PROJECT SPECIAL PROVISIONS

ROADWAY

COMPREHENSIVE GRADING (FOR I-40/85 EB/NB & WB/SB RAMPS TO TROLLINGWOOD ROAD ONLY):

Section 226 of the *Standard Specifications* shall apply with the following additions:

Comprehensive Grading shall also include shoulder dressing, removal, loading, hauling, grading and stockpiling, if necessary, of Aggregate Base Course a total of approximately 8 inches in depth at each ramp; and compaction of any remaining Aggregate Base Course.

The Aggregate Base Course that is not used in the shoulder dressing of the ramps at Trollingwood Road shall be removed by NCDOT Maintenance Forces. **The Contractor is to notify M.E. Venable, Alamance County Maintenance Engineer, at (336) 570-6815, Forty-Eight (48) hours in advance of this operation.** This will allow NCDOT Forces time to schedule maintenance forces and transportation for the hauling/removal of ABC. **The Contractor shall have no claim against NCDOT for delays that may occur during the removal of Aggregate Base Course by NCDOT Forces.**

The Resident Engineer at his discretion may instruct the Contractor to stockpile the Aggregate Base Course at a location on the site. The Contractor shall have no claim against NCDOT for having to move material to a stockpile on site.

The Contractor shall have geotechnical fabric on site when the Aggregate Base Course is removed and until such time that all ramps have been established to within 1½" of final surface. See Specification for Fabric for Soil Stabilization elsewhere in the contract.

Payment for this work will be included in the lump sum price bid for "Grading". It will be considered full compensation for all above listed work.

GUARANTEE FOR PAVEMENTS:

5-4-07 SPI

Description

Remedial work performed pursuant to this *Guarantee for Pavements* shall conform to the requirements of the 2006 *Standard Specifications* and this provision.

Construct mainline Asphalt Concrete Surface Course, Type S9.5D subject to a 3-year guarantee period. This guarantee period will cover asphalt pavement defects attributable to materials and workmanship.

Guarantee for the purpose of this provision shall mean that the Contractor is responsible for performance of the mainline Asphalt Concrete Surface Course, Type S9.5D for a period of 3 years after final acceptance of the project. This includes continued responsibility for performing remedial work associated with pavement distresses exceeding the allowable level of service determined in accordance with Table 1 herein.

Guarantee Work
The performance of remedial work in conjunction with this guarantee is not an obligation of the Contractor's bond required by G.S. 44A-33.

Dispute Review Committee
If there is an impasse as to the need for remedial work or the extent of work required relating to guarantee responsibility, a Dispute Review Committee will be assembled to resolve issues or disputes. This Dispute Review Committee will be comprised of two members appointed by the Contractor, two members appointed by the Department and one member mutually agreed upon by the Contractor and the Department, who shall also serve as chairman of the committee. Decisions rendered by the Dispute Review Committee shall be made by a simple majority, with a vote of all five members being required. The Dispute Review Committee shall make a recommendation to the Chief Engineer within 30 calendar days of receiving a written dispute resolution request. The Chief Engineer will render a final decision within 14 calendar days after receiving recommendations from the Dispute Review Committee.

If intermediate or final survey findings are disputed by the Contractor, written notification shall be provided to the Engineer within 30 calendar days of the date of receipt of the survey.

Any costs associated with the work of the Dispute Review Committee shall be shared equally between the Department and the Contractor.

Pavement Evaluation
The Department's Flexible Pavement Condition Survey Program, along with observations by the Engineer, will be used as the basis for determining the extent and the magnitude of the pavement distresses occurring within the guarantee period. For evaluation purposes, the project will be subdivided into lots of 1,000 feet per lane. The Department will conduct a survey on a lot-by-lot basis of the pavement following the final acceptance of the project, and annually throughout the guarantee period. The Department will conduct additional surveys if deterioration of pavement condition becomes evident. The final survey shall be conducted no later than 45 calendar days before the end of the guarantee period.

The Department will perform profilometer testing when pavement degradation is observed and on an annual basis. If pavement degradation occurs, the Department will perform tests to determine the cause of the pavement degradation.

The Department will measure rutting with a high-speed profilometer on an annual basis. These measurements will include separate rutting calculations for each wheelpath.

The Contractor will be advised if the Department determines remedial action is required. The results of pavement evaluation and pavement condition surveys will be made available to the Contractor within 30 calendar days of the completion of the survey.

During the guarantee period, the Contractor may monitor the project using non-destructive procedures at no additional cost to the Department. The Contractor shall not conduct any coring, milling or other destructive procedures without prior written approval of the Engineer.

Pavement Condition Survey Performance Parameters

(A) Surface Condition: No identifiable distress in the surface condition will be permitted at final acceptance. The surface condition during and at the end of the guarantee period shall be better than the surface condition that requires corrective action as described in Table 1. Surface conditions that are outside the allowable limits of Table 1 for Asphalt Pavement will require corrective action.

(B) Material Quality: The material quality shall be evaluated based upon the materials specified in the contract. The same material quality shall be achieved during and at the end of the guarantee period as at final acceptance.

(C) Remedial work will not apply if any one of the following factors is found to be beyond the scope of the contract:

(1) Determination that the Accumulated ESALs (Number of 18 kip Equivalent Single Axle Loads in the design lane) have exceeded 10,500,000 ESALs (roughly 25% higher than the Accumulated ESALs used by the Department for design purposes for the guarantee period). In calculating ESALS, the Average Annual Daily Traffic (AADT) shall be obtained from the Department's traffic count data and the T24 (Percent Heavy Trucks during a 24-hour period) shall be obtained from the Department's traffic classification survey data.

(2) Determination that the deficiency was due to the failure of the existing underlying layers that were not part of the contract work.

(3) Determination that the deficiency was the responsibility of a third party or its actions, unless the third party was performing work included in the contract.

Table 1
Required corrective action for levels of distress for Asphalt Concrete Pavement

Distress Type	Allowable Extent of Severity	Corrective Action
Rutting	1 mile sections. A section will be considered to fail if 3 consecutive 0.1 mile test results (0.3 mile total) exceeds 0.25 inch in either wheelpath as measured by high-speed electronic profilometer	Mill and fill the affected travel lane with Asphalt Concrete Pavement
Bleeding	Loss of surface texture due to excess asphalt, individual length ≥ 10 feet and ≥ 1 foot in width	Remove and replace the distressed area to the full distressed depth and to a minimum surface area of 150% of the distressed area.
Pot Holes and Slippage	Any potholes	Remove and replace the distressed area to the full distressed depth and to a minimum surface area of 150% of each distressed area
Raveling and/or Delamination	Any delamination or any moderate or severe raveling Individual Length ≥ 10 feet	Remove and replace distressed area, and 50 feet in both directions from the distressed area, to the full distressed depth and full lane width
	Any delamination or any moderate or severe raveling Individual Length < 10 feet	Patch the distressed area to the full distressed depth and to a minimum of 150% of each distressed area

If a measured distress value indicates remedial action is required per Table 1, the Contractor shall begin remedial work within 45 calendar days of written notification by the Department. The Engineer shall determine the allowable duration for the completion of the remedial work, not to exceed 6 months. However, after each survey, if the Engineer determines the extent and magnitude of pavement distresses in any areas shall not affect the traffic safety, strength of pavement structure or highway aesthetics, the remedial work associated with the pavement distresses may be deferred until later in the guarantee period.

If remedial action is necessary and forensic information is required to determine the source of the distress, the Department may core and trench the pavement. The Contractor will not be responsible for damages to the pavement as a result of any forensic activities conducted by the Department.

The Contractor shall perform remedial work that is determined by the Department to be their responsibility. If, in the opinion of the Engineer, the problem poses an immediate danger to the traveling public and the Contractor cannot begin remedial work within 72 hours of written notification, the Engineer shall have the remedial work performed by other forces. The Contractor shall be responsible for all incurred costs of the work performed by other forces should the problem (remedial work) be determined to be the responsibility of the Contractor. Remedial work performed by other forces does not alter any of the requirements, responsibilities or obligations of the Contractor.

The Contractor shall complete all remedial work to the satisfaction of the Engineer. Approval of remedial work does not relieve the Contractor from continuing responsibility under the provisions of this Specification. The 3 year guarantee period will not be considered to be satisfactorily completed until all outstanding remedial work directed to be performed during the 3 year period has been completed.

Notify the Engineer in writing prior to beginning any remedial work. Perform all signing, pavement markings, markers, and traffic control in accordance with the *Standard Drawings*. Lane closure restrictions listed in the original contract shall apply to remedial work. Written requests to obtain permission for lane closures for either forensic investigation or remedial work shall be made to the Engineer 48 hours in advance of any lane closures. Do not perform any lane closures until written permission is given by the Engineer.

Materials
If remedial work necessitates a corrective action to overlying asphalt layers, pavement markings, signal loops, adjacent lanes, roadway shoulders, or other affected contract work, perform these corrective actions using materials meeting the material requirements shown in the contract documents.

Materials not meeting the contract requirements shall be removed and replaced with materials meeting the contract requirements.

Contractor's Failure to Perform
Should the Contractor fail to submit any dispute in a timely manner to the Dispute Review Committee, fail to satisfactorily perform any remedial work, or fail to compensate the Department for any remedial work performed by others which was determined to be the Contractor's responsibility, the Department may remove the Contractor from the Department's prequalified bidder's list, for at least 6 months or until the remedial work has been satisfactorily performed or full and complete payment for remedial work performed by others is made to the Department, whichever is longer.

If the Contractor is removed from the prequalified bidder's list, the Contractor will not be permitted to perform as a subcontractor or material supplier, including bidding or working on Purchase Order contracts.

Measurement and Payment
Measurement will not be made of any of the work required to be performed to satisfy the guarantee requirements. Payment at the contract lump sum price for Pavement Guarantee will be considered full compensation for furnishing all maintenance of traffic during remedial work, materials, labor, tools, equipment, and incidentals necessary to complete the requirements of this provision. Payment for this item will be made as part of the last partial pay estimate made for the other work performed under this contract. The provisions of Article 104-6 of the Standard Specifications may only be used with this item by direct approval of the State Highway Administrator.

Payment will be made under:

Pay Item	**Pay Unit**
Pavement Guarantee	Lump Sum

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.*

The base price index for asphalt binder for plant mix is $ **307.86** per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on **May 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 ^{0}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 *2006 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.

FABRIC FOR SOIL STABILIZATION:

Section 270 of the 2006 Standard Specifications shall apply with the following additions:

The Contractor shall have geotechnical fabric on site when the Aggregate Base Course is removed during the Comprehensive Grading Operation and until such time that all ramps have been established to within 1½" of final surface. Fabric for soil stabilization shall be geotechnical fabric and shall meet the technical specifications of Geolon HP270 which are incorporated into this contract. The fabric does not have to be the "MIRAFI Geolon HP270", but must meet the strength properties of this fabric. The fabric that is incorporated into this project shall be heat resistant to 325 degrees, F. The Contractor may obtain the fabric from any manufacturer/supplier he wishes.

The quantity of fabric, measured as provided in Article 270-4, will be paid for at the contract unit price per square yard for "Fabric for Soil Stabilization".

"Fabric for Soil Stabilization" is a contingency item. It may be reduced or eliminated from the project at the sole discretion of the Engineer. The Contractor will have no claim against the NCDOT if the quantity for "Fabric for Soil Stabilization" is reduced or eliminated.

Mechanical Properties	Test Method	Unit	Minimum Average Roll Value	
			MD	CD
Tensile Strength (at ultimate)	ASTM D 4595	kN/m (lbs/in)	33.3 (190)	29.2 (166.7)
Tensile Strength (at 2% strain	ASTM D 4595	kN/m (lbs/in)	6.6 (37.5)	6.6 (37.5)
Tensile Strength (at 5% strain	ASTM D 4595	kN/m (lbs/in)	16.1 (91.7)	16.1 (91.7)
Flow Rate	ASTM D 4491	l/min/m^2 (gal/min/ft^2)	2037 (50)	
Permeability	ASTM D 4491	cm/sec	0.040	
Permittivity	ASTM D 4491	sec^{-1}	0.70	
Apparent Opening Size (AOS)	ASTM D 4751	mm (U.S. Sieve)	0.600 (30)	

Physical Properties	Test Method	Unit	Typical Value
Mass/Unit Area	ASTM D 5261	g/m^2 (oz/yd^2)	231 (6.8)
Roll Dimensions (width x length)	--	m (ft)	4.0 (13.1) x 50 (164)
Roll Area	--	m^2 (yd^2)	201 (239)
Estimated Roll Weight	--	kg (lbs)	46 (102)

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.*

FULL DEPTH REPAIR OF EXISTING PAVEMENT:

(7-1-95)(Rev. 7-17-07) RR 58 Rev.

Description

The Contractor's attention is directed to the fact that on I-40/I-85 WB/SB, Map No. 10 from approximately Station 73+67 to approximately Station 126+51, approximately Station 142+43 to approximately Station 143+32 and from approximately Station 168+96 to approximately Station 171+27 the existing pavement will be removed by milling and repaired prior to resurfacing. (See Typical Sections for Full Depth Pavement Repair).

Materials

The repair of the existing pavement consists of Asphalt Concrete Base Course, Type B25.0C, Asphalt Concrete Intermediate Course, Type I19.0D and Asphalt Concrete Surface Course, Type S9.5D. Machine place the asphalt material in accordance with the typical sections. Perform compaction of the asphalt material at transverse joints by the use of mechanical hand tamps or other equipment approved by the Engineer in order to achieve required density.

Construction Methods

The repair of the existing pavement includes but is not limited to the cutting of the existing pavement to a neat vertical joint and uniform line; the milling and disposal of pavement as approved or directed by the Engineer, the coating of the area to be repaired, with a tack coat and conditioning of the surface on which the base course material is to be placed.

Construct the pavement repair in a manner such that the surface of the complete repair will match the surface of existing pavement.

Operations should be scheduled in accordance with the Intermediate Contract Times.

Do not excavate the pavement structure below the plane of the bottom of existing pavement, unless otherwise directed by the Engineer. If it becomes necessary to excavate below existing pavement, measurement and payment for all labor, equipment, and incidentals necessary to complete the excavation shall be made in accordance with Article 104-7 Extra Work of the *Standard Specifications*.

Measurement and Payment

Asphalt Concrete Base Course, Type B25.0C will be measured and paid for in accordance with Article 610-15 of the *Standard Specifications*.

Asphalt Concrete Intermediate Course, Type I19.0D will be measured and paid for in accordance with Article 610-15 of the *Standard Specifications*.

Asphalt Concrete Surface Course, Type S9.5D will be measured and paid for in accordance with Article 610-15 of the *Standard Specifications*.

Furnished asphalt binder for the mix will be paid for in accordance with Article 620-4 of the *Standard Specifications*.

Milling will be measured and paid for as provided for elsewhere in the contract documents.

RESURFACING EXISTING BRIDGES:

(7-1-95) RR 61

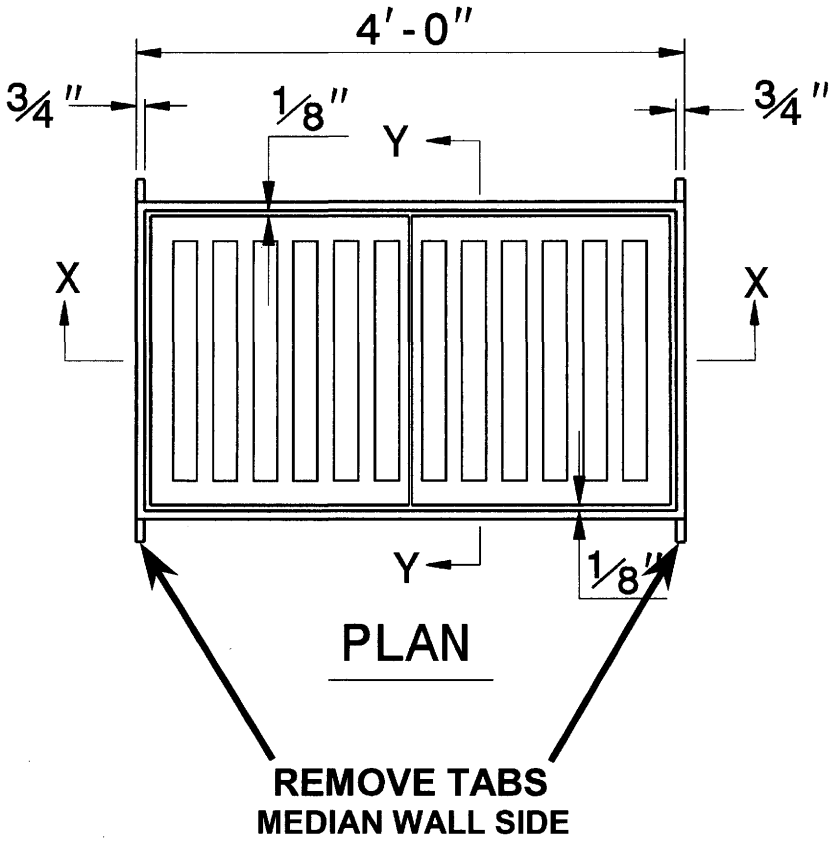
The Contractor's attention is directed to the fact that he will be required to resurface the bridges on this project if directed by the Engineer.

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 and/or Frames on Drop Inlets" is a contingency item. It may be reduced or eliminated from the project at the sole discretion of the Engineer. The Contractor will have no claim against the NCDOT if "Adjustment of Grates and/or Frames on Drop Inlets" is reduced or eliminated.

Payment will be made under:

Pay Item	Pay Unit
Adjustment of Grates and/or Frames on Drop Inlets	Each

REPAIR OF DROP INLETS:

The repair of drop inlets shall be in accordance with Section 858 of the 2006 Standard Specifications except that the word "repair(s)" shall be substituted for the word "adjustments(s)" throughout the specification.

The Engineer will determine if repairs are necessary at each location.

The Contractor shall furnish all material and labor necessary to complete the repair(s) needed at each location.

"Repair of Drop Inlets" is a contingency item. It may be reduced or eliminated from the project at the sole discretion of the Engineer. The Contractor will have no claim against NCDOT if "Repair of Drop Inlets" is reduced or eliminated.

Measurement will be made as noted in the 2006 Standard Specification, Section 858.

Payment will be made under:

Pay Item	Pay Unit
Repair of 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.

PORTABLE CONCRETE BARRIER
(2-20-07) SP10 R50

The *2006 Standard Specifications* is revised as follows:

Page 10-245, Article 1090-1(A) General, add the following after the first sentence:

The requirement for approved galvanized connectors will be waived if the barrier remains the property of the Contractor.

REPLACE EXISTING BARRIER DELINEATOR:

Page 11-20, Article 1170-4 Measurement and Payment, add the following as the fourth paragraph:

> Replace Existing Barrier Delineator will be measured and paid for in units of each that have been completed and accepted.

Add the following pay item:

Pay Item	**Pay Unit**
Replace Existing Barrier Delineator	Each

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.