences, and procedures and for co-ordinating the various parts of the Work.
- 957.1.5 Falsework shall include all temporary supports and foundations and shall be properly designed and substantially constructed and maintained to sustain the loads which will come upon it.
- 957.1.6 The Contractor shall certify that no permanent stresses or other detrimental effects on the completed Structure result from the falsework design.
- 957.1.7 The Contractor shall carry out the Work such that no permanent stresses or other detrimental effects on the completed Structure result from the falsework.
- 957.1.8 Falsework design shall be in conformance with CSA S269.1 and as specified herein.
- 957.1.9 The following conditions are the minimum requirements for all falsework design and construction:
- 957.1.9.1 Falsework shall be designed and constructed to provide the necessary rigidity and to support dead, live, wind and stability loads.
- 957.1.9.2 Bracing required to maintain the rigidity of the falsework under all loading conditions shall be shown clearly on all drawings.
- 957.1.9.3 Connection points of bracing members shall be designed to develop the strength required by the computed design load but not less than 50% of the effective strength of the members.
- 957.1.9.4 Timber cap beams shall be connected to timber piles by drift pins or equivalent.
- 957.1.9.5 The minimum size of bolts used in the connection points of bracing members shall be 19.0 mm in diameter.
- 957.1.9.6 Falsework for support of the Superstructure shall be designed and constructed to support loads that would be imposed were the entire Superstructure (except portions above the deck slab) placed at one time.
- 957.1.9.7 Falsework shall be constructed to produce a finished Structure true to the lines and grades as indicated in the Contract Documents.
- 957.1.9.8 The falsework drawings shall clearly show the amount of calculated deflection of bending members under total dead loads.
- 957.1.9.9 Suitable methods shall be used to set the forms to the required grade or camber and to take up any settlement in the falsework which may occur before or during placement and until initial set of the concrete has been achieved.
- 957.1.9.10 Anticipated total settlements of falsework and forms shall be indicated by the Contractor on the falsework drawings.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FALSEWORK

ITEM: 957

- 957.1.9.10.1 These shall include falsework footing settlement and joint take up.
- 957.1.9.10.2 Anticipated settlements over 15 mm will not be allowed unless otherwise permitted by the Engineer.
- 957.1.9.10.2.1 Deck slab forms between girders shall be constructed with no allowance for settlement relative to the girders.
- 957.1.9.11 Pre-manufactured bridge overhang brackets shall be used for the construction of the deck overhang.
- 957.1.9.11.1 Overhang brackets shall be configured such that a portion of the construction loads are distributed to the web or bottom flange of the prestressed beams.
- 957.1.9.12 Plywood, for constructing deck slab soffits, may be placed with the grain of the outer plies parallel to the joists provided it is clearly noted on the drawings and reflected in the design calculations.
- 957.1.9.12.1 Plywood must be continuous over 3 joists.

957.2 PILES AND FOUNDATIONS

- 957.2.1 Falsework shall be founded on solid rock or supported on driven timber or steel piles.
- 957.2.2 Mudsills shall only be permitted if approved, in writing, by the Engineer.
- 957.2.2.1 Mudsills shall only be supported on a compacted foundation grade.
- 957.2.2.2 The soil bearing pressure under mudsills shall not exceed 150 kPa, however the Contractor may submit an alternate bearing pressure value supported by engineering analysis and based on soil design parameters determined by field testing methods, subject to the approval of the Engineer.
- 957.2.2.3 Soil bearing pressure shall be uniformly distributed over the entire mudsill area.
- 957.2.3 Piles shall be driven to the bearing capacity as submitted in the falsework design.
- 957.2.3.1 The Contractor shall provide verification of the capacity to the Engineer. The maximum calculated service load on a timber pile shall not exceed 225 kN.
- 957.2.4 When steel scaffolding type falsework is used by the Contractor, the base plates on all jack screws shall provide full and even force against mudsills and ledger beams.

957.3 REMOVAL

- 957.3.1 The release and/or removal of temporary supports, bracing, temporary members and guys must be carried out in a staged manner and under no circumstances will a sudden release of support be permissible.
- 957.3.2 Falsework shall not be removed until the compressive strength of the last placed concrete, including concrete above the Bridge deck reaches 80% of the specified 28-day compressive strength.
- 957.3.3 Falsework supporting a continuous or rigid frame Structure shall not be removed from any span until the concrete in all the spans of the continuous unit has reached 80% of the specified 28-day compressive strength.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FALSEWORK

ITEM: 957

- 957.3.4 Falsework shall be removed uniformly and gradually beginning at the centre of the span and working towards the supports.
- 957.3.5 Falsework for cast in place prestressed portions of Structures shall not be released until after the prestressing steel has been tensioned.
- 957.3.6 Falsework piling shall be removed.
- 957.3.6.1 Falsework piling for the support of Structures over land shall be removed to a minimum of 600 mm below the surface of the original ground or the finished Slopes, whichever is lower.
- 957.4 FALSEWORK CERTIFICATION
- 957.4.1 The Contractor shall provide, prior to the placement of concrete or the application of any loading, certification by either a Professional Engineer or a person designated by a Professional Engineer, in writing and bearing the seal and signature of a Professional Engineer, to be competent to certify that the falsework has been constructed:
- 957.4.1.1 In accordance with the falsework design submitted in accordance with 957.1.8 and 957.1.9;
and
- 957.4.1.2 Of sound materials consistent with the design parameters.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FORMWORK

ITEM: 958

958.1 GENERAL

- 958.1.1 The Contractor shall be responsible for all formwork design and construction and shall provide submittals in accordance with Item 956.
- 958.1.2 The Contractor shall furnish, construct, erect, maintain and subsequently remove and dispose of all formwork required for the erection of the Work.
- 958.1.3 The Contractor shall have total control of the Work and shall effectively direct and supervise the Work so as to ensure it conforms to the formwork requirements.
- 958.1.4 The Contractor shall be solely responsible for the design, construction means, methods, techniques, sequences, and procedures and for co-ordinating the various parts of the Work.
- 958.1.5 The Contractor shall certify that no permanent stresses or other detrimental effects on the completed Structure result from the formwork design.
- 958.1.6 The Contractor shall carry out the Work such that no permanent stresses or other detrimental effects on the completed Structure result from the formwork.
- 958.1.6.1 The Contractor shall not weld any form hangers, chairs, bar supports, etc. to the flanges or webs of steel girders.
- 958.1.7 Formwork design (with the exception of formwork lateral pressure) shall be in conformance with CSA S269.1 and as specified herein.
- 958.1.8 The following conditions are the minimum requirement for all formwork design and construction:
- 958.1.8.1 Formwork shall be designed and constructed to provide the necessary rigidity and to support all dead and live loads.
- 958.1.8.2 Bracing required to maintain the rigidity of the formwork under all loading conditions shall be clearly shown on the formwork drawings.
- 958.1.8.3 Fluid pressure as lateral thrust on vertical forms shall be correlated to the capacity and type of placing Equipment, the planned rate of placing concrete and the slump, temperature of the concrete, immersion depth of vibrators, cement type and use of supplementary cementing materials, and use of retarding admixtures.
- 958.1.8.4 In no case, shall wall forms, over 1200 mm in height, be designed for less than 1200 mm fluid head of concrete and in no case shall column forms over 2000 mm in height be designed for less than a 2000 mm head.
- 958.1.8.5 Forms for exposed concrete surfaces shall be designed and constructed so that the formed surface of the concrete does not undulate excessively in any direction between studs, joists, form stiffeners, form fasteners or wales.
- 958.1.8.5.1 Undulations shall not exceed 1/270 of the centre to centre distance between studs, joists, form fasteners, form stiffeners or wales, or 2 mm, whichever is smaller.
- 958.1.8.5.2 Should any form or forming system, even though previously approved for use, produce a concrete surface with excessive undulations, its use shall be discontinued until modifications, satisfactory to the Engineer have been made.
- 958.1.8.6 On steel girder Structures, timber or steel posts shall be used at each overhang bracket to distribute the load to the top and bottom flanges as detailed on Standard Drawing 958-1.

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

FORMWORK

ITEM: 958

958.2 FORMS

- 958.2.1 Forms shall be smooth, mortar tight, true to the required lines and grades and of sufficient strength to resist springing out of shape during placing of concrete.
- 958.2.2 Materials to be used for forms shall be thoroughly cleaned of all mortar and foreign material before being used.
- 958.2.3 Surfaces of and within forms shall be cleaned of dirt, chips, sawdust, nails, and other foreign materials before concrete is placed.
- 958.2.4 Formwork shall be thoroughly coated with a commercial quality form coating, which will permit the ready release of the forms and will not discolour the concrete.
- 958.2.4.1 The type of form coating to be used shall be submitted to the Engineer for written approval and shall be applied in accordance with the manufacturer's instructions.
- 958.2.5 Plywood or steel forms shall be used for exposed concrete surfaces except where the Engineer permits the use of lumber in small and intricate portions of the Work.
- 958.2.6 Plywood shall be of a grade and quality satisfactory to the Engineer.
- 958.2.6.1 Plywood shall be placed with the grain of the outer plies perpendicular to the studding or joists.
- 958.2.6.2 Form panels shall be placed in a neat and symmetrical pattern.
- 958.2.6.3 Horizontal joints shall be level and continuous and vertical joints shall be staggered.
- 958.2.6.4 Plywood must be continuous over 3 joists or studs.
- 958.2.7 Forms for concrete columns, capbeams and all portions of abutments on overpass and underpass Structures exposed to view shall be either faced with an exterior grade plywood (G1S) with the sanded face placed against the concrete or shall be a commercial grade steel form capable of giving a true and high quality surface finish free of rust, pitting, holes or other defects..
- 958.2.7.1 Plywood forms for rectangular columns shall be made up of the full 2400 mm long sheets placed vertically. All columns with the side dimensions equal to or less than 1200 mm shall be formed with no vertical joints within the face width.
- 958.2.7.2 Rectangular columns with the side dimensions greater than 1200 mm shall be formed with equal width pieces of plywood.
- 958.2.8 The Contractor may use boards to construct the forms for concealed surfaces subject to the approval of the Engineer.
- 958.2.8.1 Edge contact between boards shall be sufficient to make forms impervious to mortar.
- 958.2.9 Forms shall be constructed so that form marks will conform to the general lines of the Structure.
- 958.2.9.1 Column form marks shall be symmetrically spaced.
- 958.2.10 Exposed sharp edges shall be chamfered with 20 mm by 20 mm triangular fillets.
- 958.2.10.1 Where wood triangular fillets or chamfer strips are employed, they shall be milled from clear, straight grain lumber and shall be planed on the side exposed to concrete.
- 958.2.11 Anchor devices, of a type approved by the Engineer, may be cast into the concrete for use in supporting forms or for lifting precast members.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FORMWORK

ITEM: 958

- 958.2.11.1 The use of driven types of anchorages for fastening form or form supports to concrete shall not be permitted.
- 958.2.12 Anchoring devices, cast-in-place or drilled, shall be approved by the Engineer.
- 958.2.12.1 Specified cover over embedded metal anchors shall be maintained.
- 958.2.12.2 Removable anchoring devices shall be removed without causing damage to the adjacent/surrounding hardened or partially hardened concrete.
- 958.2.13 No forms shall be left in place.
- 958.2.14 Barrier wall formwork constructed on each side of an expansion joint shall move independently of each other.
- 958.3 FORM TIES AND BRACING
- 958.3.1 Internal form ties shall be proprietary and designed to provide a specified cover.
- 958.3.2 Rods, bolts, or prefabricated units shall be capable of maintaining the correct concrete thickness and so arranged that the slack or spring in the form framing will be eliminated when tightened.
- 958.3.3 Ties consisting of twisted wire loops shall not be permitted.
- 958.3.4 Forms for outside surfaces shall be constructed with stiff wales at right angles to the studs and form ties shall extend through and fasten these wales.
- 958.3.5 Bracing shall be capable of maintaining the correct form alignment and stability.
- 958.4 CORROSION PREVENTION
- 958.4.1 Tie wires, bolts, hardware, and other embedded metal items shall extend to within less than the specified cover minus 10 mm from the concrete surface.
- 958.4.2 Form ties shall be of such a type that they can be entirely removed or cut back 50 mm or more below the finished surface of the concrete leaving no metal within 50 mm of the surface.
- 958.5 DECK FORMWORK HANGERS
- 958.5.1 Hangers for deck formwork shall be of a type which can be completely removed or removed a minimum of 50 mm below the surface. Galvanized hangers must be removed a minimum of 19 mm below the surface.
- 958.5.2 In the event that the Contractor's formwork design does not provide the above indicated minimum cover over the hangers, a concrete haunch extension may be utilized provided it extends continuously from one end of the span to the other. No payment shall be made for the concrete required.
- 958.5.3 If hanger removal leaves a hole of 13 mm or more it shall be cleaned and patched utilizing concrete mortar consistent with the parent concrete and containing latex.
- 958.5.3.1 Holes less than 13 mm may be filled with an Engineer approved sealant, such as Vulkem 116.
- 958.6 INSPECTION OPENINGS
- 958.6.1 Temporary openings shall be provided at the bottom of deep units, such as columns and walls, to facilitate cleaning and inspection.
- 958.6.1.1 In restrictive areas, openings shall be located so that water can be used to wash out the debris.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FORMWORK

ITEM: 958

- 958.6.1.2 Openings shall be closed with patches, flush with the inside surface of adjacent panels.
- 958.6.2 Where deep sections of concrete are reduced in cross section, as in stepped footings, and where concrete is to be placed continuously, the effect of fluid pressure on the lower portions of the step or Slope shall be addressed by providing partial form tops that will contain the concrete and prevent upward bulge or flow.
- 958.6.2.1 Where top forms are complete or large enough to trap air, slots or holes shall be provided to vent air or to permit vibrating of concrete.
- 958.7 LINES AND GRADES
- 958.7.1 Forms for girders and slabs shall be cambered to achieve the final lines and grades.
- 958.7.2 Freely suspended check wires shall be stretched at reasonable intervals from which form alignment can be verified.
- 958.7.3 Checking and corrective wedging or shoring shall be carried out horizontally and vertically as required before concrete is in place.
- 958.7.3.1 All wedges shall be hardwood.
- 958.8 FORMWORK TOLERANCES
- 958.8.1 Unless otherwise required in the Contract Documents, the maximum deviations from line, grade and dimension shall be as shown in Table 958-1.
- 958.8.2 Measurement of concrete in Structures, calculated on the dimensions shown in the Contract Documents, will not be affected by the formwork tolerances listed in Table 958-1.

**Table 958-1
Formwork Tolerance Limits**

Position in Structure	Tolerance
Finished Bridge Deck Grades Variation from tolerance	± 3 mm ≤3 mm in any 3 m section
Concrete Bridge Bearing Block or Seat Grades Variation from tolerance	± 3 mm ±2 mm in any direction
Columns, piers, walls, beams and similar parts Variations from true line Variation in cross sectional dimensions	≤5 mm in any 3m section - 5 mm, + 10 mm
Misplacement or eccentricity in piers, cap beam and Bridge seats	± 10 mm
Variation in slab thickness	- 3 mm, + 5 mm
Footings plan dimensions misplacement or eccentricity	- 10 mm, + 50 mm ± 1% of footing dimension in direction of misplacement but < 50 mm
Variation in sizes and location of slab and wall openings	± 10 mm

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

FORMWORK

ITEM: 958

958.9 FORMWORK CERTIFICATION

958.9.1 The Contractor shall provide, prior to the placement of concrete or the application of any loading, certification by either a Professional Engineer or a person designated by a Professional Engineer, in writing and bearing the seal and signature of a Professional Engineer, to be competent to certify that the formwork has been constructed:

958.9.1.1 In accordance with the formwork design submitted in accordance with 958.1.7 and 958.1.8;
and

958.9.1.2 Of sound materials consistent with the design parameters.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

VALUE ENGINEERING

ITEM: 962

- 962.1 DESCRIPTION
- 962.1.1 The Contractor may submit to the Engineer, in writing, a Value Engineering Proposal (VEP) for modifying the Plans, Specifications or other requirements of the Contract for the purpose of reducing the total cost of construction without reducing design capacity or quality of the finished product. If accepted, by the Engineer, the net savings resulting from the Value Engineering Proposal shall be shared by the Contractor and the Owner (on behalf of the Crown) on a fifty-fifty basis.
- 962.1.2 This Item applies to all Value Engineering Proposals initiated and developed by the Contractor and which are identified as such by the Contractor at the time of their submission to the Engineer; however, nothing herein shall be construed as requiring the Engineer to approve a Value Engineering Proposal submitted hereunder.
- 962.1.3 The following information as a minimum shall be provided in the written submission of each Value Engineering Proposal:
- 962.1.3.1 A statement that this proposal is submitted as a Value Engineering Proposal;
- 962.1.3.2 A description of the difference between the existing Contract requirements and the proposed Value Engineering Proposal change;
- 962.1.3.3 A statement concerning the basis for the Value Engineering Proposal and benefits to the Owner together with an itemization of the Contract Items and requirements affected by the Value Engineering Proposal;
- 962.1.3.4 Separate detailed cost estimates for both the existing Contract requirements and the proposed Value Engineering Proposal change;
- 962.1.3.5 An itemization of plan details, design standards or Specifications to be changed if the Value Engineering Proposal is adopted; and
- 962.1.3.6 A statement of the date by which approval must be issued to obtain the total cost reduction of the Value Engineering Proposal during the remainder of Contract, noting any effect on Contract Completion Date.
- 962.1.4 The Owner shall process the Value Engineering Proposal in the same manner as prescribed for any other proposal which would necessitate issuance of a Contract Change Order.
- 962.1.4.1 The Owner may accept in whole or in part any Value Engineering Proposal by issuing a Change Order which shall identify the Value Engineering Proposal on which it is based.
- 962.1.4.2 The Owner shall not be liable to the Contractor for failure to accept or act upon any Value Engineering Proposal submitted pursuant to this provision nor for any delays to the Work attributable to any such proposal.
- 962.1.4.3 Until a proposal is effected by Change Order, the Contractor shall remain obligated to the terms and conditions of the existing Contract.
- 962.1.4.4 When an executed Change Order has not been issued by the date upon which the Contractor's proposal specifies that a decision thereon should be made, or such other date as the Contractor may subsequently have specified in writing, evaluation of the proposal shall be terminated unless the Contractor further extends the approval date.
- 962.1.4.5 The Change Order effecting the necessary Contract modification shall establish the estimated net savings agreed upon, provide for adjustment in the Contract prices and indicate that the net savings be equally divided between the Contractor and the Owner.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

VALUE ENGINEERING

ITEM: 962

- 962.1.5 The Contractor shall absorb all costs incurred in preparing a Value Engineering Proposal for submission to the Owner. Costs incurred by the Owner in evaluating, approving or rejecting, and administering a Value Engineering Proposal shall be borne by the Owner.
- 962.1.6 The cost of any redesign resulting from the Value Engineering Proposal shall be shared equally between the Contractor and the Owner.
- 962.1.7 The Owner reserves the right to include in the Change Order any conditions it deems appropriate for implementation of the proposal.
- 962.1.8 The Contractor's fifty percent share of the net savings shall constitute full compensation for effecting all changes pursuant to the Value Engineering Proposal Change Order.
- 962.1.9 Acceptance of the Value Engineering Proposal and performance of the Work thereunder shall not change the Contract Completion Date unless specifically provided for in the Change Order authorizing the Value Engineering Proposal.
- 962.1.10 The Owner expressly reserves the right to adopt a Value Engineering Proposal for general use in Contracts administered by the Owner when it determines the Value Engineering Proposal is suitable for application to other Contracts without obligation or compensation of any kind to the Contractor.
- 962.1.11 Proposed changes in the basic design of a Bridge or Pavement type, or changes which require different Right-of-Way limits or proposals involving Work outside the scope of the Contract, shall not normally be considered as an acceptable Value Engineering Proposal.
- 962.1.12 When a Value Engineering Proposal is accepted by the Owner, the provisions of Sections 2(3) and 2(4) of Article II of the Articles of Agreement pertaining to adjustment of Contract Unit Price due to alterations of Contract quantities shall not apply to the Items adjusted or deleted as a result of effecting the Value Engineering Proposal by Change Order.
- 962.1.13 The cost of the revised Work, as determined in the Value Engineering Proposal Change Order, shall be paid by the standard monthly Progress Estimates.
- 962.1.14 In addition to such payment, the Contractor shall be paid, on a Lump Sum basis by a separate Item, one half of the difference (net savings) between the cost of the original Contract Work and the final cost of the revised Work listed in the Change Order.
- 962.1.15 One half of the Contractor's share of the estimated net savings shall be paid to the Contractor upon approval of the Value Engineering Proposal Change Order. The remainder due to the Contractor shall be paid upon completion of all Items of Work included in the Value Engineering Proposal Change Order. The final payment shall be determined by the actual quantities for Items paid by the unit or by the Change Order amount for the lump sum Items.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ADVISEMENTS

ITEM: 971

971.1 DESCRIPTION

- 971.1.1 This Item defines other activities and circumstances, which may influence the Contractor's Work.
- 971.1.2 The following advisements may not apply to all Contracts and the Contractor should become familiar with the conditions of the Contract in order to note what other activities may limit his/her Work schedule or progression of Work.

971.2 UTILITIES AND INSTALLATIONS

- 971.2.1 Utility poles, lines and/or cables within the Work Site shall be moved by the appropriate Utility company.
- 971.2.2 Underground services including but not limited to water, sewer and/or drainage pipes may be relocated by others during the period of the Contract.
- 971.2.3 Delays due to Work performed by others related to Utility moves shall not be considered as a basis of claim.
- 971.2.4 Although the Owner makes every reasonable effort to collect and present complete details concerning Utility installations, the Owner makes no guarantees, representations, warranties, either expressed or implied, with respect to any such information, and the Contractor shall have no claim on that account.
- 971.2.5 The Contractor shall assume full responsibility for determining exact locations of, as well as safeguarding, all existing and relocated Utility installations during the progress of the Work.
- 971.2.6 The Contractor shall be responsible, at his own expense, for any damage to existing or relocated Utility installations and shall be responsible for any repairs resulting from damage to these installations.

971.3 RAILWAYS

- 971.3.1 Any railway crossing existing within the Work Site may require adjustment and this Work shall be done by the appropriate authority and shall be completed to conform with the new Pavement level.
- 971.3.2 The Contractor shall notify the Engineer at least 14 Days prior to the confirmed commencement of the Work in the proximity of the railway lands, so that the appropriate railways authorities may be notified.
- 971.3.3 The Contractor shall be responsible, at his/her own expense, for any injury or death to any persons whatsoever and for any damage to the property of the railway, having jurisdiction, or otherwise or indirectly results from, is caused by, or is attributable to, the performance of the Work within the railway ROW.
- 971.3.4 Delays due to the adjustment of the crossing, by others, shall not be considered as a basis of claim.
- 971.3.5 Delays due to work by the railway or scheduling requirements shall not be considered as a basis of claim.
- 971.3.6 Notification shall be provided in the Contract at the time of Tender, if applicable.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

ADVISEMENTS

ITEM: 971

971.4 CONTROLLED ACCESS HIGHWAY

971.4.1 The Contractor should note that for Highways in the area of the Contract which have controlled access, the following shall apply:

971.4.1.1 In areas outside the Work Site, regulations pertaining to a controlled access Highway shall not be waived to facilitate construction.

971.4.1.2 Within the Work Site, any access to the existing Highway shall be only by prior approval of the Engineer in order to ensure the safe handling of traffic.

971.4.2 Notification as to the location and extent of controlled access portions of Highway shall be provided in the Contract at the time of Tender, if applicable.

971.5 RIGHT OF WAY

971.5.1 Right of Way for the Contract may not be available before a specific date.

971.5.2 Delays resulting from the unavailability of Right-of-Way shall not be considered as a basis of claim.

971.5.3 Notification shall be provided in the Contract at the time of Tender, if applicable.

971.6 OTHER CONTRACT(S)

971.6.1 Other contract(s) and/or the Owner's forces may be conducting work that may be in progress at the commencement of the Contract or may commence during the period of the Contract and shall have separate and distinct completion dates.

971.6.2 Work on this Contract must be scheduled so as not to interfere with or cause delays to any such work by others.

971.6.3 Delays due to conflicts between other contracts and/or the Owner's forces and this Contract shall not be a basis for claim.

971.6.4 Notification shall be provided in the Contract at the time of Tender, if applicable.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

LIMITED FUNDS

ITEM: 996

- 996.1 DESCRIPTION
- 996.1.1 The provisions under this Item are an amendment of, supplementary to and not in substitution for the provisions of the Contract and provide for the completion of a portion of the Work by the Limited Funds Date.
- 996.1.2 The type of Work is not specified, rather the value of the Work carried out shall be used to determine successful performance.
- 996.1.3 Under this Item, and as designated in the Contract Documents, the following phrases shall have the meaning ascribed to them as follows:
- 996.1.3.1 "Limited Funds" means the designated sum of money which sum is exclusive of the engineering and materials costs of the Owner;
- 996.1.3.2 "Limited Funds Date" means the specified date (year, month and Day); and
- 996.1.3.3 "Present Fiscal Year" means the fiscal year of the Owner commencing with April 1, of the year in which the Contract was signed, and ending with March 31 of the year immediately following.
- 996.1.4 In carrying out the Work to be performed on the Contract, the Contractor shall, on or before the Limited Funds Date, perform Work having a value calculated in accordance with the Contract, equal to not less than 95%, and not more than 105% of the Limited Funds.
- 996.1.5 Request for an extension to the Limited Funds Date shall be made as detailed in 996.3.
- 996.2 PROVISIONS
- 996.2.1 The following provisions apply to the Work to be done with respect to the Limited Funds Date and the payment therefor:
- 996.2.1.1 The value of the Work performed, in compliance with this Item, shall be determined by reference to progress claims, approved by the Engineer;
- 996.2.1.2 The Contractor shall cease Work on the Contract in the Present Fiscal Year on the Day on which Work of a value equal to not less than 95%, and not more than 105% of the Limited Funds has been completed.
- 996.2.1.3 The Owner shall not be obligated to pay to the Contractor an amount exceeding the lesser of the actual value of the Work done or 105% of the Limited Funds, for Work done on the Contract during the Present Fiscal Year.
- 996.2.1.4 The Contractor shall not again commence Work on the Contract until after the last Day of the Present Fiscal Year, once the Limited Funds obligation has been completed.
- 996.2.2 In the event the Contractor does not perform Work having a value equal to or greater than 95% of the Limited Funds on or before the Limited Funds Date, the Contractor shall pay a penalty to the Owner, at a prescribed daily rate as set out in the Contract Documents, for each Day, except Sunday(s) and Statutory Holidays, that such shortfall continues beyond the Limited Funds Date.
- 996.2.2.1 The penalty shall continue to be paid until the value of Work completed is equal to 95% or greater of the Limited Funds.
- 996.2.3 Without exception, nothing in these provisions with respect to Limited Funds and the Limited Funds Date shall alter the Contract Completion Date specified in Article I of the Articles of Agreement of the Contract.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

LIMITED FUNDS

ITEM: 996

996.3 CONSIDERATIONS FOR ADJUSTMENT

- 996.3.1 Requests for consideration of extension of the Limited Funds Date shall be submitted by the Contractor in accordance with General Conditions "B".
- 996.3.2 The Owner may consider a request for adjustment to the Limited Funds Date if the Work is delayed through no fault of the Contractor.
- 996.3.2.1 Additional Days may be granted for Extra Work performed, provided the Contractor can show that the Extra Work could not be carried out without interfering with his Work Schedule.
- 996.3.2.2 Additional Days may be granted for increases in Work or material in greater amounts or Quantities than those set forth in the Contract in the same proportion of time as the additional Work and/or materials bears to the Initial Work Schedule.
- 996.3.2.3 An additional Day may be granted for each Day that the number of hours lost, due to weather conditions, exceeds 40% of the Contractor's normal working hours.
- 996.3.2.3.1 The "Work Time Lost Due to Weather" form is considered as official documentation of work time lost due to weather conditions.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SPECIFIED WORK

ITEM: 997

997.1 DESCRIPTION

997.1.1 The provisions under this Item specify that certain Work under the Contract, hereinafter described as Specified Work, shall be completed by the Specified Work Date, as designated in the Contract Documents.

997.1.2 Under this Item, and as designated in the Contract Documents, the following phrases shall have the meaning ascribed to them as follows:

997.1.2.1 "Specified Work" means a defined task having a finite and measurable scope and the definition of the scope of the Work shall be fully described in the Contract Documents.

997.1.2.2 "Specified Work Date" means the designated date (year, month, Day) as specified in the Contract Documents.

997.1.3 The Contractor shall note that there may be more than one instance of Specified Work and Specified Work Date within the terms of the Contract, depending on the requirements of the Owner.

997.1.4 In carrying out the Work to be performed on the Contract, the Contractor shall, on or before each Specified Work Date, perform the Specified Work, in each case.

997.1.5 Request for an extension to the Specified Work Date shall be made as detailed in 997.3

997.2 PROVISIONS

997.2.1 When more than one instance of Specified Work is identified in the Contract Documents, then these provisions shall apply for each case exclusively.

997.2.2 The noted provisions following shall apply to Specified Work to be done and the payment therefor.

997.2.2.1 The Specified Work performed and completed in compliance with this Item shall be determined by reference to progress estimates approved by the Engineer.

997.2.2.2 In the event the Contractor does not perform the Specified Work on or before the Specified Work Date, the Contractor shall pay a penalty to the Owner, at a prescribed daily rate as set out in the Contract Documents, for each Day, except Sunday(s) and Statutory Holidays, that such shortfall continues beyond the Specified Work Date, and this shall continue to be paid until the Specified Work is completed.

997.2.2.3 Without exception, nothing in these provisions with respect to Specified Work and the Specified Work Date shall alter the Contract Completion Date as specified in Article I of the Articles of Agreement of the Contract.

997.3 CONSIDERATIONS FOR ADJUSTMENT

997.3.1 Requests for consideration of extension of the Specified Work Date shall be submitted by the Contractor in accordance with General Conditions "B".

997.3.2 The Owner may consider a request for adjustment to the Specified Work Date if the Work is delayed through no fault of the Contractor.

997.3.2.1 Additional Days may be granted for Extra Work performed, provided the Contractor can show that the Extra Work could not be carried out without interfering with his/her Work Schedule.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

SPECIFIED WORK	ITEM: 997
997.3.2.2	Additional Days may be granted for increases in Work or material in greater amounts or Quantities than those set forth in the Contract in the same proportion of time as the additional Work and/or materials bears to the Initial Work Schedule.
997.3.2.3	An additional Day may be granted for each Day that the number of hours lost, due to weather conditions, exceeds 40% of the Contractor's normal working hours.
997.3.2.3.1	The "Work Time Lost Due to Weather" form is considered as official documentation of Work time lost due to weather conditions.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

COMPLETION DATE

ITEM: 998

998.1 DESCRIPTION

998.1.1 The Completion Date shall be as stated in the Articles of Agreement and/or as specified in the Contract Documents.

998.1.2 In the event the Contractor does not complete the Work on or before the Completion Date specified, the Contractor shall pay a penalty to the Owner, at a prescribed daily rate as set out in the Contract Documents, for each Day, except Sunday(s) and Statutory Holidays, that such shortfall continues beyond the specified Completion Date, and this shall continue to be paid until the Substantial Completion date is achieved.

998.1.3 Request for an extension to the Completion Date shall be made as detailed in 998.2.

998.2 CONSIDERATIONS FOR ADJUSTMENT

998.2.1 Requests for consideration of extension of the Completion Date shall be submitted by the Contractor in accordance with General Conditions "B".

998.2.2 The Owner may consider a request for adjustment to the Completion Date if the Work is delayed through no fault of the Contractor.

998.2.2.1 Additional Days may be granted for Extra Work performed, provided the Contractor can show that the Extra Work could not be carried out without interfering with his Work Schedule.

998.2.2.2 For quantities scheduled by production rates, per 906.3.7, additional Days may be granted for increases in Work or material in greater amounts or Quantities than those set forth in the Contract in the same proportion of time as the additional Work and/or materials bears to the Initial Work Schedule.

998.2.2.2.1 For all other quantities not scheduled by production rates, the Contractor shall demonstrate the impact the increase had on the critical path of the Work.

998.2.2.3 An additional Day may be granted for each Day that the number of hours lost, due to weather conditions, exceeds 40% of the Contractor's normal working hours.

998.2.2.3.1 The "Work Time Lost Due to Weather" form is considered as official documentation of work time lost due to weather conditions.

998.2.2.3.2 The Completion Date includes an allotment of 2 weather Days for each full 30 Day period that the Contractor has available to complete the Work. This total number of allotted Days must be exceeded before the Owner will entertain any request for adjustment of the Completion Date.

998.2.2.3.2.1 The period available to complete the Work is defined as the Contract Award Date to the specified Completion Date, less the period identified in 998.2.2.3.2.2.

998.2.2.3.2.2 Weather Days shall not be granted during the period from December 1 to May 1.

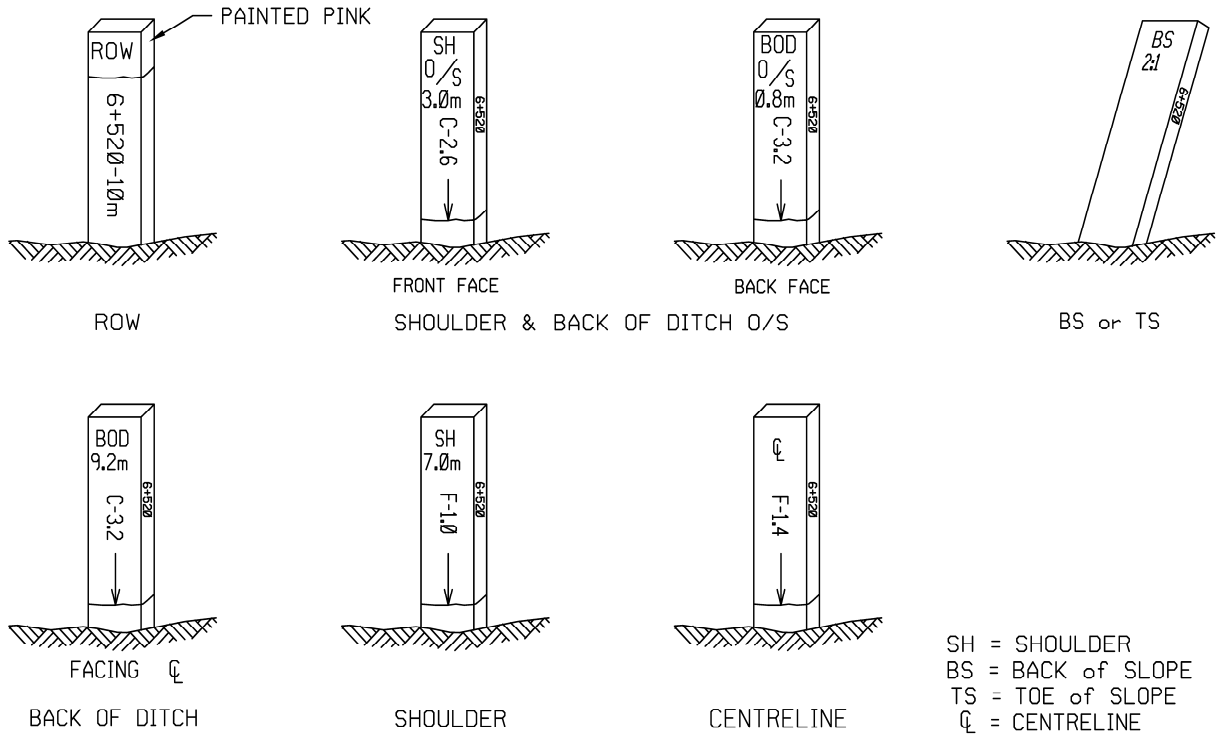
998.2.2.3.2.3 If weather Days are accumulated during any year of Work, part or all of those weather days may, at the discretion of the Engineer, be carried over to the subsequent year, if weather had a significant impact on the planned work for the subsequent year.

998.2.2.4 A lack of resources shall not be considered an acceptable reason for an extension.

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 999



SH = SHOULDER
BS = BACK of SLOPE
TS = TOE of SLOPE
C = CENTRELINE

C = CUT
F = FILL

ROW = RIGHT OF WAY
BOD = BACK OF DITCH
O/S = OFFSET
GR = GRADE

NOTE:

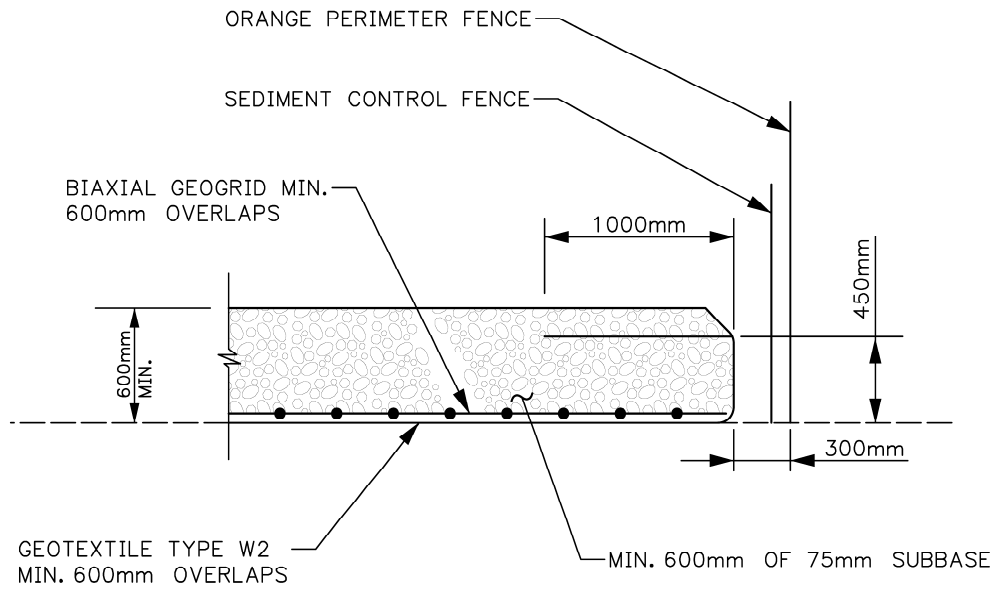
- SHOULDER AND C STAKES ARE PLACED FACING IN DIRECTION OF CHAINAGE.
- STAKES ARE GRADED ON BOTH SIDES.
- STATIONING IS MARKED ON EDGE OF STAKES.

Standard Stake Markings

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 999

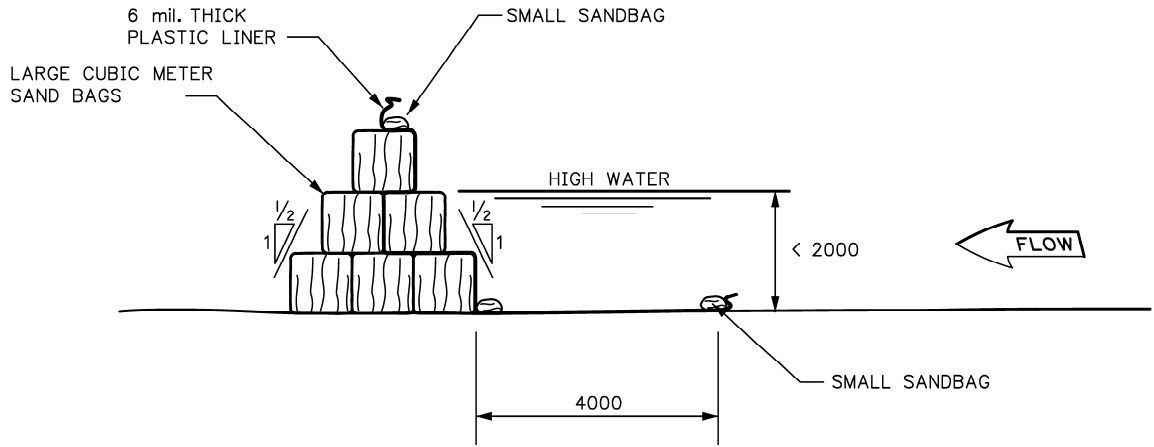


Temporary Working Pad

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

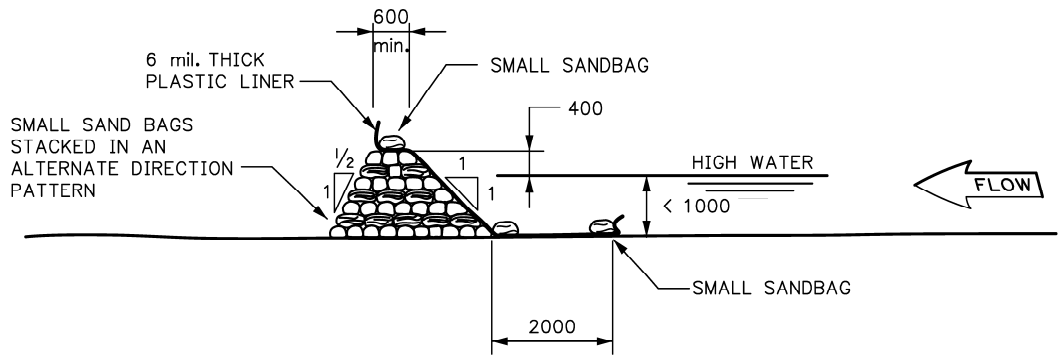
STANDARD DRAWINGS

ITEM: 999



TYPICAL LARGE SANDBAG COFFERDAM

N.T.S.



TYPICAL SMALL SANDBAG COFFERDAM

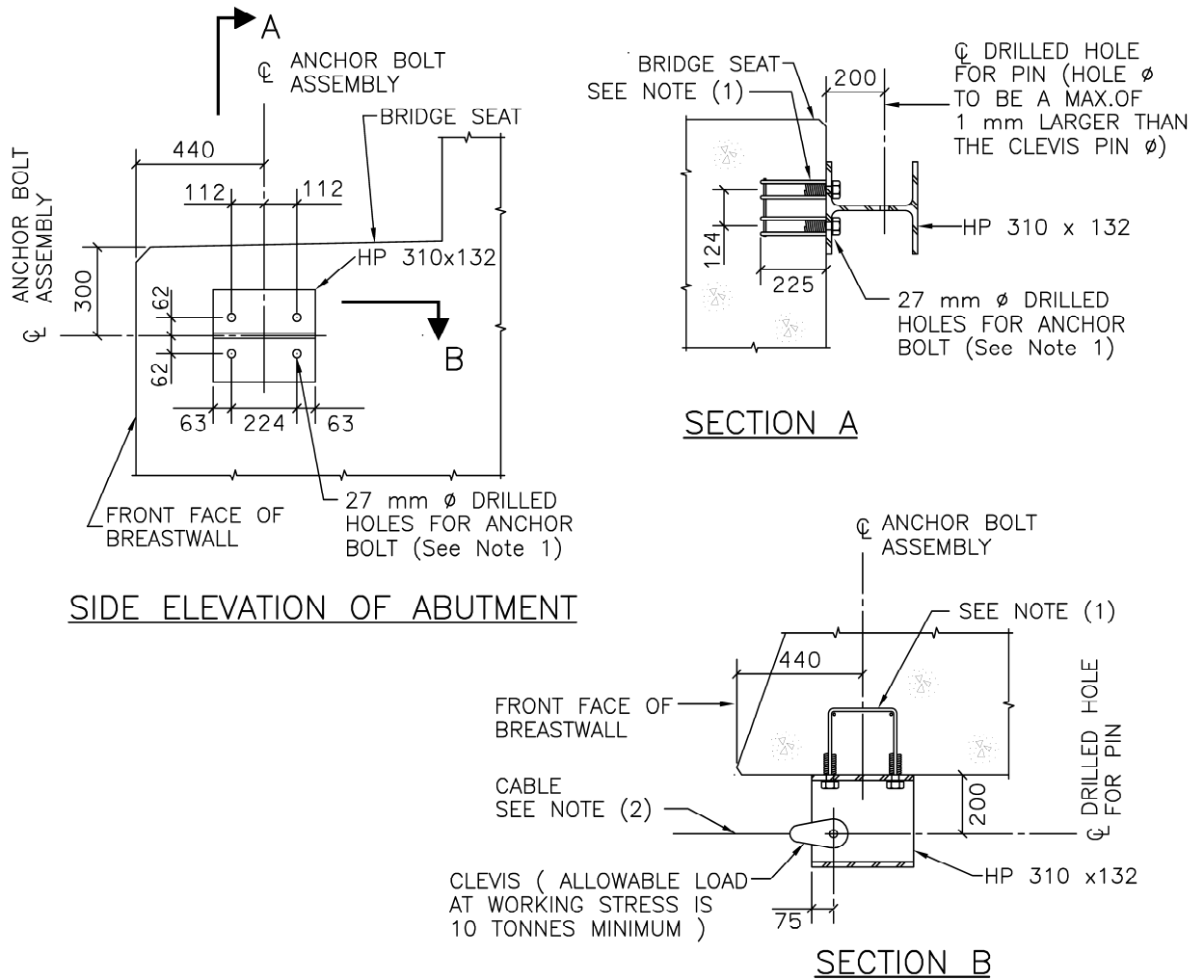
N.T.S.

Typical Small and Large Sandbag Cofferdams

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 999



NOTES:

- (1) ANCHOR BOLT ASSEMBLY TO BE ACROW RICHMOND WITH FOUR 25mm ϕ x 100mm ANCHOR BOLTS CONFORMING TO ASTM A325. ANCHOR ASSEMBLIES TO BE SUPPLIED BY D.T.I. AND INSTALLED BY BRIDGE CONTRACTOR.
- (2) CABLE TO BE 16mm CABLE, 6x19 SEALE, IMPROVED PLOW STEEL PREFORMED, LANG LAY, I.W.R.C.

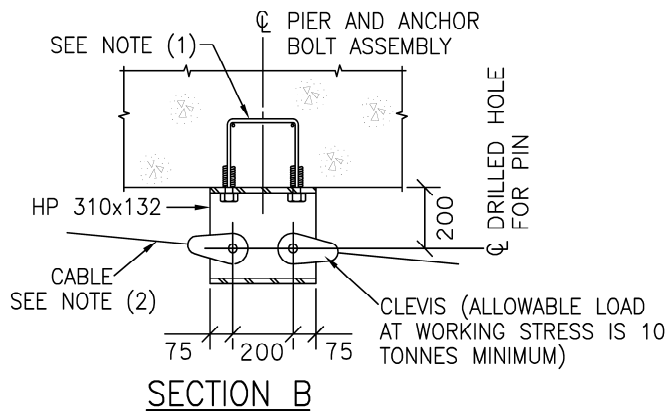
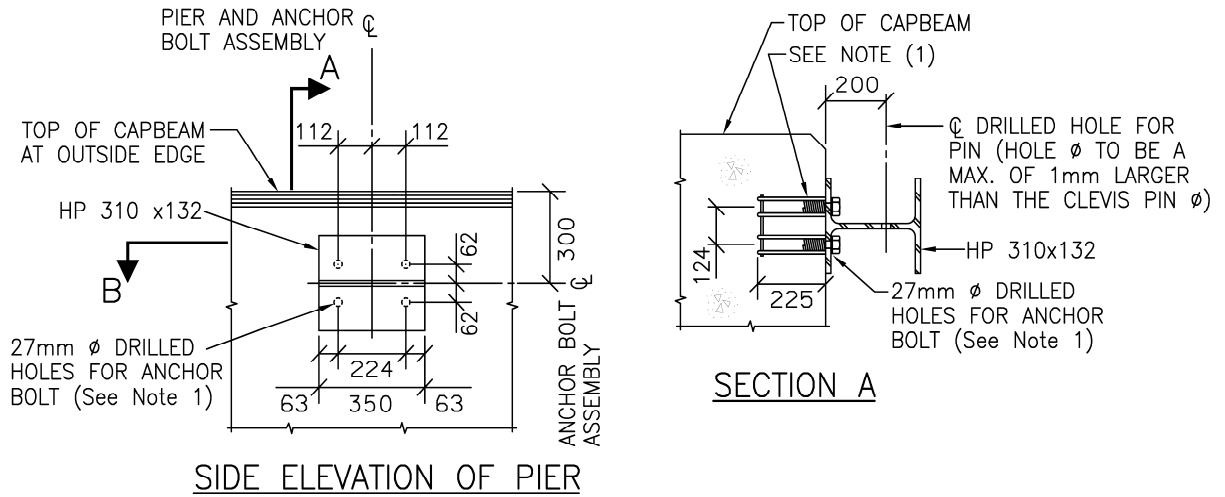
**DETAILS OF SUPPORT SYSTEM FOR
SAFETY NET LINES AT ABUTMENTS**

**Safety Net Support System
Abutments**

**STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE**

STANDARD DRAWINGS

ITEM: 999



NOTES:

- (1) ANCHOR BOLT ASSEMBLY TO BE ACROW RICHMOND WITH FOUR 25mm ϕ x 100mm ANCHOR BOLTS CONFORMING TO ASTM A325. ANCHOR ASSEMBLIES TO BE SUPPLIED BY D.T.I. AND INSTALLED BY BRIDGE CONTRACTOR.
- (2) CABLE TO BE 16mm CABLE, 6x19 SEALE, IMPROVED PLOW STEEL PREFORMED, LANG LAY, I.W.R.C.

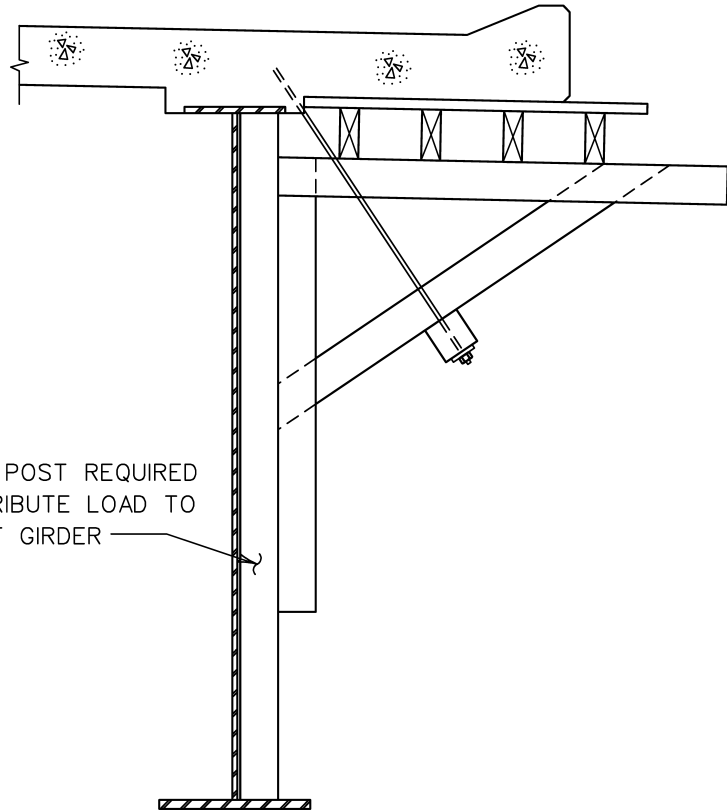
DETAILS OF SUPPORT SYSTEM FOR
SAFETY NET LINES AT PIERS

**Safety Net Support System
Piers**

STANDARD SPECIFICATIONS
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

STANDARD DRAWINGS

ITEM: 999



VERTICAL TIMBER OR STEEL POST REQUIRED
AT EACH BRACKET TO DISTRIBUTE LOAD TO
TOP & BOTTOM FLANGES OF GIRDER

NOTE :
VERTICAL STIFFENER PLATES CANNOT
BE USED FOR THIS PURPOSE

Deck Overhang Bracket
Steel Girder