

**PROJECT SPECIAL PROVISIONS****ROADWAY****NC294, Cherokee County**

On map numbers 1 & 2, NC294 in Cherokee County, sections of the shoulders have been paved with a thin asphalt material, which is not suitable to overlay. This asphalt material is to be removed in the widening operation. The roadway is to be widened by trenching the shoulder to a depth of 8" and approximately 1 1/2 foot wide. In some areas the shoulder may not wide enough to allow the 1 1/2 ft in width and the Project Engineer will mark the widths to widen in these areas. The trench material is to be used to construct the earthen shoulders after the widening is complete. The construction of the shoulders with the trench material is incidental to the widening. In areas where the excess trench material will not interfere with the drainage, the Project Engineer may approve cutting the material into the ditch and compacting it with the grader. If the trench material will interfere with drainage, it may be used as shoulder material in other areas if deemed suitable or may be stockpiled to be used as needed.. If it is unsuitable, it must be removed per the instructions for the Widening Special Provision. After trenching, the road is to be widened using 8" in depth of B25.0B per the Widening Special Provision. The existing roadway is to receive patching (3" milling replaced with I19.0B) as marked by the Project Engineer. After leveling with 112 lbs/sq.yd of SF9.5A and 1 1/2" overlay with S9.5B, the edge lines are to be put back approximately where they were on the old pavement. The purpose of the widening is to maintain the same lane width, with the widen area being a paved shoulder.

**WIDENING**

The Contractor shall do all the trenching necessary to place the asphalt concrete base course, widening, in accordance with the typical sections, at locations shown on the sketch maps, and as directed by the Engineer. The Contractor will not be required to move the location of the ditches.

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

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

Densities may be taken every 2000 feet in the widened areas as directed by the Engineer. The Contractor shall shape and compact the subgrade in the widened areas to the satisfaction of the Engineer. The Contractor shall compact the bituminous concrete base courses in the widened areas in accordance with the Standard Specifications or as directed by the Engineer.

The Contractor shall place the excavated material from trenching operation on the adjacent shoulder area for use in shoulder construction as directed by the Engineer. The contractor is to use the excavated material for the construction of the shoulders as directed by the Project Engineer. Adequate weepholes are to be cut in the excavated material if needed prior to shoulder construction. All excavated material is to be leveled at all drives to provide ingress and egress to abutting properties and in front of mailboxes and paper boxes. The Contractor may need to move excavated material from areas that have excess material to areas that need additional material. The Contractor shall cut a neat edge and remove and dispose of any unsuitable trench material, excess trench material, or asphalt materials. The shoulder construction must be completed before the surface course is applied.

No direct payment will be made for this work as the cost of this work shall be included in the contract unit price per ton for "Asphalt Concrete Base Course, Type B25.0B, Widening.

The Contractor's attention is directed to the following:

1. The Contractor's attention is directed to the fact that the existing pavement may vary in width and the Contractor will be required to widen the pavement as directed by the Engineer in order to obtain a uniform edge of pavement.
2. After erecting the appropriate construction warning signs, the Contractor shall cover the signs displaying an inappropriate message until work begins on that section.
3. Before erecting any signing, the Contractor shall coordinate the location of underground utilities with the appropriate utility company.
4. Portable "Road Construction Ahead" signs may be used in lieu of post-mounted signs, as directed by the Engineer.

5. There are areas existing at the edge of pavement that are cracked and/or are insufficient in thickness that are to become a part of the travel lanes. These areas will need to be cut out as part of the trenching operation.

### **LEVELING**

On the map numbers showing “leveling” the Contractor shall place a leveling course of asphalt concrete surface course as directed by the Project Engineer. The rate of this leveling course is not established but will be determined by allowing the screed to “drag” the high points of the section. The quantity of surface course, SF9.5A leveling, to be paid for will be the number of tons of *Asphalt Concrete Surface Course Type SF9.5A (leveling course)* which has been incorporated into the completed and accepted work.

### **MILLING ASPHALT PAVEMENT:**

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

On maps 1, 2, 3, & 4 the existing pavement has distresses too severe to overlay. The Project Engineer will mark these areas and the Contractor is to mill the marked areas 3” in depth. The milled areas will be 4 feet or greater in width and intermittent. The milled areas will be filled with I19.0B to the level of the existing roadway. After the mill and fill operation, the designated overlay will be placed over the entire surface of the roadway.

### **NC294, Cherokee County Bridge Replacement**

On map 1, NC294, the bridge located 0.86 miles north of SR1309 is scheduled for replacement. The realignment and replacement will affect approximately 1.68 miles of the map. This mileage has been subtracted from the total length of the distance from US64 to the pavement change 194 feet east of SR1312. The Project Engineer will mark the limits of the bridge replacement project and that section will not be paved under this resurfacing contract.

**INCIDENTAL STONE BASE:**

(7-1-95) (Rev.7-18-06)

R5 R28

**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 *2006 Standard Specifications*.

**Measurement and Payment**

*Incidental Stone Base* will be measured and paid for in accordance with Article 545-6 of the *2006 Standard Specifications*.

**ASPHALT PAVEMENTS - SUPERPAVE:**

(7-18-06) (Rev 12-18-07)

RR6 R001

Revise the *2006 Standard Specifications* as follows:

**Page 6-2, Article 600-9 Measurement and Payment, delete the second paragraph.**

**Page 6-12, Subarticle 609-5(C)2, Required Sampling and Testing Frequencies, first partial paragraph at the top of the page, delete last sentence and add the following:**

If the Engineer allows the mix to remain in place, payment will be made in accordance with Article 105-3.

**Page 6-12, Subarticle 609-5(C)2, QUALITY CONTROL MINIMUM SAMPLING AND TESTING SCHEDULE**

**First paragraph, delete and replace with the following.**

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

**Second paragraph, delete the fourth sentence, and replace with the following**

When daily production of each mix design exceeds 100 tons and a regularly scheduled full test series random sample location for that mix design does not occur during that day's production, perform at least one partial test series consisting of Items A and B in the schedule below.

**Page 6-12, Subarticle 609-5(C)2(c) Maximum Specific Gravity, add after (AASHTO T 209):**

*or ASTM D 2041*

**Page 6-13, last line and on page and Page 6-14, Subarticle 609-5(C)(2)(e) Retained Tensile Strength, add a heading before the first paragraph as follows:**

- (i) Option 1

**Insert the following immediately after the first paragraph:**

- (ii) 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.

**Second paragraph, delete the and replace with the following:**

Test all TSR specimens required by either option noted above on either a recording test press or a test press that maintains the peak load reading after the specimen has broken.

**Subarticle 609-5(C)(3) Control Charts, delete the second sentence of the first paragraph and replace with the following:**

For mix incorporated into the project, record full test series data from all regularly scheduled random samples or directed samples that replace regularly scheduled random samples, on control charts the same day the test results are obtained.

**Page 6-15, Subarticle 609-5(C)(3) Control Charts, first paragraph on this page, delete the last sentence and substitute the following:**

Denote the moving average control limits with a dash green line and the individual test limits with a dash red line.

**Subarticle 609-5(C)(3)(a), (b) and (c), replace (a) (b) and (c) with the following:**

- (a) A change in the binder percentage, aggregate blend, or  $G_{mm}$  is made on the JMF, or,
- (b) When the Contractor elects to stop or is required to stop production after one or two moving average values, respectively, fall outside the moving average limits as outlined in subarticle 609-5(C)6 or,

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

**Subarticle 609-5(C)(4) Control Limits, replace the first paragraph and the CONTROL LIMITS Table on page 6-16 with the following.**

The following are established as control limits for mix production. Apply the individual limits to the individual test results. Control limits for the moving average limits are based on a moving average of the last 4 data points. Apply all control limits to the applicable target source.

<b>CONTROL LIMITS</b>			
Mix Control Criteria	Target Source	Moving Average Limit	Individual Limit
2.36 mm Sieve	JMF	±4.0 %	±8.0 %
0.075mm Sieve	JMF	±1.5 %	±2.5 %
Binder Content	JMF	±0.3 %	±0.7 %
VTM @ N <sub>des</sub>	JMF	±1.0 %	±2.0 %
VMA @ N <sub>des</sub>	Min. Spec. Limit	-0.5%	-1.0%
P <sub>0.075</sub> / P <sub>be</sub> Ratio	1.0	±0.4	±0.8
%G <sub>mm</sub> @ N <sub>ini</sub>	Max. Spec. Limit	N/A	+2.0%
TSR	Min. Spec. Limit	N/A	- 15%

**Page 6-16, Subarticle 609-5(C)(5) Warning Bands, delete this subarticle in its entirety.**

**Pages 6-16 through 6-19, Subarticle 609-5(C)(6), delete the word "warning" and substitute the words "moving average".**

**Page 6-16, Subarticle 609-5(C)(6) Corrective Actions, first paragraph, first sentence, delete and replace with the following:**

Immediately notify the Engineer when moving averages exceed the moving average limits.

**Page 6-17, third full paragraph, delete and replace with the following:**

Failure to stop production when required due to an individual mix test not meeting the specified requirements will subject all mix from the stop point tonnage to the point when the next individual test is back on or within the moving average limits, or to the tonnage point when production is actually stopped, whichever occurs first, to being considered unacceptable.

**Sixth full paragraph, delete the first, second, and third sentence and replace with the following:**

Immediately notify the Engineer when any moving average value exceeds the moving average limit. If two consecutive moving average values for any one of the mix control criteria fall outside the moving average limits, cease production of that mix, immediately notify the Engineer of the stoppage, and make adjustments. The Contractor may elect to stop production after only one moving average value falls outside the moving average limits.

**Page 6-18, Subarticle 609-5(C)(6) Corrective Actions second full paragraph, delete and replace with the following:**

If the process adjustment improves the property in question such that the moving average after four additional tests is on or within the moving average limits, the Contractor may continue production with no reduction in payment

**Page 6-18, delete the third and fourth full paragraphs, including the Table for Payment for Mix Produced in the Warning Bands and substitute the following:**

If the adjustment does not improve the property in question such that the moving average after four additional individual tests is outside the moving average limits, the mix will be evaluated for acceptance in accordance with Article 105-3. Reduced payment for or removal of the mix in question will be applied starting from the plant sample tonnage at the stop point to the sample tonnage when the moving average is on or within the moving average limits. In addition, any mix that is obviously unacceptable will be rejected for use in the work.

**Page 6-19, First paragraph, delete and replace with the following:**

Failure to stop production and make adjustments when required due to two consecutive moving average values falling outside the moving average limits will subject all mix produced from the stop point tonnage to the tonnage point when the moving average is back on or within the moving average limits or to the tonnage point when production is actually stopped, whichever occurs first, to being considered unacceptable. Remove this material and replaced with materials which comply with the Specifications at no additional costs to the Department, unless otherwise approved. Payment will be made for the actual quantities of materials required to replace the removed quantities, not to exceed the original amounts.

**Page 6-20, Subarticle 609-5(D)(1) General, delete the third full paragraph, and replace with the following:**

Perform the sampling and testing at the minimum test frequencies as specified above. Should the density testing frequency fail to meet the minimum frequency as specified

above, all mix without the required density test representation will be considered unsatisfactory. If the Engineer allows the mix to remain in place, payment will be made in accordance with Article 105-3.

**Page 6-23, Subarticle 609-5(D)(5) Limited Production Procedure, delete the first paragraph including (a), (b), (c) and substitute the following:**

Proceed on limited production when, for the same mix type and on the same contract, one of the following conditions occur (except as noted in the first paragraph below).

- (a) Two consecutive failing lots, except on resurfacing\*
- (b) Three consecutive failing lots on resurfacing\*
- (c) Two consecutive failing nuclear control strips.

\* Resurfacing is defined as the first new uniform layer placed on an existing pavement.

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

Substitute 20% for 15%

**Fifth paragraph, first, second and third sentences:**

Substitute 20% for 15%

**Page 6-28, Subarticle 610-3(A) Mix Design-General, add the following as the fourth paragraph:**

Reclaimed Asphalt Pavement (RAP) or Reclaimed Asphalt Shingles (RAS) may be incorporated into asphalt plant mixes in accordance with Article 1012-1 and the following applicable requirements.

**Page 6-35, Table 610-3 delete and replace with the following:**

**TABLE 610-3  
ASPHALT PLACEMENT- MINIMUM TEMPERATURE REQUIREMENTS**

Asphalt Concrete Mix Type	Minimum Air Temperature	Minimum Surface Temperature
ACBC, Type B 25.0B, C, B 37.5C	35°F	35°F
ACIC, Type I 19.0B, C, D	35°F	35°F
ACSC, Type S 4.75A, SF 9.5A, S 9.5B	40°F	50°F *
ACSC, Type S 9.5C, S 12.5C	45°F	50°F
ACSC, Type S 9.5D, S 12.5D	50°F	50°F



\* 35°F if surface is soil or aggregate base for secondary road construction.

**Page 6-44, Article 610-8 Spreading and Finishing, 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 6-50, Article 610-13 Density Acceptance, delete the second paragraph and replace with the following:**

As an exception, when the first layer of mix is a surface course and is being placed directly on an unprimed aggregate or soil base, the layer will be included in the "Other" construction category.

**Page 6-53, Article 620-4 Measurement and Payment, sixth paragraph, delete the last sentence.**

**Page 6-54, Article 620-4 Measurement and Payment, add the following pay item:**

<b>Pay Item</b>	<b>Pay Unit</b>
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 <sup>2</sup>	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, Subarticle 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 6-76, Article 661-1 Description, add the following as the 2nd paragraph:**

Provide and conduct the quality control and required testing for acceptance of the UBWC in accordance with "Quality Management System for Asphalt Pavements (OGAFC, PADL, and Ultra-Thin HMA Version)", included in the contract.

**Page 6-80, Subarticle 661-3(A) Equipment, add the following as the first paragraph:**

Use asphalt mixing plants in accordance with Article 610-5.

**Page 10-41, Table 1012-1, delete the last row of entries for OGAFC and add the following:**

Mix Type	Course Aggregate Angularity <sup>(b)</sup> ASTM D5821	Fine Aggregate	Sand	Flat & Elongated 5:1
		Angularity % Minimum AASHTO T304 Method A	Equivalent % Minimum AASHTO T176	Ratio % Maximum ASTM D4791 Section 8.4
S 9.5 D	100/100	45	50	10
OGAFC	100/100	N/A	N/A	10
UBWC	100/85	40	45	10

**Delete Note (c) under the Table 1012-1 and replace with the following:**

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

**Page 10-43 through 10-45, Subarticle 1012-1(G), delete this in its entirety and replace with the following:**

**(G) Reclaimed Asphalt Pavement (RAP)**

**(1) Mix Design RAP**

Incorporate RAP from stockpiles or other sources that have been tested for uniformity of gradation and binder content prior to use in an asphalt mix design. Use reclaimed asphalt pavement that meets all requirements specified for *one* of the following *two* classifications.

**(a) Millings**

Existing reclaimed asphalt pavement (RAP) that is removed from its original location by a milling process as specified in Section 607. Millings should be such that it has a uniform gradation and binder

content and all materials will pass a 2" sieve prior to introduction into the plant mixer unit.

**(b) Processed RAP**

RAP that is processed in some manner (possibly by crushing and/or use of a blending method) to produce a uniform gradation and binder content in the RAP prior to use in a recycled mix. Process RAP so that all materials have a uniform gradation and binder content and will pass a 2" sieve prior to introduction into the plant mixer unit.

**(2) Mix Production RAP**

During mix production use RAP that meets the criteria for one of the following categories:

**(a) Mix Design RAP**

RAP contained in the mix design stockpiles as described above may be used in all applicable JMFs. These stockpiles have been pretested; however, they are subject to required QC/QA testing in accordance with Subarticle 609-5(C)(2).

**(b) New Source RAP**

New Source RAP is defined as any acceptable material which was not included in the stockpile or other source when samples were taken for mix design purposes. Process new source RAP so that all materials have a uniform gradation and binder content and will pass a 2" sieve prior to introduction into the plant mixer unit.

After a stockpile of processed RAP or millings has been sampled and mix designs made from these samples, do not add new source RAP to the original stockpile without prior field testing to insure gradation and binder uniformity. Sample and test new source RAP before blending with the existing stockpile.

Store new source RAP in a separate stockpile until the material can be sampled and tested for comparison with the original recycled mix design data. New source RAP may also be placed against the existing stockpile in a linear manner provided it is sampled for mix design conformity prior to its use in the recycled mix.

Unprocessed RAP is asphalt material that was not milled and/or has not been processed to obtain a uniform gradation and binder content and is not representative of the RAP used during the applicable mix

design. Unprocessed RAP shall not be incorporated into any JMFs prior to processing. Different sources of unprocessed RAP may be stockpiled together provided it is generally free of contamination and will be processed prior to use in a recycled mix. RAP contamination in the form of excessive dirt, debris, clean stone, concrete, etc. will not be allowed. Incidental amounts of dirt, concrete, and clean stone may be acceptable. Unprocessed RAP may be processed and then classified as a new source RAP as described above.

Field approval of new source RAP will be based on Table 1012-2 below and volumetric mix properties on the mix with the new source RAP included. Provided the Table 1012-2 tolerances are met, volumetric properties of the new mix will then be performed. If all volumetric mix properties meet the mix design criteria for that mix type, the new source RAP may continue to be used.

If the gradation, binder content, or any of the volumetric mix properties are not within the allowable tolerances of Table 1012-2, do not use the new source RAP unless approved by the Engineer. The Contractor may elect to either not use the stockpile, to request an adjustment to the JMF, or to redesign the mix.

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

Mix Type	0-20% RAP			20 <sup>+</sup> -25 % RAP			25 <sup>+</sup> % RAP		
	Base	Inter.	Surf.	Base	Inter.	Surf.	Base	Inter.	Surf.
P <sub>b</sub> %	± 0.7%			± 0.4%			± 0.3%		
25.0	±10	-	-	±7	-	-	±5	-	-
19.0	±10	±10	-	±7	±7	-	±5	±5	-
12.5	-	±10	±6	-	±7	±3	-	±5	±2
9.5	-	-	±8	-	-	±5	-	-	±4
4.75	±10	-	±10	±7	-	±7	±5	-	±5
2.36	±8	±8	±8	±5	±5	±5	±4	±4	±4
1.18	±8	±8	±8	±5	±5	±5	±4	±4	±4
0.300	±8	±8	±8	±5	±5	±5	±4	±4	±4
0.150	-	-	±8	-	-	±5	-	-	±4
0.075	±4	±4	±4	±2	±2	±2	±1.5	±1.5	±1.5

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

(1-1-02)

R6 R15

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

Asphalt Concrete Base Course	Type B 25.0 ___	4.3 %
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 *2006 Standard Specifications*.

**ASPHALT PLANT MIXTURES:**

(7-1-95)

R6 R20

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

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

(11-21-00)

R6 R25

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the *2006 Standard Specifications*.

The base price index for asphalt binder for plant mix is \$ **318.93** 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, 2007**.

**RESURFACING EXISTING BRIDGES:**

(7-1-95)

R6 R61

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

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

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

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

(7-1-95)

R6 R70

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

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

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

Widen the pavement on curves as directed by the Engineer.

**SHPO DOCUMENTATION FOR BORROW/WASTE SITES:**

(12-18-07)

RR8 R02

Revise the *2006 Standard Specifications* as follows:

**Division 2 Earthwork**

**Page 2-17, Article 230-4(B) Contractor Furnished Sources, first paragraph, first sentence replace with the following:**

Prior to the approval of any borrow sources developed for use on any project, obtain certification from the State Historic Preservation Officer of the State Department of Cultural Resources certifying that the removal of the borrow material from the borrow sources(s) will have no effect on any known district, site building, structure, or object, architectural and/or archaeological that is included or eligible for inclusion in the National Register of Historic Places.

**Division 8 Incidentals**

**Page 8-9, Article 802-2 General Requirements, add the following as the 1st paragraph:**

Prior to the removal of any waste from any project, obtain certification from the State Historic Preservation Officer of the State Department of Cultural Resources certifying that the deposition of the waste material to the proposed waste area will have no effect on any known district, site building, structure, or object, architectural and/or archaeological that is included or eligible for inclusion in the National Register of Historic Places. Furnish a copy of this certification to the Engineer prior to performing any work in the proposed waste site.

**Page 8-10, Article 802-2, General Requirements, 4th paragraph, add the following as the 2nd sentence:**

The Department's borrow and waste site reclamation procedures for contracted projects is available on the NCDOT website and shall be used for all borrow and waste sites on this project.

**AGGREGATE PRODUCTION:**

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

R10 R05

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 *2006 Standard Specifications*. Copies of this procedure are available upon request from the Materials and Test Unit.

**GLASS BEADS:**

(7-18-06)

R10 R35

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.

**CHANGEABLE MESSAGE SIGNS**

(11-21-06)

R11 R11

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.

**PAVEMENT MARKING LINES:**

(11-21-06) (Rev. 9-18-07)

RR12R01

Revise the *2006 Standard Specifications* as follows:

**Page 12-2, 1205-3(D) Time Limitations for Replacement**, add the following at the beginning of the chart:

Facility Type	Marking Type	Replacement Deadline
Full-control-of-access multi-lane roadway (4 or more total lanes) and ramps, including Interstates	All markings including symbols	By the end of each workday's operation if the lane is opened to traffic

**Page 12-14, Subarticle 1205-10, Measurement and Payment**, 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.