

**PROJECT SPECIAL PROVISIONS**  
ROADWAY

1-15-02

RR01

**FINAL ACCEPTANCE AND FOURTEEN DAY OBSERVATION PERIOD:**

7-1-95

Upon completion of construction on each map, a fourteen (14) day observation period is required before acceptance. During the 14-day period warrant the resurfaced area against failure.

No payment will be made for replacing failed pavement, as the cost of same will be considered incidental to the work initially paid for under the various items in the contract.

Completion and final acceptance of the project is contingent upon successful completion of the Observation Period. The observation period will be considered a part of the work required to be completed by the final completion date specified herein.

RR13

**PRICE ADJUSTMENT - ASPHALT BINDER FOR PLANT MIX:**

11-21-00

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 \$247.81 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, 2005.

RR19

**INCIDENTAL STONE BASE:**

7-1-95

Description:

Place incidental stone base on driveways, mailboxes, etc. immediately after paving and do not have the paving operations exceed stone base placement by more than one week without written permission of the Engineer.

Materials and Construction:

Provide and place incidental stone base in accordance with the requirements of Section 545 of the Standard Specifications.

Method of Measurement:

Measurement will be in accordance with Article 545-6 of the Standard Specifications.

Basis of Payment:

Payment will be in accordance with Article 545-7 of the Standard Specification at the contract unit price per ton for "Incidental Stone Base".

RR28

Payment will be made under:

Incidental Stone Base ..... Ton

**ASPHALT PAVEMENTS - SUPERPAVE**

**05-17-05**  
**Rev. 08-02-05**

Revise the 2002 *Standard Specifications* as follows:

**PRIME COAT**

Page 6-2, **Article 600-9**

Delete the first paragraph and substitute the following:

The quantity of prime coat to be paid will be the number of gallons (liters) of prime coat material that has been satisfactorily placed on the roadway. Each distributor load of prime coat material delivered and utilized on the project will be measured. Deductions will be made from each measured tank of material for all material placed on the roadway that exceeds the application rate established by the Engineer by more that 0.03 gallons per square yard (0.14 liters per square meter)

**ASPHALT TACK COAT**

Page 6-4, **Article 605-8**

Insert the following after paragraph one.

Take necessary precautions to limit the tracking and/or accumulation of tack coat material on either existing or newly constructed pavements. Excessive accumulation of tack may require corrective measures.

**FIELD VERIFICATION AND JOB MIX FORMULA ADJUSTMENTS**

Page 6-7, **Article 609-4**

Delete the first paragraph and substitute the following:

Conduct field verification of the mix at each plant within 30 calendar days prior to initial production of each mix design, when required by the Allowable Mix Adjustment Policy and when directed as deemed necessary.

Page 6-8, **Article 609-4**

Delete the first paragraph and substitute the following:

Retain records of these calibrations and mix verification tests, including Superpave Gyratory Compactor (SGC) printouts, at the QC laboratory. In addition, furnish copies, including SGC printouts, to the Engineer for review and approval within one working day after beginning production of the mix.

Page 6-8, **Article 609-4**

Add the following sentence at the end of the last paragraph:

Any mix produced that is not verified may be assessed a price reduction at the Engineer's discretion in addition to any reduction in pay due to mix and/or density deficiencies.

Quality control minimum sampling and testing schedule:

Page 6-8, **Subarticle 609-5(A)**

Delete the second sentence in the fourth paragraph and substitute the following:

This person is responsible for monitoring all roadway paving operations and all quality control processes and activities, to include stopping production or implementing corrective measures when warranted.

Page 6-9, **Subarticle 609-5(C)1**

Delete the second sentence in the second paragraph and substitute the following:

Retain the QC compacted volumetric test specimens for 5 calendar days, commencing the day the specimens are prepared.

Page 6-9, **Subarticle 609-5(C)2**

At the bottom of this page, delete the sentence directly above the Accumulative Production Increment and substitute the following:

Sample and test the completed mixture from each mix design at the following minimum frequency during mix production:

Page 6-10, **Subarticle 609-5(C)2**

In the first full paragraph on this page, add to the reference AASHTO T 168 “Modified”

Revise Items B, C, D and E on this page as follows:

- B. Gradation on Recovered Blended Aggregate from Mix Sample (AASHTO T 30 Modified) Grade on all sieves specified on JMF
- C. Maximum Specific Gravity (AASHTO T 209 or ASTM D 2041), optional (ASTM D 6857)
- D. Bulk Specific Gravity of Compacted Specimens (AASHTO T166), optional (ASTM D 6752), Average of 3 specimens at  $N_{des}$  gyrations (AASHTO T 312)
- E. Air Voids (VTM) (AASHTO T 269), Average of 3 specimens at  $N_{des}$  gyrations

Page 6-11, **Subarticle 609-5(C)2**

At the top of this page, delete Item B.,” Reclaimed Asphalt Pavement...” and substitute the following:

- B. Reclaimed Asphalt Pavement (RAP) Binder Content and Gradation (AASHTO T 308 Modified or T 164 and AASHTO T 30 Modified) (sampled from stockpiles or cold feed system at beginning of production and weekly thereafter). Have RAP approved for use in accordance with Article 1012-1(G). (Split Sample Required)

Page 6-11, **Subarticle 609-5(C)2**

Insert the following sampling and testing at the end of this Subarticle:

- F. Uncompacted Void Content of Fine Aggregate, AASHTO T 304, Method A (natural sand only). Performed at Mix Design and when directed as deemed necessary. (Split Sample Required)
- G. Reclaimed Asphalt Shingle Material (RAS) Binder Content and Gradation (AASHTO T 308 Modified or T 164 and AASHTO T 30 Modified) (sampled from stockpiles or cold feed system at beginning of production and weekly thereafter). Have RAS approved for use in accordance with Article 1012-1(F). (Split Sample Required)

**CONTROL CHARTS**Page 6-11, **Subarticle 609-5(C)3**

Delete the first paragraph and substitute the following:

Maintain standardized control charts furnished by the Department at the field laboratory. For mix incorporated into the project, record full test series data from all regularly scheduled random samples or directed samples which replace regularly scheduled random samples, on control charts the same day the tests are obtained.

In addition, partial test series results obtained due to reasons outlined in Subarticle 609-5(C)2 will be reported to Quality Assurance personnel on the proper forms, but will not be plotted on the control charts.

Page 6-12, **Subarticle 609-5(C)3**

Delete item 3 in the list below the second full paragraph and substitute the following:

3. If failure to stop production after two consecutive moving averages exceed the warning limits occurs, but production does stop at a subsequent time, re-establish a new moving average beginning at the actual production stop point.

Page 6-12, **Subarticle 609-5(C)3**

Delete the first and second sentence in the third full paragraph and substitute the following:

In addition, re-establish the moving averages for all mix properties.

**CONTROL LIMITS**

Page 6-12, **Subarticle 609-5(C) 4**

At the bottom of this page, delete the table and substitute the following:

**CONTROL LIMITS**

| Mix Control Criteria                       | Target Source    | Warning Limit | Moving Average Limit | Individual Limit |
|--|------------------|---------------|----------------------|------------------|
| 2.36mm Sieve                               | JMF              | ±4.0 %        | ±5.0 %               | ±8.0 %           |
| 0.075mm Sieve                              | JMF              | ±1.5 %        | ±2.0 %               | ±2.5 %           |
| Binder Content                             | JMF              | ±0.3 %        | ±0.5 %               | ±0.7 %           |
| VTM @ N <sub>des</sub>                     | JMF              | ±1.0 %        | ±1.5 %               | ±2.0 %           |
| VMA @ N <sub>des</sub>                     | Min. Spec. Limit | -0.5%         | -0.8%                | -1.0%            |
| P <sub>0.075</sub> / P <sub>be</sub> Ratio | Max. Spec. Limit | 0.0           | N/A                  | +0.4%            |
| %G <sub>mm</sub> @ N <sub>ini</sub>        | Max. Spec. Limit | N/A           | N/A                  | +2.0%            |
| TSR  | Min. Spec. Limit | N/A           | N/A                  | -15.0%           |

Allowable Retesting for Mix Deficiencies:

Page 6-14, **Subarticle 609-5C(7)**

In the first paragraph, insert the following as the fourth sentence:

The Contractor under the supervision of the Department’s QA personnel will perform these retests.

## FIELD COMPACTION QUALITY CONTROL

Page 6-15, **Subarticle 609-5(D)1**

In the last sentence of the third paragraph of this subarticle, insert the wording “and wedging as shown in the HMA/QMS Manual, “ after the wording “temporary pavements”

Delete the first and second sentences in the fourth paragraph and substitute the following:

Base and intermediate mix types (surface mixes not included) utilized for pavement widening of less than 4.0 feet and all mix types used in tapers, irregular areas and intersections (excluding full width travel lanes of uniform thickness), will not be subject to the sampling and testing frequency specified above provided the pavement is compacted using approved equipment and procedures. However, the Engineer may require occasional density sampling and testing to evaluate the compaction process.

Page 6-16, **Subarticle 609-5(D)1**

Delete item number 2 at the top of this page. Item number 3 should be re-numbered as 2 after the specified deletion.

## Pavement Samples (Cores)

Page 6-16, **Subarticle 609-5(D)2**

In the first paragraph, delete the second sentence and insert the following as the last sentence in that paragraph:

The use of a separator medium beneath the layer to be tested is prohibited.

## LIMITED PRODUCTION PROCEDURE

Page 6-17, **Subarticle 609-5(D) 5**

Delete the first paragraph and substitute the following:

Proceed on limited production when, for the same mix type, one of the following items occur:

- (1) Two consecutive failing lots, excluding lots representing an individual resurfacing map or portion thereof.
- (2) Three consecutive failing lots, with each lot representing an individual resurfacing map or portion thereof.
- (3) Two consecutive failing nuclear control strips.

Pavement within each construction category (New and Other), as defined in Article 610-13, and pavement placed simultaneously by multiple paving crews will be evaluated independently for limited production purposes.

Delete the first sentence in the last paragraph and substitute the following:

If the Contractor does not operate by the limited production procedures as specified above, the two consecutive failing density lots, three consecutive failing lots with each lot representing an individual resurfacing map or portion thereof, or two consecutive failing nuclear control strips, whichever is applicable, and all mix produced thereafter will be considered unacceptable. Remove this material and replace with material that complies with the Specifications, unless otherwise approved.

#### DOCUMENTATION (RECORDS)

Page 6-18, **Subarticle 609-5(E)**

Delete the third and fourth sentence in the first full paragraph and substitute the following:

Maintain all QC records, forms and equipment calibrations for a minimum of 3 years from their completion date.

Delete the second full paragraph and substitute the following:

Falsification of test results, documentation of observations, records of inspection, adjustments to the process, discarding of samples and/or test results, or any other deliberate misrepresentation of the facts will result in the revocation of the applicable person's QMS certification. The Engineer will determine acceptability of the mix and/or pavement represented by the falsified results or documentation. If the mix and/or pavement in question is determined to be acceptable, the Engineer may allow the mix to remain in place at no pay for the mix, asphalt binder and other mix components. If the mix and/or pavement represented by the falsified results is determined not to be acceptable, remove and replace with mix, which complies with the Specifications. Payment will be made for the actual quantities of materials required to replace the falsified quantities, not to exceed the original amounts.

#### QUALITY ASSURANCE

Page 6-18, **Article 609-6**

In Item 1 under Plant Mix Quality Assurance, substitute "5 percent" for "10 percent".

In Item 2 under Plant Mix Quality Assurance, substitute "sampling and testing procedures" for "tests".

In Item 4 under Plant Mix Quality Assurance, add "for that increment" after the word "sample".

In Item 5 under Plant Mix Quality Assurance, add "at a frequency equal to or greater than 10 percent of the QC sample frequency"; or

Insert the following after Item 5 under Plant Mix Quality Assurance:

6. By any combination of the above.

Delete the paragraph below Plant Mix Quality Assurance, and replace with the following:

The Engineer will conduct assurance tests on both split QC samples taken by the Contractor and verification samples taken by the Department. These samples may be the regular quality control samples or a sample selected by the Engineer from any location in the process or verification samples taken at random by the Department. The frequency will be equal to or greater than 5 percent of that required of the Contractor as stated in Subarticle 609-5(C)2. The Engineer may select any or all samples for assurance testing.

In Item 1 under Density Quality Assurance, delete the wording at the end of the sentence “at a frequency equal to or greater than 10 percent of the frequency required of the Contractor”.

In Item 3 under Density Quality Assurance, substitute 5 percent for 10 percent.

Page 6-19, **Article 609-6**

In Item 4 under Density Quality Assurance, add “at a frequency equal to or greater than 10 percent of the QC sample frequency.”

Insert the following after Item 4 under Density Quality Assurance:

- 5. By periodically directing the recalculation of random numbers for the Quality Control core or nuclear density test locations. The original QC test locations may be tested by QA and evaluated as verification tests.

LIMITS OF PRECISION

Page 6-19, **Article 609-6**

In the limits of precision table, delete the last three rows and substitute the following:

QA retest of prepared QC Gyratory Compacted

|                               |                       |
|-------------------------------|-----------------------|
| Volumetric Specimens          | ± 0.015               |
| Retest of QC Core Sample      | ± 1.2% (% Compaction) |
| Comparison of QA Core Sample  | ± 2.0% (% Compaction) |
| QA Verification Core Sample   | ± 2.0% (% Compaction) |
| Nuclear Comparison of QC Test | ± 2.0% (% Compaction) |
| QA Nuclear Verification Test  | ± 2.0% (% Compaction) |

Delete the first paragraph below the Limits of Precision table and insert the following two paragraphs.

The Engineer will immediately investigate the reason for differences if any of the following occur:

- 1. QA test results of QC split sample does not meet above limits of precision, or



2. QA test results of QC split sample does not meet the individual test control limits or the specification requirements, or
3. QA verification sample test results exceed the allowable retesting tolerances.

If the potential for a pavement failure exists, the Engineer may suspend production, wholly or in part, in accordance with the requirements of Article 108-7 while the investigation is in progress. The Engineer's investigation may include, but not be limited to the following:

1. Joint testing of any remaining split samples
2. Review and observation of the QC technician's sampling and testing procedures,
3. Evaluation and calibration of QC testing equipment, and/or
4. Comparison testing of other retained qualify control samples, and/or additional density core samples.

In the third sentence of the second paragraph below the limits of precision table, insert "or verification test results" after "quality assurance test results".

#### ASPHALT CONCRETE PLANT MIX PAVEMENTS – DESCRIPTION

Page 6-20, **Article 610-1**

Insert the following after the last paragraph:

A high frequency of asphalt plant mix, density, or mix and density deficiencies occurring over an extended duration of time may result in future asphalt, which is represented by mix and/or density test results not in compliance with minimum specification requirements, being excluded from acceptance at an adjusted contract unit price in accordance with Article 105-3. This acceptance process may apply to all asphalt produced and /or placed and may continue until the Engineer determines a history of quality asphalt production and placement is reestablished.

#### MATERIALS

Page 6-21, **Article 610-2**

Delete reference of Anti-strip additive (chemical) to **Article 1020-2** and substitute **Article 1020-8**.

#### COMPOSITION OF MIXTURES (MIX DESIGN AND JOB MIX FORMULA)

Page 6-21, **Subarticle 610-3(A)**

At the end of the second paragraph, add the following sentence:

In addition, submit Superpave gyratory compactor printouts for all specimens compacted at  $N_{des}$  and  $N_{max}$  during the mix design process.

Insert the following paragraph after the second paragraph:

For the final surface layer of the specified mix type, use a mix design with an aggregate blend gradation above the maximum density line on the 2.36 mm and larger sieves.

Insert the following at the end of the third paragraph:

When the percent of binder contributed from RAS or a combination of RAS and RAP exceeds 20 percent of the total binder in the completed mix, the virgin binder PG grade shall be one grade below (both high and low temperature grade) the binder grade specified in Table 610-2 for the mix type.

Delete the fourth paragraph and substitute the following:

For Type S 12.5D mixes, the maximum percentage of reclaimed asphalt material is limited to 15% and shall be produced using virgin asphalt binder grade PG 76-22. For all other recycled mix types, when the percentage of RAP is 15 percent or less of the total mixture, the virgin binder PG grade shall be as specified in Table 610-2 for the specified mix type. When the percentage of RAP is greater than 15 but not more than 25 percent of the total mixture, the virgin binder PG grade shall be one grade below (both high and low temperature grade) the specified grade for the mix type. When the percentage of RAP is greater than 25 percent of the total mixture, the Engineer will establish and approve the asphalt binder grade.

Page 6-22, **Subarticle 610-3(A)**

Insert the following sentence at the end of the Item 4:

If natural sand is utilized in the proposed mix design, determine and report the Uncompacted Void Content of the natural sand in accordance with AASHTO T-304, Method A.

Page 6-23, **Subarticle 610-3(A)**

Under the quantities of mix components insert the following sentence:

When requested by the Engineer, submit to the Department's Materials and Tests Unit, in Raleigh, six (6) Superpave Gyrotory Compactor specimens compacted to a height of 75 mm and to a void content (VTM) of 4.0% +/- 0.5% for performance rut testing with the Asphalt Pavement Analyzer.

JOB MIX FORMULA

Page 6-24, **Subarticle 610-3(C)**

Delete Table 610-1 and associated notes. Substitute the following:

**TABLE 610-1  
SUPERPAVE AGGREGATE GRADATION DESIGN CRITERIA**

| Standard<br>d  | Percent Passing Criteria (Control Points) |       |            |         |             |       |         |       |         |       |         |       |
|----------------|---|-------|------------|---------|-------------|-------|---------|-------|---------|-------|---------|-------|
|                | Mix Type (Nominal Maximum Aggregate Size) |       |            |         |             |       |         |       |         |       |         |       |
| Sieves<br>(mm) | 4.75 mm (a)                               |       | 9.5 mm (c) |         | 12.5 mm (c) |       | 19.0 mm |       | 25.0 mm |       | 37.5 mm |       |
|                | Min.                                      | Max.  | Min.       | Max.    | Min.        | Max.  | Min.    | Max.  | Min.    | Max.  | Min.    | Max.  |
| 50.0           |   |       |            |         |             |       |         |       |         |       | 100.0   |       |
| 37.5           |   |       |            |         |             |       |         |       | 100.0   |       | 90.0    | 100.0 |
| 25.0           |   |       |            |         |             |       | 100.0   |       | 90.0    | 100.0 |         | 90.0  |
| 19.0           |   |       |            |         | 100.0       |       | 90.0    | 100.0 |         | 90.0  |         |       |
| 12.5           |   |       | 100.0      |         | 90.0        | 100.0 |         | 90.0  |         |       |         |       |
| 9.5            | 100.0                                     |       | 90.0       | 100.0   |             | 90.0  |         |       |         |       |         |       |
| 4.75           | 90.0                                      | 100.0 |            | 90.0    |             |       |         |       |         |       |         |       |
| 2.36           | 65.0                                      | 90.0  | 32.0(b)    | 67.0(b) | 28.0        | 58.0  | 23.0    | 49.0  | 19.0    | 45.0  | 15.0    | 41.0  |
| 1.18           |   |       |            |         |             |       |         |       |         |       |         |       |
| 0.600          |   |       |            |         |             |       |         |       |         |       |         |       |
| 0.300          |   |       |            |         |             |       |         |       |         |       |         |       |
| 0.150          |   |       |            |         |             |       |         |       |         |       |         |       |
| 0.075          | 4.0                                       | 8.0   | 4.0        | 8.0     | 4.0         | 8.0   | 3.0     | 8.0   | 3.0     | 7.0   | 3.0     | 6.0   |

- (a) For Type S 4.75A, a minimum of 50% of the aggregate components shall be manufactured material from the crushing of stone.
- (b) For Type SF 9.5A, the percent passing the 2.36mm sieve shall be a minimum of 60% and a maximum of 70%.
- (c) For the final surface layer of the specified mix type, use a mix design with an aggregate blend gradation above the maximum density line on the 2.36 mm and larger sieves.

Page 6-25, **Subarticle 610-3(C)**,

Delete Table 610-2 and associated notes. Substitute the following:

**TABLE 610-2  
SUPERPAVE MIX DESIGN CRITERIA**

| Mix     | Design  | Binder | Compaction Levels |                  |                  | Volumetric Properties (c) |           |             |                    |
|---------|---|--------|-------------------|------------------|------------------|---------------------------|-----------|-------------|--------------------|
|         | ESALs   | PG     | No. Gyration @    |                  |                  | VMA                       | VTM       | VFA         | %Gmm               |
| Type    | millions  | Grade  | N <sub>ini</sub>  | N <sub>des</sub> | N <sub>max</sub> | % Min.                    | %         | Min. - Max. | @ N <sub>ini</sub> |
| (f)     | (a)   | (b)    |                   |                  |                  |                           |           |             |                    |
| S-4.75A | <0.3  | 64 -22 | 6                 | 50               | 75               | 20.0                      | 7.0-15.0  |             |                    |
| SF-9.5A | <0.3  | 64 -22 | 6                 | 50               | 75               | 16.0                      | 3.0 - 5.0 | 70 - 80     | ≤ 91.5             |
| S-9.5B  | 0.3 - 3   | 64 -22 | 7                 | 75               | 115              | 15.0                      | 3.0 - 5.0 | 65 - 80     | ≤ 90.5             |
| S-9.5C  | 3 - 30  | 70 -22 | 8                 | 100              | 160              | 15.0                      | 3.0 - 5.0 | 65 - 76     | ≤ 90.0             |
| S-12.5C | 3 - 30  | 70 -22 | 8                 | 100              | 160              | 14.0                      | 3.0 - 5.0 | 65 - 75     | ≤ 90.0             |
| S-12.5D | > 30  | 76 -22 | 9                 | 125              | 205              | 14.0                      | 3.0 - 5.0 | 65 - 75     | ≤ 90.0             |
| I-19.0B | < 3   | 64 -22 | 7                 | 75               | 115              | 13.0                      | 3.0 - 5.0 | 65 - 78     | ≤ 90.5             |
| I-19.0C | 3 - 30  | 64 -22 | 8                 | 100              | 160              | 13.0                      | 3.0 - 5.0 | 65 - 75     | ≤ 90.0             |
| I-19.0D | > 30  | 70 -22 | 9                 | 125              | 205              | 13.0                      | 3.0 - 5.0 | 65 - 75     | ≤ 90.0             |
| B-25.0B | < 3   | 64 -22 | 7                 | 75               | 115              | 12.0                      | 3.0 - 5.0 | 65 - 78     | ≤ 90.5             |
| B-25.0C | > 3   | 64 -22 | 8                 | 100              | 160              | 12.0                      | 3.0 - 5.0 | 65 - 75     | ≤ 90.0             |
| B-37.5C | > 3   | 64 -22 | 8                 | 100              | 160              | 11.0                      | 3.0 - 5.0 | 63 - 75     | ≤ 90.0             |
|         |   |        |                   |                  |                  |                           |           |             |                    |
|         | <i>Design Parameter</i>   |        |                   |                  |                  | <i>Design Criteria</i>    |           |             |                    |
| All     | 1. %G <sub>mm</sub> @ N <sub>max</sub>                          |        |                   |                  |                  | ≤ 98.0% (d)               |           |             |                    |
| Mix     | 2. Dust to Binder Ratio (P <sub>0.075</sub> / P <sub>be</sub> ) |        |                   |                  |                  | 0.6 - 1.4                 |           |             |                    |
| Types   | 3. Retained Tensile Strength (TSR)<br>(AASHTO T 283 Modified)   |        |                   |                  |                  | 85 % Min. (e)             |           |             |                    |

- Notes:**
- (a) Based on 20 year design traffic.
  - (b) When Recycled Mixes are used, select the binder grade to be added in accordance with Subarticle 610-3(A).
  - (c) Volumetric Properties based on specimens compacted to N<sub>des</sub> as modified by the Department.
  - (d) Based on specimens compacted to N<sub>max</sub> at selected optimum asphalt content.
  - (e) AASHTO T 283 Modified (No Freeze-Thaw cycle required). TSR for Type S 4.75A, Type B 25.0 and Type B 37.5 mixes is 80% minimum.
  - (f) Mix Design Criteria for Type S 4.75A may be modified subject to the approval of the Engineer

WEATHER, TEMPERATURE, AND SEASONAL LIMITATIONS FOR PRODUCING AND PLACING ASPHALT MIXTURES

Page 6-26, **Article 610-4, Table 610-3**

Delete the title of **Table 610-3** and substitute the following title:

**ASPHALT PLACEMENT- MINIMUM TEMPERATURE REQUIREMENTS**

In the first column, third row; delete reference to the ACSC Types S 9.5A and S 12.5B mix.

Add the following minimum placing temperatures for mix types S 4.75A and SF 9.5A.

| <b>Asphalt Concrete Mix Type</b> | <b>Minimum Air Temperature</b> | <b>Minimum Road Surface Temperature</b> |
|----------------------------------|--------------------------------|---|
| ACSC, Type S 4.75A, SF 9.5A      | 40°F (5°C)                     | 50°F (10°C)                             |

SPREADING AND FINISHING

Page 6-32, **Article 610-8**

Insert the following after the second sentence within the sixth paragraph.

Take necessary precautions during production, loading of trucks, transportation, truck exchanges with paver, folding of the paver hopper wings, and conveying material in front of the screed to prevent segregation of the asphalt mixtures.

Page 6-32, **Article 610-8**

Delete the last paragraph beginning on this page and continuing on the next page and substitute the following:

Use pavers equipped with an electronic screed control that will automatically control the longitudinal profile and cross slope of the pavement. Control the longitudinal profile through the use of either a mobile grade reference(s), including mechanical, sonic and laser grade sensing and averaging devices, an erected string line(s) when specified, joint matching shoe(s), slope control devices or the approved methods or combination of methods. Unless otherwise specified, use a mobile grade reference system capable of averaging the existing grade or pavement over a minimum 30 foot (9.1 meter) distance or by non-contacting laser or sonar type ski with at least four referencing stations mounted on the paver at a minimum length of 24 feet. Establish the position of the reference system such that the average profile grade is established at the approximate midpoint of the system. The transverse cross-slope shall be controlled as directed by the Engineer.

Page 6-33, **Article 610-8**

Delete the second full paragraph on this page and substitute the following:

Use the 30 foot (9.1 meter) 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 courses, including resurfacing and asphalt in-lays, unless other specified or approved. A joint matching device short (6 inch [152.4 mm] shoes) may be used only when approved.

At the end of the third full paragraph, add the following sentence:

Waiver of the use of automatic screed controls does not relieve the Contractor of achieving plan grades and cross-slopes.

Insert the following as the last paragraph:

Repair any damage caused by hauling equipment across structures at no additional cost to the Department.

**DENSITY REQUIREMENTS**

Page 6-34, **Article 610-10,**

Delete **Table 610-4** and substitute the following table and associated notes:

**Table 610-4**  
**MINIMUM DENSITY REQUIREMENTS**

| MIX TYPE                                      | MINIMUM % of G <sub>mm</sub> |
|---|------------------------------|
| SUPERPAVE MIXES                               | (Maximum Specific Gravity)   |
| S 4.75A                                       | 85.0 <sup>(a,b)</sup>        |
| SF 9.5A                                       | 90.0                         |
| S 9.5X, S 12.5X, I 19.0X,<br>B 25.0X, B 37.5X | 92.0                         |

- (a) All S 4.75A pavement will be accepted for density in accordance with Article 105-3
- (b) Compaction to the above specified density will be required when the S 4.75 A mix is applied at a rate of 100 lbs/sy (55 kg/m<sup>2</sup>)

Page 6-34, **Article 610-10**

Delete the second paragraph and substitute the following:

Compact base and intermediate mix types (surface mixes not included) utilized for pavement widening of less than 4.0 feet (1.2 meters) and all mix types used in tapers, irregular areas and intersections (excluding full width travel lanes of uniform thickness), using equipment and procedures appropriate for the pavement area width and/or shape. Compaction with equipment other than conventional steel drum rollers may be necessary to achieve adequate compaction. Occasional density sampling and testing to evaluate the compaction process may be required. Densities lower than that specified in Table 610-4 will be accepted, in accordance with Article 105-3, for the specific mix types and areas listed directly above.

**SURFACE REQUIREMENTS AND ACCEPTANCE**Page 6-35, **Article 610-12**

Delete the first paragraph and substitute the following:

Construct pavements using quality paving practices as detailed herein. Construct the pavement surface smooth and true to the plan grade and cross slope. Immediately correct any defective areas with satisfactory material compacted to conform with the surrounding area. Pavement imperfections resulting from unsatisfactory workmanship such as segregation, improper longitudinal joint placement or alignment, non-uniform edge alignment and excessive pavement repairs will be considered unsatisfactory and if allowed to remain in place will be accepted in accordance with Article 105-3.

When directed due to unsatisfactory laydown or workmanship, operate under the limited production procedures. Limited production for unsatisfactory laydown is defined as being restricted to the production, placement, compaction, and final surface testing (if applicable) of a sufficient quantity of mix necessary to construct only 2500 feet (750 meter) of pavement at the laydown width.

Remain on limited production until such time as satisfactory laydown results are obtained or until three consecutive 2500 foot (750 meter) sections have been attempted without achieving satisfactory laydown results. If the Contractor fails to achieve satisfactory laydown results after three consecutive 2500 foot (750 meter) sections have been attempted, cease production of that mix type until such time as the cause of the unsatisfactory laydown results can be determined. As an exception, the Engineer may grant approval to produce a different mix design of the same mix type if the cause is related to mix problem(s) rather than laydown procedures.

Mix placed under the limited production procedures for unsatisfactory laydown or workmanship will be evaluated for acceptance in accordance with Article 105-3.

## DENSITY ACCEPTANCE

Page 6-36, **Article 610-13**

Delete the second paragraph and substitute the following:

The pavement will be accepted for density on a lot by lot basis. A lot will consist of one day's production of a given job mix formula on a contract. As an exception, separate lots will be established when the one of the following occurs:

- (1) Portions of pavement are placed in both "New" and "Other" construction categories as defined below. A lot will be established for the portion of the pavement in the "New" construction category and a separate lot for the portion of pavement in the "Other" construction category.
- (2) Pavement is placed on multiple resurfacing maps, unless otherwise approved prior to paving. A lot will be established for each individual resurfacing map or portion thereof.
- (3) Pavement is placed by multiple paving crews. A lot will be established for the pavement placed by each paving crew.
- (4) Pavement is placed in different layers. A lot will be established for each layer.
- (5) Control strips are placed during limited production.

The Engineer will determine the final category and quantity of each lot for acceptance purposes.

Page 6-36, **Article 610-13**

Delete the first sentence in the third paragraph and insert the following:

The "New" construction category will be defined as pavements of uniform thickness, exclusive of irregular areas, meeting all three of the following criteria:

Delete the sixth paragraph and substitute the following:

A failing lot for density acceptance purposes is defined as a lot for which the average of all test sections, and portions thereof, fails to meet the minimum specification requirement. If additional density sampling and testing, beyond the minimum requirement, is performed and additional test sections are thereby created, then all test results shall be included in the lot average. In addition, any lot or portion of a lot that is obviously unacceptable will be rejected for use in the work.



Page 6-36, **Article 610-13**

Delete the last paragraph and substitute the following:

Any density lot not meeting minimum density requirements detailed in Table 610-4 will be evaluated for acceptance by the Engineer. If the lot is determined to be reasonably acceptable, the mix will be paid at an adjusted contract price in accordance with Article 105-3. If the lot is determined not to be acceptable, the mix will be removed and replaced with mix meeting and compacted to the requirement of these specifications.

**BASIS OF PAYMENT, ASPHALT PAVEMENTS**

Page 6-37, **Article 610-16**

Add the following to the second paragraph:

The quantity of hot mix asphalt pavement, measured as provided in Article 610-15, will be paid for at the contract unit prices per ton (metric ton) for “Asphalt Concrete Surface Course, Type S 4.75A, and SF 9.5A”.

Add the following to the payment item description:

|   |                  |
|---|------------------|
| Asphalt Concrete Surface Course, Type S 4.75A ..... | Ton (Metric Ton) |
| Asphalt Concrete Surface Course, Type SF 9.5A ..... | Ton (Metric Ton) |

Delete reference to the Asphalt Concrete Surface Course, Types S 9.5A and S 12.5B in both the second paragraph and in the payment description.

**ASPHALT BINDER FOR PLANT MIX - METHOD OF MEASUREMENT**

Page 6-39, **Article 620-4**

Delete the first sentence of the second paragraph and substitute the following:

Where recycled plant mix is being produced, the grade of asphalt binder to be paid for will be the grade for the specified mix type as required in Table 610-2 unless otherwise approved.

**OPEN-GRADED ASPHALT FRICTION COURSE CONSTRUCTION REQUIREMENTS**

Page 6-43, **Article 650-5**

Add the following paragraph after the first paragraph:

Do not place open-graded asphalt friction course between October 31 and April 1 of the next year, unless otherwise approved. Place friction course, Type FC-1 mixes, only when the road surface temperature is 50°F (10°C) or higher and the air temperature is 50°F (10°C) or higher.

The minimum air temperature for Type FC-1 Modified and FC-2 Modified mixes will be 60°F (15°C).

**AGGREGATES FOR ASPHALT PLANT MIXES**

Page 10-34, **Subarticle 1012-1(B)4**

Delete and substitute the following:

(4) Flat and Elongated Pieces:

Use coarse aggregate meeting the requirements of Table 1012-1 for flat and elongated pieces when tested in accordance with ASTM D 4791 (Section 8.4) on the No. 4 (4.75 mm) sieve and larger with a 5:1 aspect ratio (maximum to minimum) for all pavement types, except there is no requirement for Types S 4.75A, SF 9.5A, and S 9.5B.

Page 10-35, **Table 1012-1**

Delete **Table 1012-1** and substitute the following:

**Table 1012-1  
AGGREGATE CONSENSUS PROPERTIES<sup>(a)</sup>**

| Mix Type  | Course<br>Aggregate<br>Angularity <sup>(b)</sup> | Fine<br>Aggregate<br>Angularity<br>% Minimum | Sand<br>Equivalent<br>% Minimum | Flat &<br>Elongated<br>5 : 1 Ratio<br>% Maximum |
|---|--|--|---------------------------------|---|
|   | ASTM<br>D 5821                                   | AASHTO<br>T 304 Method A                     | AASHTO<br>T 176                 | ASTM D 4791<br>Section 8.4                      |
| S 4.75 A  |  | 40   | 40                              |   |
| SF 9.5 A<br>S 9.5 B<br>I 19.0 B<br>B 25.0 B             | 75 / -   | 40   | 40                              | 10 <sup>(c)</sup>                               |
| S 9.5 C<br>S 12.5 C<br>I 19.0 C<br>B 25.0 C<br>B 37.5 C | 95 / 90  | 45   | 45                              | 10  |
| S 12.5 D<br>I 19.0 D                                    | 100 / 100  | 45   | 50                              | 10  |
| OGAFC   | 100 / 100  | N/A  | N/A                             | 10  |

(a) Requirements apply to the course aggregate blend and/or fine aggregate blend

(b) 95/90 denotes that 95% of the course aggregate (+No.4 or + 4.75mm sieve) has one fractured face and 90% has two or more fractured faces.

(c) Does not apply to Mix Types SF 9.5 A or S 9.5 B

Page 10-36, **Subarticle 1012-1(C)1**

Insert the following after the fourth paragraph:

When natural sand is utilized in “C” or “D” level asphalt mixes, do not exceed the maximum natural sand percentage in the mix design and/or production aggregate blend detailed in Table 1012-1A.

**Table 1012-1A**

| Uncompacted Void Content of Fine Aggregate AASHTO T 304 Method A | Maximum Percent Natural Sand Included in Mix Design and/or Production* |
|--|--|
| Less than 42.0   | 10   |
| Equal to 42.0 to 44.9  | 15   |
| Equal to 45.0 and greater  | 20   |

\*Maximum percent natural sand may be exceeded with approval from Pavement Construction Engineer upon satisfactory evaluation of pavement performance testing

**FINE AGGREGATE ANGULARITY**

Page 10-36, **Subarticle 1012-1(C)6**

Delete reference to AASHTO TP 33 Method A and substitute AASHTO T 304, Method A.

Page 10-37, **Subarticle 1012-1(H)**

Delete this Subarticle. It is a duplicate of Subarticle 1012-1(F) located on Page 10-36.

**ASPHALT BINDER**

Page 10-46, **Article 1020-2**

Delete the first paragraph and substitute the following:

Use Performance Graded Asphalt Binder meeting the requirements of AASHTO M 320. See Article 610-3 for the specified grades. Submit a Quality Control Plan for asphalt binder production in conformance with the requirements of AASHTO R 26 to the Materials and Tests Unit.

RR31

**ASPHALT BINDER CONTENT OF ASPHALT PLANT MIXES:**

**1-01-02<sub>R</sub>**

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 or Project Special Provisions.

RR43

**ASPHALT CONCRETE SURFACE COURSE COMPACTION:**

**7-1-95**

Compact the asphalt surface course on this project in accordance with Subarticle 610-9 of the Standard Specifications and the following provision:

Perform the first rolling with a steel wheel roller followed by rolling with a self-propelled pneumatic tired roller with the final rolling by a steel wheel roller.

RR49

**RESURFACING EXISTING BRIDGES:**

**7-1-95**

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 which 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.

RR61

**PAVING INTERSECTIONS, DRIVEWAYS, AND MAILBOX TURNOUTS:**

**7-1-95**

Surface all unpaved intersections back from the edge of the pavement on the main line of the project a minimum distance of 50 feet. Surface all driveway and mailbox turnouts as directed by the Engineer. The pavement placed in the intersections must be of the same material and thickness as being used on the main line. Use material to pave driveway and mailbox turnouts that is 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.

RR70

**PATCHING EXISTING PAVEMENT:**

**1-15-02**

Description:

The Contractor's attention is directed to the fact that there are areas of existing pavement on this project that will require repair prior to resurfacing.

Patch the areas that, in the opinion of the Engineer, need repairing. The areas to be patched will be delineated by the Engineer prior to the Contractor performing repairs.

Construction Methods:

The patching consists of Asphalt Concrete Base Course, Asphalt Concrete Intermediate Course, Asphalt Concrete Surface Course, or a combination of base, binder and surface course, and pavement removal, as directed by the Engineer.

Patching of existing pavement includes but is not limited to the cutting of the existing pavement to a neat vertical joint and uniform line; the removal and disposal of pavement, base, and subgrade material as approved or directed by the Engineer; the coating of the area to be repaired with a tack coat; and the replacement of the removed material with asphalt plant mix.

Place Asphalt Concrete Base Course, in lifts not exceeding 5 1/2 inches. Utilize compaction equipment suitable for compacting patches as small as 3.5 feet by 6 feet on each lift. Use an approved compaction pattern to achieve proper compaction. If patched pavement is to be open to traffic for more than 48 hours prior to overlay, then use Asphalt Surface Course in the top 1.25 inches of the patch.

Remove existing pavement at locations directed by the Engineer in accordance with Section 250 of the Standard Specifications.

Schedule operations so that all areas where pavement has been removed will be repaired on the same day of the pavement removal, and all lanes of traffic restored.

Method of Measurement:

The quantity of patching existing pavement to be paid for will be the actual number of tons of asphalt plant mix, complete in place, which has been used to make completed and accepted repairs. The asphalt plant mixed material will be measured by being weighed in trucks on certified platform scales or other certified weighing devices.

Basis of Payment:

The quantity of patching existing pavement, measured as provided above, will be paid for at the contract unit price per ton for "Patching Existing Pavement".

The above price and payment will be full compensation for all work covered by this provision, including but not limited to removal and disposal of pavement; furnishing and applying tack coat; furnishing, placing, and compacting of asphalt plant mix; furnishing of asphalt binder for the asphalt plant mix; and furnishing scales.

Any provisions included in the contract in the form of project special provisions or in any other form which provide for adjustments in compensation due to variations in the price of asphalt binder will not be applicable to payment for the work covered by this provision.

The item of "Patching Existing Pavement" will be considered to be a minor item. In the event that the item of "Patching Existing Pavement" overruns the original bid quantity by more than 100 percent, the provisions of Article 104-5 pertaining to revised contract unit price for overrunning minor items will not apply to this item.

RR88

Payment will be made under:

Patching Existing Pavement..... Ton

**ADJUSTMENT OF MANHOLES, METER BOXES, AND VALVE BOXES:**

7-1-95

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. All manhole adjustments shall be made using quickset concrete.

RR103Rev

**WHEELCHAIR RAMPS FOR RESURFACING PROJECTS:**

08-19-03

**DESCRIPTION**

The work covered by this provision consists of the construction of Portland cement concrete wheelchair ramps with detectable warnings on resurfacing projects and includes but is not limited to the removal and disposal of any existing sidewalk, curb and/or gutter, and pavement which is necessary for construction of wheelchair ramps as well as the repair of the existing curb and/or gutter after construction of the wheelchair ramp.

**MATERIALS**

Provide materials meeting the requirements of Division 10 of the Standard Specifications shown below:

- Portland Cement Concrete.....Section 1000
- Curing Agents.....Section 1026
- Joint Fillers.....Article 1028-1
- Joint Sealers.....Article 1028-2

Detectable warnings may be either truncated dome concrete paving blocks or stamped concrete. Use Class B concrete in accordance with the Standard Specifications. Raised Truncated Domes shall conform to the following:

Truncated Domes shall have a base diameter of no less than 0.9 inches to no more than 1.4 inches, a top diameter of no less than 50% to no more than 65% of the base diameter, and a height of 0.2 inches. Truncated domes shall have a center-to-center spacing of no less than 1.6 inches to no more than 2.4 inches, and a base to base spacing of 0.65 inches measured between the most adjacent domes on square grid.

**CONSTRUCTION REQUIREMENTS**

Construct wheelchair ramps in accordance with details in the plans and make all repairs prior to the resurfacing operation.

Construct wheelchair ramps at all locations that contain curb and gutter. Retrofit existing sidewalks only. Connect the ramp to the existing sidewalk when the sidewalk is in the right of way. Where it is necessary to remove a portion of existing sidewalks, curb and/or gutter and pavement, furnish a neat edge along the surface to be retained by sawing a neat cut approximately 2 inches deep with a concrete saw prior to removing the existing materials.

Construct concrete in accordance with Section 825 of the Standard Specifications and give it a sidewalk finish, except as otherwise provided. Perform brooming of the concrete surface transverse to the direction of traffic. Use a minimum joint spacing of 5 feet. Where existing sidewalks are being connected to the ramp, locate transverse joints so as to line up with existing joints in the adjacent sidewalk. Do not seal grooved joints.

Obtain 70 percent contrast visibility with adjoining surfaces, either light-on-dark, or dark-on-light sequence covering the entire surface of the ramp.

Do not place backfill adjacent to the constructed sidewalk, or wheelchair ramp until at least 3 curing days have elapsed as defined in Article 825-9 of the Standard Specifications. Place backfill no later than 4 calendar days after the completion of this 3 curing day time period. Compact backfill to a degree comparable to the adjacent undisturbed material.

**METHOD OF MEASUREMENT**

The quantity of wheelchair ramps to be paid for will be the actual number of wheelchair ramps installed, which have been completed and accepted. No separate measurement will be made for the removal and disposal or repair of existing curb and gutter, sidewalk and pavement or the connection to existing sidewalk in the right of way.

**BASIS OF PAYMENT**

The quantity of wheelchair ramps, measured as provided for above, will be paid for at the contract unit price each for Wheelchair Ramps. Such price and payment will be full compensation for all work covered by this provision including but not limited to 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 concrete; 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:

Wheelchair Ramps.....Each

Payment for and construction of sidewalk necessary outside the pay limits shown on the detail will be in accordance with Section 848.

RR107

**AGGREGATE PRODUCTION:**

11-20-01

Provide aggregate from a producer who utilizes the new 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 utilize the new program. Participation in the new 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.

RR109

**CONCRETE BRICK AND BLOCK PRODUCTION:**

11-20-01

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

No price adjustment is allowed to contractors or producers who utilize the new program. Participation in the new 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.

RR112



**DRUMS:****07-16-02**

Revise the 2002 Standard Specifications as follows:

Page 10-195, Subarticle 1089-5(C)

Delete the first (1<sup>st</sup>) sentence of the first (1<sup>st</sup>) paragraph and insert the following:

“Provide a minimum of three orange and two white alternating horizontal circumferential stripes covering the entire outside with each drum.”

RR116

**PORTABLE CONCRETE BARRIER:****11-19-02<sub>C</sub>**

Portable Concrete Barrier used on this project shall meet one of the following:

- NC Approved NCHRP 350 Portable Concrete Barrier (design can be found at <http://www.doh.dot.state.nc.us/construction/wztc/> or can be obtained by calling the Traffic Control Unit at (919) 250-4159)
- Other NCHRP 350 Portable Concrete Barrier as approved by the Engineer and the Traffic Control Section
- NC Approved NCHRP 230 Portable Concrete Barrier in Roadway Standard Drawing 1170.01 manufactured before October 1, 2002.

RR117

**REMOVAL OF EXISTING PAVEMENT MARKERS:****7-1-95**

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.

RR118

**PAVEMENT MARKING GENERAL REQUIREMENTS:****07-16-02<sub>C</sub>**

Revise the 2002 Standard Specifications as follows:

Page 12-10, Subarticle 1205-3(J)

Delete the 1<sup>st</sup> sentence of the 1<sup>st</sup> paragraph and insert the following:

Have at least one member of every pavement marking crew working on a project certified through the NCDOT Pavement Marking Technician Certification Process. For more information

contact the Traffic Control, Marking and Delineation Section of the North Carolina Department of Transportation at 919-250-4151 or <http://www.doh.dot.state.nc.us/construction/wztc/>

RR119