PROJECT SPECIAL PROVISIONS

ROADWAY

MILLING ASPHALT PAVEMENT:

The quantity of milled asphalt pavement to be paid for will be the actual number of square yards of pavement surface, which has been milled in accordance with the requirements of the contract. This quantity will also include the milling of irregular areas, intersections, and remilled areas. Where the Project Engineer directs remilling to achieve the final depth, measurement will be made for each cut. The quantity of milled asphalt pavement, measured as provided in Article 607-5 will be paid for at the contract unit price per square yard for the depth milled.

The Contractor for this project shall mill the surface of the outside lanes of NC 107 approximately 4½ inches. After this milling is complete, the Project Engineer will inspect the milled surface for structural distresses. If distresses are found, the Contractor shall mill the distressed areas an additional 3 inches. This additional milling will be paid for at the bid item for 4½ inch milling. The areas of the additional 3-inch milling shall be filled with 3 inches of I19.0B. If no distresses are found after the initial milling or after the additional 3 inch milling is filled, the entire milled surface in the outside lanes shall receive a 3-inch course of I19.0B.

The surface of the inside lanes shall be milled 1½ inches. After this milling is complete, the Project Engineer will inspect the milled surface for structural distresses. If distresses are found, the Contractor shall mill the distressed areas an additional 3 inches. This additional milling will be paid for at the bid item for 4½ inch milling. The areas of the additional 3 inch milling shall be filled with 3 inches of I19.0B.

The center turn lane shall be milled 1½ inches.

There is a pay item in the contract for the removal of the asphalt material from the concrete gutters.

After the mill and fill phase is complete, the entire surface of the roadway including the concrete gutter section shall receive 1½ inches of S9.5B with the exception of the northbound inside lane at the intersection of US 23 Business. This area has shoving of the asphalt material in the inside lane from US 23 Business south for a distance of approximately 0.04 miles. This area of the inside lane at US 23 Business shall be milled 4½ inches. Three inches of I19.0B shall be placed in the milled area and then 1½ inches of S9.5C shall be placed as a surface course.

The elevation of the new surface shall be the same as the existing surface.

The Contractor shall notify the Project Engineer 48 hours prior to milling in the area of any traffic signal loops to allow time for the Traffic Signal Department to make the necessary adjustments to the signals.

DRAINAGE STRUCTURE REPAIR:

Masonry drainage structures that need repair will be paid for under the line item "Drainage Structure Repair." It will be paid for on a per each basis and will consist of removing and replacing any rows of brick that are damaged to a maximum depth of one foot from the top of the existing brick structure. On structures to which these repairs are to be made, resetting the new or existing frame, grate and hood to the proper elevation will be incidental to the above mentioned work. All work performed under this line item shall be in accordance with Section 840 of the Standard Specifications. Any grates, frames, and hoods that are replaced with new grates, frames, and hoods, are the property of the NC Department of Transportation. These items are to be delivered to the NCDOT Jackson County Maintenance Department on NC 116 by the Contractor and stacked per the direction of the Project Engineer.

DRAINAGE STRUCTURE CLEANOUT:

Clean out silt accumulations and other debris from existing drainage structure as directed. Use a cleanout method that does not damage the existing drainage structure. Drainage Structure Clean-out will be measured and paid for as the actual number of structures acceptably cleaned out. Such price and payment will be full compensation for cleaning out existing structures and disposing of all silt and debris.

DRAINAGE:

The Contractor will be responsible for taking necessary measures to prevent water from accumulating on the roadway during the project. This may be accomplished by altering the drainage structures to allow water to enter at a lower level on the drainage structure. The Project Engineer must approve this work. This work will be incidental to the project.

PRICE ADJUSTMENT - ASPHALT BINDER FOR PLANT MIX:
(11-21-00) RR 19

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the *Standard Specifications* as modified herein.

The base price index for asphalt binder for plant mix is $312.14 per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on January 1, 2007.

ASPHALT PAVEMENTS - SUPERPAVE:
(7-18-06) (Rev 9-19-06) RR 31

Revise the *2006 Standard Specifications* as follows:

Page 6-2, Article 600-9 Measurement and Payment

Delete the second paragraph.

Page 6-12, 609-5(C)2(c) add after (AASHTO T 209):

or ASTM D 2041

Page 6-13, last line on page & Page 6-14, Subarticle 609-5(C)(2)(e), delete and substitute the following:

(e) Retained Tensile Strength (TSR) - (AASHTO T 283 Modified), add subarticle (1) Option 1 before the first paragraph.

(1) Option 1

Add subarticle (2) Option 2 and the following sentence as the first sentence of the second paragraph:

(2) Option 2

Mix sampled from truck at plant with one set of specimens prepared by the Contractor and then tested jointly by QA and QC at a mutually agreed upon lab site within the first 7 calendar days after beginning production of each new mix design.

Page 6-28, 610-3(A) Mix Design-General, third sentence of the fourth paragraph:

Substitute 20% for 15%

First, second and third sentences of the fifth paragraph:

Substitute 20% for 15%

Page 6-44, 610-8, third full paragraph, replace the first sentence with the following:

Use the 30 foot minimum length mobile grade reference system or the non-contacting laser or sonar type ski *with at least four referencing stations mounted on the paver at a minimum length of 24 feet* to control the longitudinal profile when placing the initial lanes and all adjacent lanes of all layers, including resurfacing and asphalt in-lays, unless otherwise specified or approved.

Page 6-54, Article 620-4, add the following pay item:

Pay Item	**Pay Unit**
Asphalt Binder for Plant Mix, Grade PG 70-28	Ton

Page 6-69, Table 660-1 **Material Application Rates and Temperatures**, add the following:

Type of Coat	**Grade of Asphalt**	**Asphalt Rate gal/yd^2**	**Application Temperature °F**	**Aggregate Size**	**Aggregate Rate lb./sq. yd. Total**
Sand Seal	CRS-2 or CRS-2P	0.22-0.30	150-175	Blotting Sand	12-15

Page 6-75, 660-9(B), add the following as sub-item (5)

(5) Sand Seal

Place the fully required amount of asphalt material in one application and immediately cover with the seal coat aggregate. Uniformly spread the fully required amount of aggregate in one application and correct all non-uniform areas prior to rolling.

Immediately after the aggregate has been uniformly spread, perform rolling.

When directed, broom excess aggregate material from the surface of the seal coat.

When the sand seal is to be constructed for temporary sealing purposes only and will not be used by traffic, other grades of asphalt material meeting the requirements of Articles 1020-6 and 1020-7 may be used in lieu of the grade of asphalt required by Table 660-1 when approved.

Page 10-41, Table 1012-1, add the following:

Mix Type	Course Aggregate Angularity [(b)] ASTM D5821	Fine Aggregate Angularity % Minimum AASHTO T304 Method A	Sand Equivalent % Minimum AASHTO T176	Flat & Elongated 5:1 Ratio % Maximum ASTM D4791 Section 8.4
S 9.5 D	100/100	45	50	10

Page 10-45, Replace Table 1012-2 with the following:

TABLE 1012-2
NEW SOURCE RAP GRADATION and BINDER TOLERANCES
(Apply Tolerances to Mix Design Data)

Mix Type	0-20% RAP			21-25% RAP			26%+ RAP		
Sieve (mm)	**Base**	**Inter.**	**Surf.**	**Base**	**Inter.**	**Surf.**	**Base**	**Inter.**	**Surf.**
P_b, %		± 0.7%			± 0.4%			± 0.3%	
1 1/2" (37.5)	±10	-	-	±7	-	-	±5	-	-
3/4" (19.0)	±10	±10	-	±7	±7	-	±5	±5	-
1/2" (12.5)	-	±10	±6	-	±7	±3	-	±5	±2
3/8" (9.5)	-	-	±8	-	-	±5	-	-	±4
No. 4 (4.75)	±10	-	±10	±7	-	±7	±5	-	±5
No. 8 (2.36)	±8	±8	±8	±5	±5	±5	±4	±4	±4
No.16 (1.18)	±8	±8	±8	±5	±5	±5	±4	±4	±4
No. 30 (0.600)	±8	±8	±8	±5	±5	±5	±4	±4	±4
No. 50 (0.300)	-	-	±8	-	-	±5	-	-	±4
No. 200 (0.075)	±4	±4	±4	±2	±2	±2	±1.5	±1.5	±1.5

GLASS BEADS:
(7-18-06) RR 35

Revise the *Standard Specifications* as follows:

Page 10-223, 1087-4(C) Gradation & Roundness

Replace the second sentence of the first paragraph with the following:

All Drop-On and Intermixed Glass Beads shall be tested in accordance with ASTM D1155.

Delete the last paragraph.

ASPHALT BINDER CONTENT OF ASPHALT PLANT MIXES:

(1-1-02) RR 43

The approximate asphalt binder content of the asphalt concrete plant mixtures used on this project will be as follows:

Asphalt Concrete Base Course	Type B 25.0__	4.3%
Asphalt Concrete Intermediate Course	Type I 19.0__	4.7%
Asphalt Concrete Surface Course	Type S 4.75A	7.0%
Asphalt Concrete Surface Course	Type SF 9.5A	6.5%
Asphalt Concrete Surface Course	Type S 9.5__	6.0%
Asphalt Concrete Surface Course	Type S 12.5__	5.5%

The actual asphalt binder content will be established during construction by the Engineer within the limits established in the *Standard Specifications.*

RESURFACING EXISTING BRIDGES:

(7-1-95) RR 61

The Contractor's attention is directed to the fact that he will be required to resurface the bridges on this project if directed by the Engineer.

Place the surface so as to follow a grade line set by the Engineer with the minimum thickness as shown on the sketch herein or as directed by the Engineer. State Forces will make all necessary repairs to the bridge floors prior to the time that the Contractor places the proposed surfacing. Give the Engineer at least 15 days notice prior to the expected time to begin operations so that State Forces will have sufficient time to complete their work.

At all bridges that are not to be resurfaced, taper out the proposed resurfacing layer adjacent to the bridges to insure a proper tie-in with the bridge surface.

PAVING INTERSECTIONS, DRIVEWAYS, AND MAILBOX TURNOUTS:

(7-1-95) RR 70

Surface all unpaved intersections back from the edge of the pavement on the main line of the project at least 50 feet. Surface all driveway and mailbox turnouts as directed by the Engineer. The pavement placed in the intersections shall be of the same material and thickness as being used on the main line. Use material to pave driveway and mailbox turnouts that are being used on the project and place it in depths directed by the Engineer.

Resurface all paved intersections back to the ends of the radii, or as directed by the Engineer.

The unpaved intersections, driveways, and mailbox turnouts will be prepared for surfacing by State Forces.

Widen the pavement on curves as directed by the Engineer.

REMOVAL OF EXISTING ASPHALT MATERIAL IN CURB AND GUTTER

11-7-06 SPI

Description

The Contractor shall remove the existing asphalt material covering the concrete curb and gutter within the project limits as directed by the Engineer.

Material

Item	Section
Tack Coat	605

Construction Methods

The Contractor shall remove the asphalt material by any means necessary without causing damage to the existing concrete curb and gutter. The contractor shall utilize equipment and methods that will not cause any section of the curb and gutter to become unstable. All damage caused or instability of the existing curb and gutter due to the Contractors choice of equipment or construction methods shall be repaired to the satisfaction of the Engineer at no cost to the Department.

The concrete surface shall be cleaned and tack coated prior to placing the final surface course as directed by the Engineer.

Measurement and Payment

Removal of Existing Asphalt Material in Curb and Gutter shall be measured in its original position and paid in square yards. Payment includes removing and disposing the existing asphalt material, cleaning the existing concrete surface, and tack coating the concrete gutter in preparation for the asphalt surface course.

Payment will be made under:

Pay Item	Pay Unit
Removal of Existing Asphalt Material in Curb and Gutter	Square Yard

ADJUSTMENT OF MANHOLES, METER BOXES, AND VALVE BOXES:

(7-1-95) RR 103

The Contractor's attention is directed to Article 858-3 of the *Standard Specifications*. Cast iron or steel fittings will not be permitted for the adjustment of manholes, meter boxes, and valve boxes on this project.

RETROFITTING WHEELCHAIR RAMPS WITH DETECTABLE WARNINGS (Raised Truncated Domes):

(10-21-03) (Rev.7-18-06) RR 105

Description

This work shall consist of retrofitting existing concrete wheelchair ramps with detectable warnings in accordance with the details, *Standard Specifications* and these provisions.

Materials

Detectable warnings and truncated domes shall be in accordance with Article 848-2 of the *Standard Specifications* for paving blocks or stamped concrete.

Construction Methods

Place detectable warnings and truncated domes in accordance with Section 848-3 of the *Standard Specifications*. Sawcut to the full depth of the concrete and adjust the existing subgrade to the proper grade prior to placing concrete to be stamped or installing paving blocks. The detectable warnings shall have the same or nearly the same contrast as the existing ramp.

Measurement and Payment

Retrofit Existing Wheelchair Ramps will be measured and paid for as the actual number of retrofitted wheelchair ramps, which have been completed and accepted. Such price and payment will be full compensation for excavation and backfilling; sawing, repairing and/or replacing the existing sidewalk or curbs within the pay limits for retrofit shown on the detail; pavement repairs; furnishing and placing detectable warnings, construction joints and removal and disposal of existing sidewalk and curb and gutter when required and for all materials labor, equipment, tools and incidentals necessary to complete the work.

Payment will be made under:

Pay Item	Pay Unit
Retrofit Existing Wheelchair Ramp	Each

AGGREGATE PRODUCTION:

(11-20-01) (Rev. 11-21-06) RR 109

Provide aggregate from a producer who uses the current Aggregate Quality Control/Quality Assurance Program which is in effect at the time of shipment.

No price adjustment is allowed to contractors or producers who use the program. Participation in the program does not relieve the producer of the responsibility of complying with all requirements of the *Standard Specifications*. Copies of this procedure are available upon request from the Materials and Test Unit.

CHANGEABLE MESSAGE SIGNS
(11-21-06) RR 111

Revise the *2006 Standard Specifications* as follows:

Page 11-9, Article 1120-3, Replace the 3rd sentence with the following:

Sign operator will adjust flash rate so that no more than two messages will be displayed and be legible to a driver when approaching the sign at the posted speed.

CONCRETE BRICK AND BLOCK PRODUCTION:
(11-20-01) (Rev. 11-21-06) RR 112

Provide concrete brick and block from a producer who uses the current Solid Concrete Masonry Brick/Unit Quality Control/Quality Assurance Program that is in effect on the date that material is received on the project.

No price adjustment is allowed to contractors or producers who use the program. Participation in the program does not relieve the producer of the responsibility of complying with all requirements of the *Standard Specifications*. Copies of this procedure are available upon request from the Materials and Test Unit.

REMOVAL OF EXISTING PAVEMENT MARKERS:
(7-1-95) RR 118

The Contractor's attention is directed to the fact that there are pavement markers on this project.

Remove and dispose of these markers prior to the paving operation.

No direct payment will be made for this work, as it will be incidental to the paving operation and payment at the contract unit price for the various asphalt items in the contract will be full compensation for such work.

PAVEMENT MARKING LINES MEASUREMENT AND PAYMENT:
(11-21-06) RR 120

Revise the *2006 Standard Specifications* as follows:

Page 12-14, Subarticle 1205-10, delete the first sentence of the first paragraph and replace with the following:

Pavement Marking Lines will be measured and paid for as the actual number of linear feet of pavement marking lines per application that has been satisfactorily placed and accepted by the Engineer.