

PROJECT SPECIAL PROVISIONS

ROADWAY

SHOULDER RECONSTRUCTION:

The Contractor shall place ABC (M) along the completed edge of pavement and construct shoulders as shown on the sketch map and/or as directed by the Engineer. The area shall be backfilled and compacted to the satisfaction of the Engineer.

The ABC (M) shall meet the requirements of Section 1005 in the *2012 Standard Specifications*.

This work shall be defined as “Shoulder Reconstruction” and the quantity of such work to be paid for will be the actual number of shoulder miles which have been constructed. Measurement will be made along the edge of each shoulder. Measurement will be made to the nearest 0.01 of a mile.

The quantity of shoulder reconstruction measured as provided above, will be paid for at the contract unit price per shoulder mile for *Shoulder Reconstruction*.

Payment will be made under:

Pay Item	Pay Unit
Shoulder Reconstruction	Shoulder Mile

SHOULDER WEDGE:

(9-20-11) (Rev. 1-17-12)

610

R6 R03

Revise the *2012 Standard Specifications* as follows:

Page 6-26, Section 610-8, add the following after line 43:

Attach a device, mounted on screed of paving equipment, capable of constructing a shoulder wedge with an angle of not more than 30 degrees along the outside edge of the roadway, measured from the horizontal plane in place after final compaction on the final surface course. Use an approved mechanical device or a device provided by the Department which will form the asphalt mixture to produce a wedge with uniform texture, shape and density while automatically adjusting to varying heights. If the device is provided by the Department, then the Contractor shall return the device to the Engineer after completion of all shoulder wedge construction.

Payment for use of this device will be incidental to the other pay items in the contract.

ASPHALT BINDER CONTENT OF ASPHALT PLANT MIXES:

(11-21-00) (Rev. 7-19-11)

609

R6 R15

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	4.4%
Asphalt Concrete Intermediate Course	Type I 19.0	4.8%
Asphalt Concrete Surface Course	Type S 4.75A	6.8%
Asphalt Concrete Surface Course	Type SF 9.5A	6.7%
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 *2012 Standard Specifications*.

ASPHALT PLANT MIXTURES:

(7-1-95)

609

R6 R20

Place asphalt concrete base course material in trench sections with asphalt pavement spreaders made for the purpose or with other equipment approved by the Engineer.

PRICE ADJUSTMENT - ASPHALT BINDER FOR PLANT MIX:

(11-21-00)

620

R6 R25

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the *2012 Standard Specifications*.

The base price index for asphalt binder for plant mix is \$ **588.21** per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on **December 1, 2011**.

FINAL SURFACE TESTING (Not Required):

(5-18-04) (Rev. 1-17-12)

610

R6 R45

Final surface testing is not required on this project.

RESURFACING EXISTING BRIDGES:

(7-1-95)

R6 R61

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)

610

R6 R70

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.

TRENCHING FOR INTERMEDIATE COURSE:

(7-1-95) (Rev. 1-17-12)

610

R6 R79 B

Perform all trenching necessary to place the asphalt concrete intermediate course widening in accordance with the typical sections, at locations shown on the sketch maps, and as directed by the Engineer.

Perform the trenching for the intermediate course on the same day that the intermediate course is to be placed. If the intermediate course cannot be placed on the same day the trench section is excavated, backfill the trench with earth material and compact it to the satisfaction of the Engineer. Once the trench is open, perform backfilling and re-opening of the trench at no cost to the Department.

The Contractor will be restricted to widening one side of the project at a time unless otherwise permitted by the Engineer. In widening, operate equipment and conduct operations in the same direction as the flow of traffic.

Density tests may be taken every 2,000 feet in the widened areas as directed by the Engineer. Shape and compact the subgrade in the widened areas to the satisfaction of the Engineer. Compact the asphalt concrete intermediate course in the widened areas in accordance with the provisions of Article 610-9 of the *2012 Standard Specifications*.

Place the excavated material from trenching operation on the adjacent shoulder area as directed by the Engineer. Cut adequate weep holes in the excavated material to provide for adequate drainage as directed by the Engineer. Remove all excavated material from all drives to provide ingress and egress to abutting properties and from in front of mailboxes and paper boxes. Saw a neat edge and remove all asphalt and/or concrete driveways, and existing asphalt widening, as directed by the Engineer, to the width of the widening and dispose of any excavated concrete or asphalt materials. Properly reconnect driveways.

Upon completion of the paving operation, backfill the trench to the satisfaction of the Engineer. Properly dispose of any excess material remaining after this operation.

No direct payment will be made for trenching, sawing, and removal of driveways, depositing material on shoulder area, backfilling trench, or removal of spoil material, as the cost of this work shall be included in the bid unit price per ton for *Asphalt Concrete Intermediate Course*, Type ____.

GUARDRAIL ANCHOR UNITS, TYPE 350:

(4-20-04) (Rev. 8-16-11)

862

R8 R65

Description

Furnish and install guardrail anchor units in accordance with the details in the plans, the applicable requirements of Section 862 of the *2012 Standard Specifications*, and at locations shown in the plans.

Materials

The Contractor may at his option, furnish any one of the guardrail anchor units or approved equal.

Guardrail anchor unit (ET-Plus) as manufactured by:

Trinity Industries, Inc.
2525 N. Stemmons Freeway
Dallas, Texas 75207
Telephone: 800-644-7976

The guardrail anchor unit (SKT 350) as manufactured by:

Road Systems, Inc.
3616 Old Howard County Airport
Big Spring, Texas 79720
Telephone: 915-263-2435

Prior to installation the Contractor shall submit to the Engineer:

- (A) FHWA acceptance letter for each guardrail anchor unit certifying it meets the requirements of NCHRP Report 350, Test Level 3, in accordance with Article 106-2 of the *2012 Standard Specifications*.
- (B) Certified working drawings and assembling instructions from the manufacturer for each guardrail anchor unit in accordance with Article 105-2 of the *2012 Standard Specifications*.

No modifications shall be made to the guardrail anchor unit without the express written permission from the manufacturer. Perform installation in accordance with the details in the plans, and details and assembling instructions furnished by the manufacturer.

Construction Methods

Guardrail end delineation is required on all approach and trailing end sections for both temporary and permanent installations. Guardrail end delineation consists of yellow reflective sheeting applied to the entire end section of the guardrail in accordance with Article 1088-3 of the *2012 Standard Specifications* and is incidental to the cost of the guardrail anchor unit.

Measurement and Payment

Measurement and payment will be made in accordance with Article 862-6 of the *2012 Standard Specifications*.

Payment will be made under:

Pay Item Guardrail Anchor Units, Type 350	Pay Unit Each
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REPLACE CONCRETE APRONS AT D.I.

Description

The work covered by this provision consists of removing and disposing of existing concrete apron at drop inlets, excavation and foundation conditioning for new apron, forming new apron and placing of concrete as directed by the Engineer.

Construction Methods

Perform the work in accordance with Section 825 of the *Standard Specifications*, Roadway Standard Drawing 840.17 and as directed by the Engineer. Concrete shall be at least 2500psi.

Measurement and Payment

Replace Concrete Apron will be measured and paid for per each concrete apron replaced to the satisfaction of the Engineer. The above price and payment will be full compensation for all work covered by this provision including but not limited to concrete, excavation and foundation conditioning for the new apron, removing the existing concrete apron and disposal of any excess material and all labor, material and incidentals necessary to satisfactorily complete the work.

Payment will be made under:

Pay Item Replace Concrete Apron	Pay Unit Each
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CLEAN AND CRACK SEAL CONCRETE AT D.I.

Description

The work covered by this provision consists of cleaning the surface and sealing existing cracks with sealant Type 2, PS/AR (hot-poured rubber asphalt) at location as directed by the engineer.

Materials

Sealant Type 2, (hot-poured rubber asphalt) meeting the requirements of Article 1020-2 of the Standard Specifications.

Construction Methods

The contractor may use any approved method to remove any vegetation, dirt, dampness and loose material from the surface of D.I. by either mechanical or manual means to the satisfaction of the engineer. Apply the sealant to the areas as directed by the engineer. Remove any excess sealant.

Do not apply the PS/AR sealant when the surface temperature is below 32 degrees.

Measurement and Payment

Seal Existing Drop Inlet will be measured and paid for under each for the actual number of drop inlets sealed to the satisfaction of the Engineer. The above price and payment will be full compensation for all work required to seal the cracks in drop inlets, including but not limited to supplying sealant, the removal of foreign material from surface, cleaning and sealing.

Pay Item	Pay Unit
Seal Existing Drop Inlet	Each