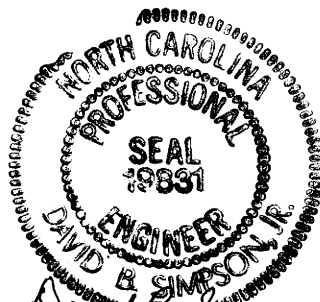


**Project Special Provisions  
Structure**

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*David B. Simpson, Jr.*  
6-29-07

**PROJECT SPECIAL PROVISIONS**  
**STRUCTURE**

**HYDE COUNTY**

**PRESTRESSED CORED SLAB BRIDGES (SPECIAL)**

Material shall meet the requirements of the North Carolina Department of Transportation Standard Specifications.

A. GROUT FOR TRANSVERSE STRANDS

All recesses at the ends of transverse strands shall be filled completely with a non-shrink, non-metallic grout. All recesses shall be filled in a neat and workmanlike manner and the grout shall match the neat lines of the cored slabs.

B. EPOXY PROTECTIVE COATING: (10-12-01)

Description

This work consists of preparing the concrete surface and furnishing and applying an epoxy protective coating to the surfaces described in this Special Provision. When epoxy protective coating is required, cure the top surfaces of the bent or end bent caps in accordance with the Standard Specifications, but do not use the Membrane Curing Compound method.

Materials

Use an epoxy coating that meets the most recently published NCDOT Specification on the date of advertisement. Use the epoxy coating that meets NCDOT-Type 4A Flexible, epoxy coating, moisture insensitive.

Provide a certification for the proposed epoxy showing that it meets NCDOT- Type 4A.

The following companies have epoxies that meet Type 4A Specifications:

- E-Bond Epoxy, Inc.  
Fort Lauderdale, Florida 33307
- Permagile Industries  
Plainview, NY 11803
- Poly-Carb  
Cleveland, OH 44139
- Tamms, Inc.  
Mentor, OH 44060

- Adhesive Engineering  
Cleveland, OH 44122-5554
- Kaufman Products  
Baltimore, MD 21226-1131
- Prime Resins  
Lithonia, GA 30058
- Sika Corporation  
Lyndhurst, N. J. 07071

A copy of the specifications for Epoxy Resin Systems is available from the Materials and Tests Unit.

## Surfaces

With the exception of cored slab bridges, apply the epoxy protective coating to the top surface area, including chamfer area, of bent caps under expansion joints and of end bent caps, excluding areas under elastomeric bearings. For cored slab bridges, do not apply the epoxy protective coating to the bent or end bent caps. Also, apply epoxy protective coating to the ends of prestressed concrete members as noted on the plans.

Use extreme care to keep the area under the elastomeric bearings free of the epoxy protective coating. Do not apply the epoxy protective coating in the notch at the ends of the prestressed concrete girders.

Thoroughly clean all dust, dirt, grease, oil, laitance, and other objectionable material from the concrete surfaces to be coated. Air-blast all surfaces immediately prior to applying the protective coating.

Only use cleaning agents pre-approved by the Engineer.

## Application

Apply epoxy protective coating only when the air temperature is at least 40°F (4°C) and rising, but less than 95°F (35°C) and the surface temperature of the area to be coated is at least 40°F (4°C). Remove any excess or free standing water from the surfaces before applying the coating. Apply one coat of epoxy protective coating at a rate such that it covers between 100 and 200 ft<sup>2</sup>/gal (2.5 and 5 m<sup>2</sup>/liter).

Note: Under certain combinations of circumstances, the cured epoxy protective coating may develop “oily” condition on the surface due to amine blush. This condition is not detrimental to the applied system.

Apply the coating so that the entire designated surface of the concrete is covered and all pores filled. To provide a uniform appearance, use the exact same material on all visible surfaces.

### Basis of Payment

No separate measurement or payment will be made for preparing, furnishing and applying the epoxy protective coating to the concrete surfaces.

The above work covered by this provision will be included in the contract lump sum price for "Construction of Superstructure". The above prices and payments will be full compensation for all work covered by this provision including but not limited to furnishing all materials, labor, tools, equipment and all incidentals necessary to complete the work.

### C. TOLERANCES FOR PLACING PARAPET ANCHORAGE BARS

The exterior cored slab sections shall be manufactured with the parapet anchorage bars (#9B1) placed to meet the following tolerances:

Deviation from plan position of an individual bar	$\pm 1/4"$
Horizontal alignment (deviation from a straight line which coincides with the plan center line of bars)	$\pm 1/4"$
Projection of bars above top of cored slab (deviation from plan dimension)	$\pm 1/4"$

### D. MATCHMARKING

In order to be assured of a good, neat field fit, spans shall be assembled by manufacturer in his yard and pieces match-marked. Pieces must fit together neatly and in a workmanlike manner.

### E. ERECTION OF PRESTRESSED CONCRETE CORED SLABS

The transverse strands shall be greased and then placed in a non-corrosive 1/2" diameter, 1/16" wall thickness black polyethylene pipe meeting the requirements of ASTM D2239. The grease and pipe shall not be applied in the areas of the recesses at the ends of the tensioning strands where grout is to be applied.

In erecting the prestressed cored slabs, the 1/2" transverse post tensioning strands shall be placed and tensioned to 30,980 pounds in each span. After the 1/2" transverse strand has been tensioned in a span and before any equipment, material or barrier rail is placed on the span, the shear keys and dowel holes shall be filled with the mix or grout as specified else where in these special provisions, except as noted in the next four paragraphs:

- (1) The Contractor will be allowed with the approval of the Engineer, to place material and equipment on the cored slab spans on mats after the transverse strands have been tensioned to 30,980 pounds.
- (2) The Contractor must submit a detailed drawing for approval to the Engineer for the mats he intends to place on the cored slabs for his material and equipment. This drawing should give a complete description of the material and equipment that the Contractor intends to place on the mats.
- (3) In the event the Contractor uses mats and places material and equipment on the cored slabs, the transverse strands shall be retensioned to 30,980 pounds after the material and equipment is removed from the spans. The shear keys shall be grouted after the transverse strands have been retensioned.

#### F. GROUTING OF PRESTRESSED CORED SLABS

After all erection work has been completed the shear keys shall be grouted by the Contractor with a non-shrink, non-metallic grout.

The non-shrink, non-metallic grout shall be on the Department's approval list and shall meet the approval of the Engineer. The minimum strength for this grout shall be 3000 pounds per square inch after curing for 3 days minimum.

#### G. SURFACE FINISH

Top surface of slab sections shall be given a broom finish. No surface finish will be required for sides and bottom of slab sections.

#### H. CHAMFERS

Bottom corners on ends and sides of all slab sections and top outside corner of exterior slab sections shall be chamfered 3/4". Vertical corners at ends of slab sections shall not be chamfered except acute corners of skew slabs shall be chamfered 3/4". Pre-stressed caps shall be chamfered 3/4" on all corners.

**PRECAST CONCRETE PARAPET AND END POST (SPECIAL)**

The precast concrete parapet and end post sections shall be in accordance with the applicable parts of the Standard Specifications with the following exceptions and additions.

Concrete shall be CLASS "AA".

Steel forms shall be used in casting to insure uniformity of the precast concrete parapet and end post sections. No surface finish will be required for the bottom of the precast parapet and end post sections.

Precast concrete parapet and end post sections shall be manufactured within the tolerances indicated as follows:

Depth (overall)	$\pm 1/4''$
Width (top or bottom)	$\pm 1/4''$
Length (any one precast section)	$\pm 1/8''$
Dowel Holes (deviation from plan position)	$\pm 1/4''$
Square ends (deviation from square)	$\pm 1/4''$
Horizontal alignment (deviation from a straight line parallel to centerline of precast section)	$\pm 1/8''$ per 10 ft.

**A. ERECTION OF PRECAST CONCRETE PARAPET AND END POST**

The Contractor shall erect the precast concrete parapet and end post including placement of the grout bed and grouting of the anchorage bar voids.

**B. GROUT BED AND GROUTING OF ANCHORAGE BAR VOIDS**

A non-shrink, non-metallic grout shall be used for the grout bed and for grouting the anchorage bar voids. The non-shrink, non-metallic grout shall be on the Department's approved list and shall meet the approval of the Engineer. The minimum strength for this grout shall be 3000 pounds per square inch after curing for 3 days minimum.

**Basis of Payment:**

The above work covered by this provision will be included in the contract lump sum price for "Construction of Superstructure". The above prices and payments will be full compensation for all work covered by this provision including but not limited to furnishing all materials, labor, tools, equipment and all incidentals necessary to complete the work.

**PRESTRESSED CONCRETE MEMBERS** (4-02-07)

The 2006 Standard Specifications shall be revised as follows:  
In Section 1078-1 "General" of the Standard Specifications, add the following after the second paragraph:

**(A) Producer Qualification**

Producers of precast, prestressed concrete members are required to establish proof of their competency and responsibility in accordance with the Precast/Prestressed Concrete Institute's (PCI) Plant Certification Program in order to perform work for the project. Certification of the manufacturing plant under the PCI program and submission of proof of certification to the State Materials Engineer is required prior to beginning fabrication. Maintain certification at all times while work is being performed for the Department. Submit proof of certification following each PCI audit to the State Materials Engineer for continued qualification. These same requirements apply to producers subcontracting work from the producer directly employed by the Contractor. Employ producers PCI certified in Product Group B, Bridge Products, and in one of the appropriate categories as listed below:

- B2 Prestressed Miscellaneous Bridge Products: Includes solid piles, sheet piles and bent caps.
- B3 Prestressed Straight-Strand Bridge Members: Includes all box beams, cored slabs, straight-strand girders and bulb-tees, bridge deck panels, hollow piles, prestressed culverts and straight strand segmental components.
- B4 Prestressed Deflected-Strand Bridge Members: Includes deflected strand girders and bulb-tees, haunched girders, deflected strand segmental superstructure components and other post-tensioned elements.

Categories for other elements will be as required by the project special provision or plans.

**GROUT FOR PILE BLOCKOUTS** (SPECIAL)

Use grout that is a commercially manufactured non-shrink, non-metallic material meeting the requirements of the Standard Specifications when water or water and aggregate is added in accordance with the manufacturer's recommendations.

The grout shall be free of soluble chlorides and contain less than one percent soluble sulfate.

Initial setting time shall not be less than 10 minutes when tested in accordance with ASTM C266.

Compressive strength shall be at least 5000 psi at 3 days.

Compressive strength in the laboratory will be determined in accordance with ASTM C109 except that the test mix shall contain only water and the dry manufactured material.

Compressive strength will be determined in the field by molding and testing 4" x 8" cylinders in accordance with AASHTO T22.

When tested in accordance with ASTM C666, Procedure A, the durability factor of the grout shall not be less than 80.

The quantity of water added to the mix shall be in accordance with the manufacturer's recommendations.

Aggregate may be added to the mix only where recommended or permitted by the manufacturer. The quantity and gradation of the aggregate will be in accordance with the manufacturer's recommendations.

Furnish a Type 4 material certification showing results of tests conducted to determine the properties listed in the Standard Specifications and to assure that the material is non-shirk.

The Engineer reserves the right to reject material based on unsatisfactory performance.

### **UNCLASSIFIED STRUCTURE EXCAVATION (SPECIAL)**

The 2006 Standard Specifications shall be revised as follows:

Unclassified structure excavation shall be in accordance with Section 412 of the Standard Specifications with the following exception:

Basic of Payment:

Payment for "Unclassified Structure Excavation" will be included at the contract lump sum bid price for "Excavation and Embankment". This price shall be full compensation for all materials, tools, equipment, labor, and for all incidentals necessary to complete the work.

### **2 BAR METAL RAIL (SPECIAL)**

The 2006 Standard Specifications shall be revised as follows:

The metal rail shall be in accordance with Section 1074 of the Standard Specifications with the following exception:

Basic of Payment:

Payment for "2 Bar Metal Rail" will be included in the contract lump sum bid price for "Construction of Superstructure". This price shall be full compensation for all materials, tools, equipment, labor, and for all incidentals necessary to complete the work.



**SUBMITTAL OF WORKING DRAWINGS****(SPECIAL)****1.0 General**

Submit working drawings in accordance with Article 105-2 of the Standard Specifications and the requirements of this special provision. For the purposes of this provision, "submittals" refers to only those listed in this provision. The list of submittals contained herein does not represent a list of required submittals for this project. Submittals are only necessary for those items as required by the Standard Specifications, other Special Provisions or contract plans. Make submittals that are not specifically noted in this Special Provision directly to the Resident Engineer. Either the Structure Design Unit or the Geotechnical Engineering Unit or both units will jointly review submittals.

If a submittal contains variations from plan details or specifications or significantly affects project cost, field construction or operations, discuss the submittal with and submit all copies to the Resident Engineer. State the reason for the proposed variation in the submittal. To minimize review time, make sure all submittals are complete when initially submitted. Provide a contact name and information with each submittal. Direct any questions regarding submittal requirements to the Resident Engineer, Structure Design Unit contacts or the Geotechnical Engineering Unit contacts noted below.

In order to facilitate in-plant inspection by NCDOT and approval of working drawings, provide the name, address and telephone number of the facility where fabrication will actually be done if different than shown on the title block of the submitted working drawings. This includes, but is not limited to, precast concrete items, prestressed concrete items and fabricated steel or aluminum items.

**2.0 Addresses and Contacts**

For submittals to the Structure Design Unit, use the following addresses:

Via US mail:

Mr. G. R. Perfetti, P. E.  
State Bridge Design Engineer  
North Carolina Department  
of Transportation  
Structure Design Unit  
1581 Mail Service Center  
Raleigh, NC 27699-1581

Attention: Mr. P. D. Lambert, P. E.

Via other delivery service:

Mr. G. R. Perfetti, P. E.  
State Bridge Design Engineer  
North Carolina Department  
of Transportation  
Structure Design Unit  
1000 Birch Ridge Drive  
Raleigh, NC 27610

Attention: Mr. P. D. Lambert, P. E.

For submittals to the Geotechnical Engineering Unit, use the following addresses:

For projects in Divisions 1-7, use the following Eastern Regional Office address:

Via US mail:

Mr. K. J. Kim, Ph. D., P. E.  
Eastern Regional Geotechnical  
Manager  
North Carolina Department

Via other delivery service:

Mr. K. J. Kim, Ph. D., P. E.  
Eastern Regional Geotechnical  
Manager  
North Carolina Department

of Transportation  
 Geotechnical Engineering Unit  
 Eastern Regional Office  
 1570 Mail Service Center  
 Raleigh, NC 27699-1570

of Transportation  
 Geotechnical Engineering Unit  
 Eastern Regional Office  
 3301 Jones Sausage Road, Suite 100  
 Garner, NC 27529

For projects in Divisions 8-14, use the following Western Regional Office address:

Via US mail:

Mr. John Pilipchuk, L. G., P. E.  
 Western Regional Geotechnical  
 Manager  
 North Carolina Department  
 of Transportation  
 Geotechnical Engineering Unit  
 Western Regional Office  
 5253 Z Max Boulevard  
 Harrisburg, NC 28075

Via other delivery service:

Mr. John Pilipchuk, L. G., P. E.  
 Western Region Geotechnical  
 Manager  
 North Carolina Department  
 of Transportation  
 Geotechnical Engineering Unit  
 Western Regional Office  
 5253 Z Max Boulevard  
 Harrisburg, NC 28075

Direct any questions concerning submittal review status, review comments or drawing markups to the following contacts:

Primary Structures Contact: Paul Lambert (919) 250 – 4041  
 (919) 250 – 4082 facsimile  
[plambert@dot.state.nc.us](mailto:plambert@dot.state.nc.us)

Secondary Structures Contacts: James Gaither (919) 250 – 4042  
 Man-Pan Hui (919) 250 – 4044

Eastern Regional Geotechnical Contact (Divisions 1-7):  
 K. J. Kim  
 (919) 662 – 4710  
 (919) 662 – 3095 facsimile  
[kkim@dot.state.nc.us](mailto:kkim@dot.state.nc.us)

Western Regional Geotechnical Contact (Divisions 8-14):  
 John Pilipchuk  
 (704) 455 – 8902  
 (704) 455 – 8912 facsimile  
[jpilipchuk@dot.state.nc.us](mailto:jpilipchuk@dot.state.nc.us)

### 3.0 Submittal Copies

Furnish one complete copy of each submittal, including all attachments, to the Resident Engineer. At the same time, submit the number of hard copies shown below of the same complete submittal directly to the Structure Design Unit and/or the Geotechnical Engineering Unit.

The first table below covers “Structure Submittals”. The Resident Engineer will receive review comments and drawing markups for these submittals from the Structure Design Unit. The second table in this section covers “Geotechnical Submittals”. The Resident Engineer will receive review comments and drawing markups for these submittals from the Geotechnical Engineering Unit.

Unless otherwise required, submit one set of supporting calculations to either the Structure Design Unit or the Geotechnical Engineering Unit unless both units require submittal copies in which case submit a set of supporting calculations to each unit. Provide additional copies of any submittal as directed by the Engineer.

### STRUCTURE SUBMITTALS

Submittal	Copies Required by Structure Design Unit	Copies Required by Geotechnical Engineering Unit	Contract Reference Requiring Submittal <sup>1</sup>
Arch Culvert Falsework	5	0	Plan Note, SN Sheet & “Falsework and Formwork”
Box Culvert Falsework <sup>7</sup>	5	0	Plan Note, SN Sheet & “Falsework and Formwork”
Cofferdams	6	2	Article 410-4
Evazote Joint Seals <sup>6</sup>	9	0	“Evazote Joint Seals”
Expansion Joint Seals (hold down plate type with base angle)	9	0	“Expansion Joint Seals”
Expansion Joint Seals (modular)	2, then 9	0	“Modular Expansion Joint Seals”
Expansion Joint Seals (strip seals)	9	0	“Strip Seals”
Falsework & Forms <sup>2</sup> (substructure)	8	0	Article 420-3 & “Falsework and Formwork”
Falsework & Forms (superstructure)	8	0	Article 420-3 & “Falsework and Formwork”
Girder Erection over Railroad	5	0	Railroad Special Provisions
Maintenance and Protection of Traffic Beneath Proposed Structure	8	0	“Maintenance and Protection of Traffic Beneath Proposed Structure at Station ___”
Metal Bridge Railing	8	0	Plan Note
Metal Stay-in-Place Forms	8	0	Article 420-3
Metalwork for Elastomeric Bearings <sup>4,5</sup>	7	0	Article 1072-10
Miscellaneous Metalwork <sup>4,5</sup>	7	0	Article 1072-10

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Optional Disc Bearings <sup>4</sup>	8	0	“Optional Disc Bearings”
Overhead Signs	13	0	Article 903-3(C) & Applicable Project Special Provisions
Pile Splicer	7	2	Subarticle 450-7(C)
Placement of Equipment on Structures (cranes, etc.)	7	0	Article 420-20
Pot Bearings <sup>4</sup>	8	0	“Pot Bearings”
Precast Concrete Box Culverts	2, then 1 reproducible	0	“Optional Precast Reinforced Concrete Box Culvert at Station _____”
Precast Pieces	7	0	Plan Note
Precast Retaining Wall Panels	10	1	Article 1077-2
Prestressed Concrete Cored Slab (detensioning sequences) <sup>3</sup>	6	0	Article 1078-11
Prestressed Concrete Deck Panels	6 and 1 reproducible	0	Article 420-3
Prestressed Concrete Girder (strand elongation and detensioning sequences)	6	0	Articles 1078-8 and 1078-11
Removal of Existing Structure over Railroad	5	0	Railroad Special Provisions
Revised Bridge Deck Plans (adaptation to prestressed deck panels)	2, then 1 reproducible	0	Article 420-3
Revised Bridge Deck Plans (adaptation to modular expansion joint seals)	2, then 1 reproducible	0	“Modular Expansion Joint Seals”
Sound Barrier Wall Casting Plans	10	0	Article 1077-2 & “Sound Barrier Wall”
Sound Barrier Wall Steel Fabrication Plans <sup>5</sup>	7	0	Article 1072-10 & “Sound Barrier Wall”
Structural Steel <sup>4</sup>	2, then 7	0	Article 1072-10
Temporary Detour Structures	10	2	Article 400-3 & “Construction, Maintenance and Removal of Temporary Structure at Station _____”
Temporary Shoring <sup>8</sup>	7	2	“Temporary Shoring”
TFE Expansion Bearings <sup>4</sup>	8	0	Article 1072-10

**FOOTNOTES**

1. References are provided to help locate the part of the contract where the submittals are required. References in quotes refer to the Project Special Provision by that name. Articles or subarticles refer to the Standard Specifications.
2. Submittals for these items are necessary only when required by a note on plans.

3. Submittals for these items may not be required. A list of pre-approved sequences is available from the producer or the Materials and Tests Unit.
4. The fabricator may submit these items directly to the Structure Design Unit.
5. The two sets of preliminary submittals required by Article 1072-10 of the Standard Specifications are not required for these items.
6. Submittals for Fabrication Drawings are not required. Submittals for Catalogue Cuts of Proposed Material are required. See Section 5.A of the referenced Project Special Provision.
7. Submittals are necessary only when the top slab thickness is 18 inches or greater.
8. Electronic copies of submittals are required. See referenced Project Special Provision.

### GEOTECHNICAL SUBMITTALS

Submittal	Copies Required by Geotechnical Engineering Unit	Copies Required by Structure Design Unit	Contract Reference Requiring Submittal <sup>1</sup>
Crosshole Sonic Logging (CSL) Reports <sup>2</sup>	1	0	“Crosshole Sonic Logging”
Drilled Pier Construction Sequence Plans <sup>2</sup>	1	0	“Drilled Piers”
Mechanically Stabilized Earth (MSE) Retaining Walls	8	2	“MSE Retaining Walls”
Pile Driving Analyzer (PDA) Reports <sup>2</sup>	2	0	“Pile Driving Analyzer”
Pile Driving Equipment Data <sup>3</sup>	1	0	Article 450-5
Proprietary Retaining Walls	8	2	Applicable Project Special Provision
Anchored Retaining Walls	8	2	Applicable Project Special Provision
Soil Nail Retaining Walls	8	2	Applicable Project Special Provision
Temporary Mechanically Stabilized (MSE) Earth Wall <sup>2</sup>	9	0	“Temporary Shoring”

#### FOOTNOTES

1. References are provided to help locate the part of the contract where the working drawing submittals are required. References in quotes refer to the Project Special Provision by that name. Articles refer to the Standard Specifications.
2. Electronic copies of submittals are required. See referenced Project Special Provision.

3. Download Pile Driving Equipment Data Form from following link:  
<http://www.ncdot.org/doh/preconstruct/highway/geotech/formprovdet/>  
Submit one hard copy of the completed form to the Resident Engineer. Submit a second copy of the completed form electronically, by facsimile or via US Mail or other delivery service to the Geotechnical Engineering Unit. Electronic submission is preferred. See second page of form for submittal instructions.

## **FALSEWORK AND FORMWORK**

**(7-18-06)**

### **1.0 Description**

Use this Special Provision as a guide to develop temporary works submittals required by the Standard Specifications or other provisions; no additional submittals are required herein. Such temporary works include, but are not limited to, falsework and formwork.

Falsework is any temporary construction used to support the permanent structure until it becomes self-supporting. Formwork is the temporary structure or mold used to retain plastic or fluid concrete in its designated shape until it hardens. Access scaffolding is a temporary structure that functions as a work platform that supports construction personnel, materials, and tools, but is not intended to support the structure. Scaffolding systems that are used to temporarily support permanent structures (as opposed to functioning as work platforms) are considered to be falsework under the definitions given. Shoring is a component of falsework such as horizontal, vertical, or inclined support members. Where the term “temporary works” is used, it includes all of the temporary facilities used in bridge construction that do not become part of the permanent structure.

Design and construct safe and adequate temporary works that will support all loads imposed and provide the necessary rigidity to achieve the lines and grades shown on the plans in the final structure.

### **2.0 Materials**

Select materials suitable for temporary works; however, select materials that also ensure the safety and quality required by the design assumptions. The Engineer has authority to reject material on the basis of its condition, inappropriate use, safety, or nonconformance with the plans. Clearly identify allowable loads or stresses for all materials or manufactured devices on the plans. Revise the plan and notify the Engineer if any change to materials or material strengths is required.

### **3.0 Design Requirements**

#### **A. Working Drawings**

Provide working drawings for items as specified in the contract, or as required by the Engineer, with design calculations and supporting data in sufficient detail to permit a structural and safety review of the proposed design of the temporary work.

When concrete placement is involved, include data such as the drawings of proposed sequence, rate of placement, direction of placement, and location of all construction joints. Submit the number of copies as called for by the contract.

When required, have the drawings and calculations prepared under the guidance of, and sealed by, a North Carolina Registered Professional Engineer who is knowledgeable in temporary works design.

Design falsework and formwork requiring submittals in accordance with the 1995 AASHTO *Guide Design Specifications for Bridge Temporary Works* except as noted herein.

### 1. Wind Loads

Table 2.2 of Article 2.2.5.1 is modified to include wind velocities up to 110 mph (177 km/hr). In addition, Table 2.2A is included to provide the maximum wind speeds by county in North Carolina.

**Table 2.2 - Wind Pressure Values**

Height Zone feet (m) above ground	Pressure, lb/ft <sup>2</sup> (kPa) for Indicated Wind Velocity, mph (km/hr)				
	70 (112.7)	80 (128.7)	90 (144.8)	100 (160.9)	110 (177.0)
0 to 30 (0 to 9.1)	15 (0.72)	20 (0.96)	25 (1.20)	30 (1.44)	35 (1.68)
30 to 50 (9.1 to 15.2)	20 (0.96)	25 (1.20)	30 (1.44)	35 (1.68)	40 (1.92)
50 to 100 (15.2 to 30.5)	25 (1.20)	30 (1.44)	35 (1.68)	40 (1.92)	45 (2.15)
over 100 (30.5)	30 (1.44)	35 (1.68)	40 (1.92)	45 (2.15)	50 (2.39)

### 2. Time of Removal

The following requirements replace those of Article 3.4.8.2.

Do not remove forms until the concrete has attained strengths required in Article 420-16 of the Standard Specifications and these Special Provisions.

Do not remove forms until the concrete has sufficient strength to prevent damage to the surface.

**Table 2.2A - Steady State Maximum Wind Speeds by Counties in North Carolina**

COUNTY	25 YR (mph) (km/hr)	COUNTY	25 YR (mph) (km/hr)	COUNTY	25 YR (mph) (km/hr)
Alamance	70 (112.7)	Franklin	70 (112.7)	Pamlico	100 (160.9)
Alexander	70 (112.7)	Gaston	70 (112.7)	Pasquotank	100 (160.9)
Alleghany	70 (112.7)	Gates	90 (144.8)	Pender	100 (160.9)
Anson	70 (112.7)	Graham	80 (128.7)	Perquimans	100 (160.9)
Ashe	70 (112.7)	Granville	70 (112.7)	Person	70 (112.7)
Avery	70 (112.7)	Greene	80 (128.7)	Pitt	90 (144.8)
Beaufort	100 (160.9)	Guilford	70 (112.7)	Polk	80 (128.7)
Bertie	90 (144.8)	Halifax	80 (128.7)	Randolph	70 (112.7)
Bladen	90 (144.8)	Harnett	70 (112.7)	Richmond	70 (112.7)
Brunswick	100 (160.9)	Haywood	80 (128.7)	Robeson	80 (128.7)
Buncombe	80 (128.7)	Henderson	80 (128.7)	Rockingham	70 (112.7)
Burke	70 (112.7)	Hertford	90 (144.8)	Rowan	70 (112.7)
Cabarrus	70 (112.7)	Hoke	70 (112.7)	Rutherford	70 (112.7)

Caldwell	70 (112.7)	Hyde	110 (177.0)	Sampson	90 (144.8)
Camden	100 (160.9)	Iredell	70 (112.7)	Scotland	70 (112.7)
Carteret	110 (177.0)	Jackson	80 (128.7)	Stanley	70 (112.7)
Caswell	70 (112.7)	Johnston	80 (128.7)	Stokes	70 (112.7)
Catawba	70 (112.7)	Jones	100 (160.9)	Surry	70 (112.7)
Cherokee	80 (128.7)	Lee	70 (112.7)	Swain	80 (128.7)
Chatham	70 (112.7)	Lenoir	90 (144.8)	Transylvania	80 (128.7)
Chowan	90 (144.8)	Lincoln	70 (112.7)	Tyrell	100 (160.9)
Clay	80 (128.7)	Macon	80 (128.7)	Union	70 (112.7)
Cleveland	70 (112.7)	Madison	80 (128.7)	Vance	70 (112.7)
Columbus	90 (144.8)	Martin	90 (144.8)	Wake	70 (112.7)
Craven	100 (160.9)	McDowell	70 (112.7)	Warren	70 (112.7)
Cumberland	80 (128.7)	Mecklenburg	70 (112.7)	Washington	100 (160.9)
Currituck	100 (160.9)	Mitchell	70 (112.7)	Watauga	70 (112.7)
Dare	110 (177.0)	Montgomery	70(112.7)	Wayne	80 (128.7)
Davidson	70 (112.7)	Moore	70 (112.7)	Wilkes	70 (112.7)
Davie	70 (112.7)	Nash	80 (128.7)	Wilson	80 (128.7)
Duplin	90 (144.8)	New Hanover	100 (160.9)	Yadkin	70 (112.7)
Durham	70 (112.7)	Northampton	80 (128.7)	Yancey	70 (112.7)
Edgecombe	80 (128.7)	Onslow	100 (160.9)		
Forsyth	70 (112.7)	Orange	70 (112.7)		

Note on the working drawings any anchorages, connectors, inserts, steel sleeves or other such devices used as part of the falsework or formwork that remains in the permanent structure. If the plan notes indicate that the structure contains the necessary corrosion protection required for a Corrosive Site, epoxy coat, galvanize, metallize or otherwise protect these devices as directed by the Engineer. Any coating required by the Engineer will be considered incidental to the various pay items requiring temporary works.

## B. Review and Approval

The Engineer is responsible for the review and approval of temporary works' drawings.

Submit the working drawings sufficiently in advance of proposed use to allow for their review, revision (if needed), and approval without delay to the work.

Do not start construction of any temporary work for which working drawings are required until the drawings have been approved. Such approval does not relieve the Contractor of the responsibility for the accuracy and adequacy of the working drawings.

The time period for review of the working drawings does not begin until complete drawings and design calculations, when required, are received by the Engineer.

On the drawings, show all information necessary to allow the design of any component to be checked independently as determined by the Engineer.



If requested by the Engineer, submit with the working drawings manufacturer's catalog data listing the weight of all construction equipment that will be supported on the temporary work. Show anticipated total settlements and/or deflections of falsework and forms on the working drawings. Include falsework footing settlements, joint take-up, and deflection of beams or girders. Falsework hangers that support concentrated loads and are installed at the edge of thin top flange concrete girders (such as bulb tee girders) shall be spaced so as not to exceed 75% of the manufacturer's stated safe working load. Use of dual leg hangers (such as Meadow Burke HF-42 and HF-43) are not allowed. Design the falsework and forms supporting deck slabs and overhangs on girder bridges so that there will be no differential settlement between the girders and the deck forms during placement of deck concrete.

#### **4.0 Construction Requirements**

All requirements of Section 420 of the Standard Specifications apply.

Construct temporary works in conformance with the approved working drawings. Ensure that the quality of materials and workmanship employed is consistent with that assumed in the design of the temporary works. Do not weld falsework members to any portion of the permanent structure unless approved. Show any welding to the permanent structure on the approved construction drawings.

Provide tell-tales attached to the forms and extending to the ground, or other means, for accurate measurement of falsework settlement. Make sure that the anticipated compressive settlement and/or deflection of falsework does not exceed 1 inch (25 mm). For cast-in-place concrete structures, make sure that the calculated deflection of falsework flexural members does not exceed 1/240 of their span regardless of whether or not the deflection is compensated by camber strips.

##### **A. Maintenance and Inspection**

Inspect and maintain the temporary work in an acceptable condition throughout the period of its use. Certify that the manufactured devices have been maintained in a condition to allow them to safely carry their rated loads. Clearly mark each piece so that its capacity can be readily determined at the job site.

Perform an in-depth inspection of an applicable portion(s) of the temporary works, in the presence of the Engineer, not more than 24 hours prior to the beginning of each concrete placement. Inspect other temporary works at least once a month to ensure that they are functioning properly. Have a North Carolina Registered Professional Engineer inspect the cofferdams, shoring, sheathing, support of excavation structures, and support systems for load tests prior to loading.

##### **B. Foundations**

Determine the safe bearing capacity of the foundation material on which the supports for temporary works rest. If required by the Engineer, conduct load tests to verify proposed bearing capacity values that are marginal or in other high-risk situations.

The use of the foundation support values shown on the contract plans of the permanent structure is permitted if the foundations are on the same level and on the same soil as those of the permanent structure.

Allow for adequate site drainage or soil protection to prevent soil saturation and washout of the soil supporting the temporary works supports.

If piles are used, the estimation of capacities and later confirmation during construction using standard procedures based on the driving characteristics of the pile is permitted. If preferred, use load tests to confirm the estimated capacities; or, if required by the Engineer conduct load tests to verify bearing capacity values that are marginal or in other high risk situations.

The Engineer reviews and approves the proposed pile and soil bearing capacities.

### **5.0 Removal**

Unless otherwise permitted, remove and keep all temporary works upon completion of the work. Do not disturb or otherwise damage the finished work.

Remove temporary works in conformance with the contract documents. Remove them in such a manner as to permit the structure to uniformly and gradually take the stresses due to its own weight.

### **6.0 Method of Measurement**

Unless otherwise specified, temporary works will not be directly measured.

### **7.0 Basis of Payment**

Payment at the contract unit prices for the various pay items requiring temporary works will be full compensation for the above falsework and formwork.

## **CRANE SAFETY**

**8-15-05**

Comply with the manufacturer specifications and limitations applicable to the operation of any and all cranes and derricks. Prime contractors, sub-contractors, and fully operated rental companies shall comply with the current Occupational Safety and Health Administration regulations (OSHA).

Submit all items listed below to the Engineer prior to beginning crane operations involving critical lifts. A critical lift is defined as any lift that exceeds 75 percent of the manufacturer's crane chart capacity for the radius at which the load will be lifted or requires the use of more than one crane. Changes in personnel or equipment must be reported to the Engineer and all applicable items listed below must be updated and submitted prior to continuing with crane operations.

### **Crane Safety Submittal List**

- A. **Competent Person:** Provide the name and qualifications of the "Competent Person" responsible for crane safety and lifting operations. The named competent person will have the responsibility and authority to stop any work activity due to safety concerns.
- B. **Riggers:** Provide the qualifications and experience of the persons responsible for rigging operations. Qualifications and experience should include, but not be limited to,

weight calculations, center of gravity determinations, selection and inspection of sling and rigging equipment, and safe rigging practices.

- C. **Crane Inspections:** Inspection records for all cranes shall be current and readily accessible for review upon request.
- D. **Certifications:** By July 1, 2006, crane operators performing critical lifts shall be certified by NC CCO (National Commission for the Certification of Crane Operators), or satisfactorily complete the Carolinas AGC's Professional Crane Operator's Proficiency Program. Other approved nationally accredited programs will be considered upon request. All crane operators shall also have a current CDL medical card. Submit a list of anticipated critical lifts and corresponding crane operator(s). Include current certification for the type of crane operated (small hydraulic, large hydraulic, small lattice, large lattice) and medical evaluations for each operator.

**CONSTRUCTION OF SUPERSTRUCTURE AT STATION 15+32.00 –L- (Bridge #10)**  
(7/18/06)

Furnish and erect prestressed concrete cored slabs, elastomeric bearings, and all precast concrete parapets on the bridge.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Superstructure at Station 15+32.00 –L- (Bridge #10)....Lump Sum

**CONSTRUCTION OF SUPERSTRUCTURE AT STATION 15+33.00 –L- (Bridge #31)**  
(7/18/06)

Furnish and erect prestressed concrete cored slabs, elastomeric bearings, and all precast concrete parapets on the bridge.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Superstructure at Station 15+33.00 -L- (Bridge #31)...Lump Sum

**CONSTRUCTION OF SUPERSTRUCTURE AT STATION 15+47.38 -L- (Bridge #39)**  
**(7/18/06)**

Furnish and erect prestressed concrete cored slabs, elastomeric bearings, and all precast concrete parapets on the bridge.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Superstructure at Station 15+47.38 -L- (Bridge #39)...Lump Sum

**CONSTRUCTION OF SUPERSTRUCTURE AT STATION 15+69.44 -L- (Bridge #42)**  
**(7/18/06)**

Furnish and erect prestressed concrete cored slabs, elastomeric bearings, and all precast concrete parapets on the bridge.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Superstructure at Station 15+69.44 -L- (Bridge #42)...Lump Sum

**CONSTRUCTION OF SUPERSTRUCTURE AT STATION 15+28.33 -L- (Bridge #46)**  
**(7/18/06)**

Furnish and erect prestressed concrete cored slabs, elastomeric bearings, and all precast concrete parapets on the bridge.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Superstructure at Station 15+28.33 –L- (Bridge #46)...Lump Sum

**CONSTRUCTION OF SUPERSTRUCTURE AT STATION 15+20.00 –L- (Bridge #49)**  
**(7/18/06)**

Furnish and erect prestressed concrete cored slabs, elastomeric bearings, and all precast concrete parapets on the bridge.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Superstructure at Station 15+20.00 –L- (Bridge #49)...Lump Sum

**CONSTRUCTION OF SUBSTRUCTURE AT STATION 15+32.00 –L- (Bridge #10)**  
**(2/14/04)**

Furnish and place all reinforcing steel and concrete necessary to construct all precast end bents and precast bents. Exclude all piles from the pay item.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Substructure at Station 15+32.00 –L- (Bridge #10)...Lump Sum

**CONSTRUCTION OF SUBSTRUCTURE AT STATION 15+33.00 –L- (Bridge #31)**  
**(2/14/04)**

Furnish and place all reinforcing steel and concrete necessary to construct all precast end bents and precast bents. Exclude all piles from the pay item.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Substructure at Station 15+33.00 –L- (Bridge #31)...Lump Sum

**CONSTRUCTION OF SUBSTRUCTURE AT STATION 15+47.38 –L- (Bridge #39)**

(2/14/04)

Furnish and place all reinforcing steel and concrete necessary to construct all precast end bents and precast bents. Exclude all piles from the pay item.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Substructure at Station 15+47.38 –L- (Bridge #39)...Lump Sum

**CONSTRUCTION OF SUBSTRUCTURE AT STATION 15+69.44 –L- (Bridge #42)**

(2/14/04)

Furnish and place all reinforcing steel and concrete necessary to construct all precast end bents and precast bents. Exclude all piles from the pay item.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Substructure at Station 15+69.44 –L- (Bridge #42)...Lump Sum

**CONSTRUCTION OF SUBSTRUCTURE AT STATION 15+28.33 –L- (Bridge #46)**

(2/14/04)

Furnish and place all reinforcing steel and concrete necessary to construct all precast end bents and precast bents. Exclude all piles from the pay item.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Substructure at Station 15+28.33 –L- (Bridge #46)...Lump Sum

**CONSTRUCTION OF SUBSTRUCTURE AT STATION 15+20.00 –L- (Bridge #49)**

(2/14/04)

Furnish and place all reinforcing steel and concrete necessary to construct all precast end bents and precast bents. Exclude all piles from the pay item.

Complete all work in accordance with the contract plans and the Standard Specifications except payment for these items will be as described below.

No measurement will be made for these items. The price and payment below will be full compensation for all items required to complete the work described above.

Payment will be made under:

Construction of Substructure at Station 15+20.00 –L- (Bridge #49)...Lump Sum

**16" COMPOSITE PRESTRESSED CONCRETE PILES** (SPECIAL)

Provide composite piles in accordance with the plans, Section 450 of the Standard Specifications and this special provision.

Use Section 450-9 of the Standard Specifications for Measurement and Payment except revise the pay item name to Linear Feet of "16" Composite Prestressed Concrete Piles."

**51-A****PILE DRIVING ANALYZER****(SPECIAL)****1. General**

PDA testing has been included in this project as a contingency item to diagnose pile driving problems if they arise. PDA testing will not be performed unless a problem installing piles occurs.

This special provision governs driving piles with a pile driving analyzer (PDA) in accordance with the plans and as directed by the Engineer. The PDA test method is described in ASTM D4945, "Standard Test Method for High-Strain Dynamic Testing of Piles". Install piles in accordance with Section 450 of the Standard Specifications and this provision.

Submit the proposed pile driving methods and equipment (Pile Driving Equipment Data Form) in accordance with the Submittal of Working Drawings Special Provision and the Standard Specifications. The Engineer will respond with preliminary approval or rejection of the proposed pile driving methods and equipment within 5 calendar days. Preliminary approval is required before driving piles with a PDA. Notify the Engineer of the pile driving schedule a minimum of 14 calendar days in advance.

Either a PDA Consultant or the NCDOT Geotechnical Engineering Unit, as directed by the Engineer, shall perform PDA testing and analysis. If required, retain a PDA Consultant and submit experience documentation with the proposed pile driving methods and equipment.

The Engineer will determine the number of piles and which piles to be tested with the PDA based upon the subsurface conditions and the pile installation sequence and progress.

The Engineer will complete the review of the proposed pile driving methods and equipment and provide the required driving resistance within 10 calendar days after the Engineer receives the PDA report or the Geotechnical Engineering Unit completes the PDA testing. A PDA report for PDA testing on multiple piles may be required as directed by the Engineer before the 10 day time period begins.

**2. Prequalification and Experience Requirements**

Use a PDA Consultant prequalified by the Contractual Services Unit of the Department for Pile Driving Analyzer work (work code 3060).

Submit documentation that the PDA Consultant has successfully completed at least 5 PDA testing projects within the last 3 years of a scope and complexity similar to that anticipated for this project. Documentation should include the General Contractor and Owner's name and current contact information with descriptions of each past project. Also, submit documentation of experience with PDA manufactured by Pile Dynamics, Inc and the CAse Pile Wave Analysis Program (CAPWAP).

Provide a list of PDA Operators and the Project Engineer that will be assigned to this project. Submit documentation for each PDA Operator verifying employment with the PDA Consultant



and a minimum of 1 year experience in collecting PDA data with past projects of scope and complexity similar to that anticipated for this project. Submit documentation for the Project Engineer verifying employment with the PDA Consultant, registration as professional engineer in North Carolina and a minimum of 5 years experience in PDA testing and analysis with past projects of scope and complexity similar to that anticipated for this project. Documentation should include resumes, references, certifications, project lists, experience descriptions and details, etc.

### **3. Preparation for PDA Testing**

Supply 110 V, 60 Hz, 30 Amp of AC electrical power to operate the PDA equipment. Direct current welders or non-constant power sources are unacceptable.

Provide a suitable shelter to protect the PDA equipment and operator from conditions of sun, water, wind and temperature. The shelter should have a minimum floor size of 6 ft x 6 ft (2 m x 2 m) and a minimum roof height of 8 ft (2.5 m). If necessary, heat or cool the shelter to maintain a temperature between 50 and 85 degrees F (10 and 30 degrees C). Place the shelter within 75 ft (23 m) of the pile such that the PDA cables reach the computer and the operator can clearly observe the pile. The Engineer may waive the shelter requirement if weather conditions allow.

Drill up to a total of 16 bolt holes in either 2 or 4 sides of the pile, as directed by the PDA Consultant or the Engineer, at an approximate distance equal to 3 times the pile diameter below the head of the pile. If the PDA Consultant or the Engineer choose to drill the bolt holes, provide the necessary equipment, tools and assistance to do so. A hammer drill is required for concrete piles and up to 2 hours may be required to drill the holes.

Lift, align and rotate the pile to be tested with the PDA as directed by the PDA Consultant or the Engineer. Place the pile in the leads and template so that the PDA instruments and their accompanying wires will not be damaged.

The PDA Consultant or the Engineer will furnish the PDA measuring instruments and materials for installing the instruments. Attach the PDA instruments as directed by the PDA Consultant or the Engineer after the pile is placed in the leads and the template.

### **4. PDA Testing**

Use only the preliminarily approved pile driving methods and equipment to drive piles with the PDA instruments attached. Drive the pile as directed by the PDA Operator or the Engineer in order to measure the wavespeed of the pile.

Drive the pile to the required bearing capacity and specified tip elevation, if applicable, as shown on the plans or as directed by the PDA Consultant or the Engineer. During pile driving, the PDA will be used to evaluate, including but not limited to, the following: hammer performance, bearing capacity, distribution of soil resistance, pile driving stresses, energy transfer, pile integrity and various soil parameters such as quake and damping.

The PDA Operator or the Engineer may require the Contractor to modify the pile installation procedure during driving as follows:

- Reduce the hammer energy
- Drive deeper or shallower because of variations in the subsurface conditions
- Readjust the transducers
- Realign the pile

The Contractor is responsible in terms of both actual expense and time delays for any damage to the PDA instruments and supporting equipment due to the Contractor's fault or negligence. Replace any damaged equipment at no additional cost to the Department.

### **5. CAPWAP Analysis and PDA Report**

The PDA Consultant shall perform analysis of the PDA raw data with the CAPWAP (version 2006 or later). At a minimum, analysis is required for a hammer blow near the end of initial drive. Additional CAPWAP analysis may be required as determined by the PDA Consultant or the Engineer.

Submit three hard copies and an electronic copy (pdf or jpeg format on CD or DVD) of a PDA report sealed by the Project Engineer within 7 calendar days after field testing is complete. The PDA report shall include but not be limited to the following:

#### **A. Title Sheet**

- NCDOT TIP number and WBS element number
- Project description
- County
- Bridge station number
- Pile location
- Personnel
- Report date

#### **B. Introduction**

#### **C. Site and Subsurface Conditions (including water table elevation)**

#### **D. Pile Details**

- Pile type and length
- Required bearing capacity and factor of safety
- Concrete compressive strength and/or steel pile yield strength
- Pile splice type and locations
- Pile batter
- Installation methods including use of jetting, preaugering, spudding, vibratory hammer, template, barge, etc.

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## E. Driving Details

- Hammer make, model and type
- Hammer and pile cushion type and thickness
- Pile helmet weight
- Hammer efficiency and operation data including fuel settings, bounce chamber pressure, blows per minute, equipment volume and pressure
- Ground or mud line elevation and template reference elevation at the time of driving
- Final pile tip elevation
- Driving resistance (ram stroke, blows per foot (0.3 meter) and set for last 10 hammer blows)

## F. PDA field work details

## G. CAPWAP analysis results

- Table showing percent skin and tip, skin and toe damping, skin and toe quake and match quality

## H. Summary/Conclusions

## I. Attachments

- Boring log(s)
- Pile Driving Equipment Data Form (from Contractor)
- Field pile driving inspection data (from Engineer)
- Accelerometer and strain gauge locations
- Accelerometer and strain gauge serial numbers and calibration information
- PDA hardware model and CAPWAP software version information
- Electronic copy of all PDA raw data and executable CAPWAP input and output files (version 2006 format)

**6. Measurement And Payment**

The complete and accepted PDA testing will be paid for at the unit bid price for "PDA Testing" per each. Include in the unit bid price for "PDA Testing" all costs for providing the PDA, PDA instruments and materials for installing the instruments and recording the dynamic measurements the first time the pile is tested with the PDA. Also include in the unit bid price for "PDA Testing" all costs for performing the CAPWAP analysis on data collected during initial drive and preparing and submitting the PDA report. No payment for "PDA Testing" will be made if the PDA report submitted is incomplete as described in Section 5.0. No payment for "PDA Testing" will be made if the Department performs PDA testing. If the Department does not perform PDA testing, the number of "PDA Testing" per pile will be equal to one.

The complete and accepted PDA assistance will be paid for at the unit bid price for "PDA Assistance" per each. Include in the unit bid price for "PDA Assistance" all costs for PDA preparation and support including all materials, labor, tools, equipment, mobilization and incidentals necessary to complete the work described in this provision excluding the costs for the PDA testing described above. Costs for PDA preparation will not be paid for separately. The number of "PDA Assistance" per pile will be equal to one for each pile tested with the PDA.

The cost of the pile will be paid for separately in accordance with the Standard Specifications and will not be part of these PDA pay items.