

PROJECT SPECIAL PROVISIONS**ROADWAY****COMPREHESIVE GRADING (FOR I-40/85 WB.SB OFF RAMP TO NC 87 ONLY):**

The provisions of Section 226 of the Standard Specifications shall apply with the following:

“Comprehensive Grading” shall include the removal, loading, hauling and stockpiling of Aggregate Base Course a total of approximately 4 inches in depth; and compaction of the remaining Aggregate Base Course.

The Contractor shall haul and stockpile the Aggregate Base Course at “333 Prison Camp Road, in Alamance”. **The Contractor must give 48 hours notice prior to stockpiling this material at the above site.**

Payment for this work will be made at the lump sum contract unit price for “Comprehensive Grading”. It will be considered full compensation for all above listed work.

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 \$350.35 per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on November 1, 2006.

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		
	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

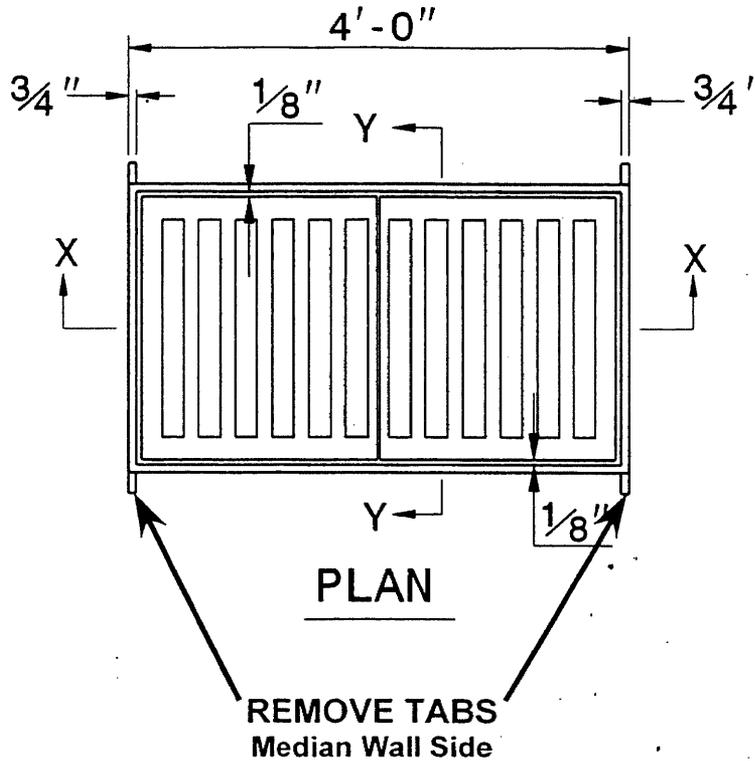
The Contractor's attention is directed to the fact that he will be required to resurface the bridges on this project if directed by the Engineer.

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.

ADJUSTMENT OF GRATES AND/OR FRAMES ON DROP INLETS:

The adjustment of drop inlets shall be in accordance with Section 858 of the 2006 Standard Specifications. Additionally, the Contractor may be required to modify the frame by cutting off tabs as shown below when adjusting the frame in the direction of the wall.



The Engineer will determine if adjustments are necessary at each location. The Contractor may obtain a new Grate/Frame from the Maintenance Department if an existing Grate/Frame is broken.

ADJUSTMENT OF GRATES ON DROP INLETS AT MEDIAN WALL

STATION	PROPOSED ADJUSTMENT TOWARD	TRAVEL DIRECTION
14+72	ROADWAY	WB
26+75	ROADWAY	WB
31+40	WALL	WB
36+23	WALL	WB
41+47	ROADWAY	WB
81+78	ROADWAY	WB
130+62	WALL	WB
15+19	WALL	EB
24+94	WALL	EB
34+48	ROADWAY	EB
42+09	ROADWAY	EB
46+93	ROADWAY	EB
49+81	ROADWAY	EB

ADJUSTMENT OF GRATES ON DROP INLETS AT MEDIAN WALL

STATION	PROPOSED ADJUSTMENT TOWARD	TRAVEL DIRECTION
55+33	ROADWAY	EB
66+48	WALL	EB
72+77	ROADWAY	EB
75+17	ROADWAY	EB
88+82	ROADWAY	EB
93+41	ROADWAY	EB
102+35	ROADWAY	EB
131+82	ROADWAY	EB
134+25	ROADWAY	EB - NOTE: 2 COURSE OF BRICK
138+41	WALL	EB

ADJUSTMENT OF GRATES ON DROP INLETS AT EXPRESSWAY
GUTTER

STATION	PROPOSED ADJUSTMENT TOWARD	TRAVEL DIRECTION
49+75	ROADWAY	EB/NB

PAYMENT WILL BE MADE UNDER:

PAY ITEM	PAY UNIT
ADJUSTMENT OF GRATES AND/OR FRAMES ON DROP INLETS	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.

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.

INDUCTIVE DETECTION LOOPS AND LEAD - IN CABLE FOR DEEP CUT INSTALLATION DURING A MILLING OPERATION:

The installation of inductive detection loops and lead-in cable shall be in accordance with Section 1725 & 1726 of the 2006 Standard Specifications and the following provisions.

The Contractor is to notify the Engineer Forty-Eight (48) hours in advance of this operation before interfering with the existing Signal Loops.

Loops are to be installed prior to the milling operation. Loops will be installed using the deep cut installation as shown on the Standard Drawing and in conjunction with Standard Drawing 1725. The Contractor should note that the details of loop wire at pavement edge as noted on Standard Drawing 1725.01 sheet 2 of 3 **must be followed**. If the loop is cut during the milling operation the Contractor will be required to reinstall the loop wire at his cost.

Compliance with the correct saw cut and correct installation of backer rod to hold the loop wire in the bottom of the saw cut is imperative to insure milling does not damage the loop wire. Avoid excessive use of backer rod as it may encapsulate the loop wires.

Loops shall be fully functional before and after the milling operation. All loops should be fully functional prior to the final layer of surface course and before final acceptance of the project.

To Be Used on the following Ramps Only:

- 1-40 EB Off Ramp to NC 87**
- 1-40 EB Off Ramp to NC 54**
- 1-40 WB Off Ramp to NC 54**
- 1-40 WB Off Ramp to NC 87**

Note: Section 1725, Article 1725-2 refers to Article 1098-7. The correct Article is 1098-8.
Section 1726, Article 1726-2 refers to Article 1098-8. The correct Article is 1098-9

Measurement and Payment

Measurement and payment will be made as noted in the 2006 Standard Specifications, Section 1725 and Section 1726.

Pay Item

Inductive Loop Sawcut
Lead - In Cable

LF
LF