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**Revision of Section 502
Piling Bitumen Coating**

Permanent Changes to Project Dated Special Provisions

Revision of Section 502 Piling Bitumen Coating

<u>Date</u>	<u>Author</u>	<u>Description of Change</u>
9/19/90	R. Struckman	Minor changes on punctuation
12/23/91	M. Leonard	Revised subsection reference numbers to correspond with 1991 Standard Specifications Book.
9/20/1999	M.Nord	Converted to Microsoft Word 97 SR-2 Revised the specification references to conform with the <i>1999 Colorado DOT Standard Specifications for Road and Bridge Construction</i> as follows: On page one, changed 502.03 to 502.02 because Steel Piling is now 502.02. On page one, changed 502.12 to 502.11 because Painting Steel Piles is now 502.11. On page two, changed 502.13 to 502.12 because Method of Measurement is now 502.12. On page two, changed 502.14 to 502.13 because Basis of Payment is now 502.13.
04.11.2023	M. Kayen	Revisions to make spec online accessibility-compliant. 5.22.23 Additional accessibility work.

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Revise Section 502 of the Standard Specifications for this project as follows:

Subsection 502.01 shall include the following:

This work shall consist of furnishing and applying bitumen coating and primer to steel pile surfaces as required in the plans and as specified herein.

Subsection 502.02 shall include the following:

- A. Bitumen Coating. Canal Liner Bitumen (ASTM D-2521) shall be used for the bitumen coating and shall have a softening point of 190(F to 200(F, a penetration of 56 to 61 at 25(C, and a ductility at 25(C in excess of 3.5 cm.
- B. Primer. Primer shall conform to the requirements of AASHTO M116.

Subsection 502.11 shall include the following:

All surfaces to be coated with bitumen shall be dry and thoroughly cleaned of dust and loose materials. No primer or bitumen shall be applied in wet weather, nor when the temperature is below 65(F.

Application of the prime coat shall be with a brush or other approved means and in a manner to thoroughly coat the surface of the piling with a continuous film of primer. The purpose of the primer is to provide a suitable bond of the bitumen coating to the pile. The primer shall set thoroughly before the bitumen coating is applied.

The bitumen should be heated to 300(F and applied at a temperature between 200(F to 300(F, by one or more mop coats, or other approved means, to apply an average coating depth of 3/8 inch. Whitewashing of the coating may be required, as deemed necessary by the Engineer, to prevent running and sagging of the asphalt coating prior to driving, during hot weather.

Bitumen coated piles shall be stored immediately after the coating is applied for protection from sunlight and heat. Pile coatings shall not be exposed to damage or contamination during storage, hauling, or handling. Once the bitumen coating has been applied, the Contractor will not be allowed to drag the piles on the ground or to use.

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cable wraps around the pile during handling. Pad eyes, or other suitable devices, shall be attached to the pile to be used for lifting and handling. If necessary, the Contractor shall recoat the piles, at his expense, to comply with these requirements.

A nominal length of pile shall be left uncoated where field splices will be required. After completing the field splice, the splice area shall be brush or mop coated with at least one coat of bitumen.

Subsection 502.12 shall include the following:

Bitumen coating will be measured by the linear foot of coating in place on the pile surfaces. No separate payment will be made for the primer or coating of the splice areas.

Subsection 502.13 shall include the following:

The accepted quantities of bitumen coating will be paid for at the contract unit price per linear foot. The unit price shall be full compensation for furnishing all labor, materials, tools, equipment, and incidentals; and for doing all the work involved in applying the bitumen coating and primer, as shown in the plans, as specified in these specifications, and as directed by the Engineer.

Payment will be made under:

Pay Item	Pay Unit
Bitumen Coating	Linear Foot